

June 19, 2019

ORDINARY MONTHLY MEETING

TO BE HELD

WEDNESDAY, JUNE 26, 2019

Please address all communications to: The General Manager 240 Blende Street PO Box 448 Broken Hill NSW 2880 Phone 08 8080 3300 Fax 08 8080 3424 council@brokenhill.nsw.gov.au www.brokenhill.nsw.gov.au

Dear Sir/Madam,

Your attendance is requested at the Ordinary Meeting of the Council of the ABN 84 873 116 132 City of Broken Hill to be held in the Council Chamber, Sulphide Street, Broken Hill on Wednesday, June 26, 2019 commencing at 6:30pm to consider the following business:

- 1) Opening Meeting
- 2) Apologies
- 3) Prayer
- 4) Acknowledgement of Country
- 5) Minutes for Confirmation
- 6) Disclosure of Interest
- 7) Mayoral Minute(s)
- 8) Notice of Motion
- 9) Notices of Rescission
- 10) Reports from Delegates
- 11) Reports
- 12) Committee Reports
- 13) Questions Taken on Notice from Previous Council Meeting
- 14) Questions for Next Meeting Arising from Items on this Agenda
- 15) Confidential Matters
- 16) Conclusion of the meeting

JAMES RONCON GENERAL MANAGER

LIVE STREAMING OF COUNCIL MEETINGS

<u>PLEASE NOTE</u>: This Council meeting is being streamed live, recorded, and broadcast online via Facebook. To those present in the gallery today, by attending or participating in this public meeting you are consenting to your image, voice and comments being recorded and published. The Mayor and/or General Manager have the authority to pause or terminate the stream if comments or debate are considered defamatory or otherwise inappropriate for publishing. Attendees are advised that they may be subject to legal action if they engage in unlawful behaviour or commentary.

MINUTES FOR CONFIRMATION

Minutes of the Ordinary Meeting of the Council of the City of Broken Hill held Wednesday, May 29, 2019.

Meeting commenced at 6:30 p.m.

PRESENT:Councillor D. Turley (Mayor) Councillor M. Browne (Deputy Mayor)
Councillors C. Adams, B. Algate, M. Clark, D. Gallagher, T. Kennedy,
B. Licul, J. Nolan and R. Page.General Manager, Chief Operations Officer, Chief Financial Officer,
Director Corporate, Manager Communications, Governance Officer and
Executive Support Officer.Media (3), Members of the Public (5).

APOLOGIES:

Nil.

PRAYER

Councillor Adams delivered the prayer.

ACKNOWLEDGEMENT OF COUNTRY

Councillor Gallagher delivered the Acknowledgment of Country.

PUBLIC FORUM

Nil.

MINUTES FOR CONFIRMATION

)

)

RESOLUTION

<u>Minute No. 46067</u> Councillor J. Nolan moved Councillor C. Adams seconded That the Minutes of the Ordinary Meeting of the Council of the City of Broken Hill held April 17, 2019 be confirmed.

That the Minutes of the Extraordinary Meeting of the Council of the City of Broken Hill held May 14, 2019 be confirmed.

CARRIED

DISCLOSURE OF INTEREST

Councillor Gallagher declared:

• a non-pecuniary interest in Report No. 79/19 (Item 4 of the Confidential Matters) as he is a Club member of the organisation and advised that he will leave the Council Chambers whilst the item is considered.

Councillor Adams declared:

• a non-pecuniary interest in Report No. 77/19 (Item 2 of the Confidential Matters) as she is a

Board member of the organisation and advised that she will leave the Council Chambers whilst the item is considered.

Councillor Browne declared:

 a non-pecuniary interest in Report No. 77/19 (Item 2 of the Confidential Matters) as she is a Board member of the organisation and advised that she will leave the Council Chambers whilst the item is considered.

MAYORAL MINUTES

Nil.

NOTICES OF MOTION

ITEM 1 - MOTIONS OF WHICH NOTICE HAS BEEN GIVEN NO. 9/19 - DATED MAY 24, 2019 -WATER PURIFIERS FOR MENINDEE AND WILCANNIA 11/426

)

)

Motion Councillor T. Kennedy moved Councillor B. Algate seconded

- 1. That Motions of Which Notice has been Given No. 9/19 dated May 24, 2019, be received.
- 2. That Broken Hill City Council helps to deliver an offer from Cyclowater Global Pty Ltd to the township of Menindee and Wilcannia, the use of a Cyclowaters Cycloniser to provide clean drinking water for Menindee and Wilcannia. Usual use is a closed loop recycling system but can provide up to 5,000 litres of pure clean drinking water per day.
- 3. That Council liaise with the company contact and representatives of the Centre Darling Shire to decide the best way to implement this kind offer.
- 4. That Broken Hill City Council contacts the appropriate Ministers in Federal and State Government and our local members to consider the cyclonisers for use under the Emergency Water Infrastructure Scheme as an important device for the delivery of pure, recycled water for kitchen, bathroom and laundry.
- 5. The cycloniser is a closed loop recycling device that will dramatically reduce water usage and the cost of trucking water to properties and will deliver an almost pure water product that protects families from unattended effects of the contaminated water that is causing skin and other health ailments.

MINUTES OF THE ORDINARY MEETING OF THE BROKEN HILL CITY COUNCIL HELD MAY 29, 2019

Councillor C. Adams moved Councillor D. Gallagher seconded)	1.	That Motions of Which Notice has been Given No. 9/19 dated May 24, 2019, be received.
		2.	That the offer from Cyclowater Global Pty Ltd to donate a cycloniser to the townships of Wilcannia and Menindee be referred to the Central Darling Shire Council.
			CARRIEE
The amendment becomes the motion.			
RESOLUTION Minute No. 46068			
Councillor C. Adams moved Councillor D. Gallagher seconded)	1.	That Motions of Which Notice has been Given No. 9/19 dated May 24, 2019, be received.
		2.	That the offer from Cyclowater Global Pty Ltd to donate a cycloniser to the townships of Wilcannia and Menindee be referred to the Central Darling Shire Council.
			CARRIEL
The Mayor accepted a request for a Divis Councillor Algate. A Division was called which resulted in: FOR: Crs Adams, Browne, Gallagi AGAINST: Crs Algate and Kennedy			
2019/2020 BUDGET CONSIDERATION			<u>BIVEN NO. 10/19 - DATED MAY 24, 2019 -</u> LIGHTING 18/191, 12/45
<u>Motion</u>			
Councillor T. Kennedy moved Councillor B. Algate seconded)	1.	That Motions of Which Notice has been Given No. 10/19 dated May 24, 2019, be
Councilior D. Algale seconded	,		received.
Councillor D. Algale Seconded	·	2.	
Councilior D. Algale Seconded			received. That Broken Hill City Council budget \$700,000 in the 2019-2020 budget for lighting

The Mayor accepted a request for a Division from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in:
FOR: Crs Kennedy, Algate
AGAINST: Crs Adams, Browne, Gallagher, Licul, Turley, Clark, Page and Nolan

ITEM 3 - MOTIONS OF WHICH NOTICE HAS BEEN GIVEN NO. 11/19 - DATED MAY 24, 2019 - 2019/2020 BUDGET CONSIDERATION - UPGRADE WORKS TO NORM FOX OVAL 18/191, 12/53

)

)

Motion

Councillor T. Kennedy moved
Councillor B. Algate seconded

- 1. That Motions of Which Notice has been Given No. 11/19 dated May 24, 2019, be received.
- That Broken Hill City Council budget \$1,500,000 in the 2019-2020 budget for works at the Norm Fox Oval that includes lighting, sprinkler systems, new turf etc.
- 3. That money for the Norm Fox project is transferred from the \$6,500,000 collected in profit from the W2BH pipeline construction and is currently kept in the Community Hub reserve or from the infrastructure replace loan or from another area identified by the General Manager and voted by Council.

LOST

The Mayor accepted a request for a Division from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in:

FOR: Crs Kennedy, Algate and Page

AGAINST: Crs Adams, Browne, Gallagher, Licul, Turley, Clark and Nolan

ITEM 4 - MOTIONS OF WHICH NOTICE HAS BEEN GIVEN NO. 12/19 - DATED MAY 24, 2	019 -
2019/2020 BUDGET CONSIDERATION - QUEEN ELIZABETH PARK UPGRADE WORKS	18/191,
17/136	

)

)

Motion

MOLION	
Councillor T. Kennedy moved	
Councillor B. Algate seconded	

- 1. That Motions of Which Notice has been Given No. 12/19 dated May 24, 2019, be received.
- That Broken Hill City Council budget \$1,000,000 in the 2019-2020 budget for works at the Queen Elizabeth Park that includes lighting, sprinkler systems, new turf etc.
- 3. That money for the Queen Elizabeth Park project is transferred from the \$6,500,000 collected in profit from the W2BH pipeline construction and is currently kept in the Community Hub reserve or from the infrastructure replace loan or from another area identified by the General Manager and voted by Council.

The Mayor accepted a request for a Division from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in:FOR: Crs Kennedy, Algate and PageAGAINST: Crs Adams, Browne, Gallagher, Licul, Turley, Clark and Nolan

RESCISSION MOTIONS

Nil.

REPORTS FROM DELEGATES

Nil.

REPORTS

ITEM 5 - BROKEN HILL CITY COUNCIL	REPORT	NO.	60/19 - DATED MARCH 26, 2019 - ANNUAL
FEES - MAYOR AND COUNCILLORS			11/20
Motion			
Councillor M. Browne moved)	1	That Broken Hill City Council Report No.
Councillor B. Licul seconded)	••	60/19 dated March 26, 2019, be received.
		2.	That effective 1 July 2019, the Local
			Government Remuneration Tribunal annual
			fee increase of 2.5% for 2019/2020 financial year be applied to the current fees for the
			Mayor and Councillors.
		3.	That allocation of a fee for the Deputy Mayor
			when acting in the role as Mayor, being the
			daily fee based on the annual additional
			Mayoral fee; with the fee so payable deducted from the Mayor's fee, be reaffirmed.
			deducted from the mayor's ree, be reallimed.

An addendum was suggested by Councillor Clark: That Councillors wishing not to accept the increase should advise the General Manger by 30 June 2019.

The addendum was not accepted by the Mayor as it is contrary to the Local Government Act 1993.

))

The original motion was put.

RESOLUTION

Minute No. 46069				
Councillor M. Browne moved				
Councillor B. Licul seconded				

- 1. That Broken Hill City Council Report No. 60/19 dated March 26, 2019, be received.
- 2. That effective 1 July 2019, the Local Government Remuneration Tribunal annual fee increase of 2.5% for 2019/2020 financial

year be applied to the current fees for the Mayor and Councillors.

 That allocation of a fee for the Deputy Mayor when acting in the role as Mayor, being the daily fee based on the annual additional Mayoral fee; with the fee so payable deducted from the Mayor's fee, be reaffirmed.

> CARRIED On the casting vote of the Mayor

The Mayor accepted a request for a Division from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in:

FOR:Crs Browne, Licul, Turley, Clark and NolanAGAINST:Crs Adams, Algate, Gallagher, Kennedy and PageCASTING VOTE:The Mayor exercised her casting vote in favour of the motion.

ITEM 6 - BROKEN HILL CITY COUNCIL CODE OF MEETING PRACTICE FOR L	L REPOR	<u>RT NC</u> OUN	0. 61/19 - DATED APRIL 09, 2019 - MODEL CILS IN NSW 2018 12/14
<u>Motion</u> Councillor M. Clark moved Councillor J. Nolan seconded))	1.	That Broken Hill City Council Report No. 61/19 dated April 9, 2019, be received.
		2.	That Council adopts the draft Code of Meeting Practice Policy (based on the Model Code of Meeting Practice for Local Councils in NSW 2018) as a Policy of Council, with the inclusion of clause 11.11 and the omission of clauses 11.6 to 11.9 and clause 11.13; and that this policy renders the 2013 Code of Meeting Practice Policy obsolete.
Amendment Councillor T. Kennedy moved Councillor B. Algate seconded))	1.	That Broken Hill City Council Report No. 61/19 dated April 9, 2019, be received.
		2.	That Council adopts the draft Code of Meeting Practice Policy (based on the Model Code of Meeting Practice for Local Councils in NSW 2018) as a Policy of Council, with the inclusion of clause 11.11 and the omission of clauses 11.6 to 11.9 and clause 11.13, and the amendment of clause 18.1 to change the closing time of a Council Meeting to be no later than 11:30 p.m.; and that this policy renders the 2013 Code of Meeting Practice Policy obsolete.
			LOST
Amendment Councillor T. Kennedy moved Councillor B. Algate seconded))	1.	That Broken Hill City Council Report No. 61/19 dated April 9, 2019, be received.

Page 8

2. That Council adopts the draft Code of Meeting Practice Policy (based on the Model Code of Meeting Practice for Local Councils in NSW 2018) as a Policy of Council, with the inclusion of clause 11.11 and the omission of clauses 11.6 to 11.9 and clause 11.13, and the amendment of clause 3.10 to remove the limit of Notice of Motions that a Councillor can submit to a Council Meeting.; and that this policy renders the 2013 Code of Meeting Practice Policy obsolete.

LOST

The Mayor accepted a request for a Division from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in: FOR: Crs Kennedy, Algate and Page AGAINST: Crs Adams, Browne, Gallagher, Licul, Turley, Clark and Nolan

Councillor Kennedy called a Point of Order stating that limiting the number of Notice of Motions that a Councillor can put to a Council Meeting (at clause 3.10(a) of the Code of Meeting Practice) is breaching the Local Government Act 1993.

The Mayor ruled that the motion stands as clause 3.10(a) of the Code of Meeting Practice does not breach the Local Government Act 1993.

)

)

The original motion was put.

RESOLUTION

<u>Minute No. 46070</u> Councillor M. Clark moved Councillor J. Nolan seconded

- 1. That Broken Hill City Council Report No. 61/19 dated April 9, 2019, be received.
- That Council adopts the draft Code of Meeting Practice Policy (based on the Model Code of Meeting Practice for Local Councils in NSW 2018) as a Policy of Council, with the inclusion of clause 11.11 and the omission of clauses 11.6 to 11.9 and clause 11.13; and that this policy renders the 2013 Code of Meeting Practice Policy obsolete.

CARRIED

ITEM 7 - BROKEN HILL CITY COUNCIL REPORT NO. 62/19 - DATED MAY 13, 2019 - OPENING HOURS OF THE VISITOR INFORMATION CENTRE 11/407

)

)

Motion

Councillor M. Browne moved Councillor D. Gallagher seconded

- 1. That Broken Hill City Council Report No. 62/19 dated May 13, 2019, be received.
- 2. That Council retain the current operating hours of the Visitor Information Centre (VIC) i.e:

March 1 to November 30 (medium season) -

MINUTES OF THE ORDINARY MEETING OF THE BROKEN HILL CITY COUNCIL HELD MAY 29, 2019

			8.30am to 4.00pm daily
			December 1 to end February (low season) – 8.30am to 3.00pm daily
			NSW, SA and VIC school holidays (high seasons) – 8.30am to 5.00pm daily
Amendment Councillor T. Kennedy moved)		
Councillor B. Algate seconded)	1.	That Broken Hill City Council Report No. 62/19 dated May 13, 2019, be received.
		2.	That the opening hours of the Visitor Information Centre be from 8:30am to 5:00pm daily, all year round, closing only on Christmas Day (as per prior to 2011 operating hours).

LOST

The Mayor accepted a request for a Division on the Amendment from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in:FOR: Crs Kennedy, Algate and PageAGAINST: Crs Adams, Browne, Gallagher, Licul, Turley, Clark and Nolan

The Mayor and General Manager took questions on notice from Councillor Kennedy relating to Report No. 62/19 regarding:

- a) the accuracy of the lease rental income stated in the report for the Tourist and Travellers Centre; and
- b) if Councillors could be given an update on the status of the vacant shops at the Tourist and Travellers Centre.

)

The original motion was put.

RESOLUTION

<u>Minute No. 46071</u>	
Councillor M. Browne moved	
Councillor D. Gallagher seconded	

- 1. That Broken Hill City Council Report No. 62/19 dated May 13, 2019, be received.
- 2. That Council retain the current operating hours of the Visitor Information Centre (VIC) i.e:

March 1 to November 30 (medium season) – 8.30am to 4.00pm daily

December 1 to end February (low season) – 8.30am to 3.00pm daily

NSW, SA and VIC school holidays (high seasons) – 8.30am to 5.00pm daily

CARRIED

ITEM 8 - BROKEN HILL CITY COUNCIL REPORT NO. 63/19 - DATED APRIL 08, 2019 - RE-ESTABLISHMENT OF CENTRAL BUSINESS DISTRICT ALCOHOL-FREE ZONE11/307

<u>Resolved</u>

- 1. That Broken Hill City Council Report No. 63/19 dated April 8, 2019, be received.
- 2. That Council re-establish the Central Business District Alcohol-Free Zone as described in the final Proposal attached to this report, for a period of four years from 25 June 2019 to 25 June 2023, that is:

Council re-establish the Alcohol-Free Zone in the area generally bounded as follows: A zone comprising the Central Business District in an area generally bounded by Crystal, Iodide (Wolfram), Mica, Gossan, Talc (Mercury), Graphite, Wills, Gypsum and Gaffney Streets and South Road, with the exception of businesses within the Alcohol-Free Zone, with approved liquor licence and approved outdoor dining.

- 3. That the necessary signage be installed showing operation of the zone from 25 June 2019 to 25 June 2023.
- 4. That re-establishment of the Central Business District Alcohol-Free Zone be advised to the public by way of media release and advertisement in the Barrier Daily Truth. That the advertisement also confirm that all other existing alcohol-free zones in Broken Hill remain in force.
- 5. That Council thank the Broken Hill Police for its ongoing support of alcohol-free zones in Broken Hill.

RESOLUTION

Minute No. 46072	
Councillor B. Algate moved	
Councillor B. Licul seconded	

CARRIED

ITEM 9 - BROKEN HILL CITY COUNCIL REPORT NO. 64/19 - DATED MAY 06, 2019 -QUARTERLY BUDGET REVIEW STATEMENT FOR PERIOD ENDING MARCH 201912/160

<u>Resolved</u>

- 1. That Broken Hill City Council Report No. 64/19 dated May 6, 2019, be received.
- 2. That the 2nd Quarterly Budget Review Statement and recommendations be adopted.

)

- 3. That Council note the projected 2018/19 operating surplus (before capital) of \$1,556,000.
- 4. That Council note the 2018/19 projected net capital expenditure budget of \$11,161,000.

)

RESOLUTION

<u>Minute No. 46073</u> Councillor T. Kennedy moved Councillor D. Gallagher seconded

CARRIED

ITEM 10 - BROKEN HILL CITY COUNCIL REPORT NO. 65/19 - DATED MAY 06, 2019 -

INVESTMENT REPORT FOR APRIL 2019 17/82 Resolved 1. That Broken Hill City Council Report No. 65/19 dated May 6, 2019, be received. RESOLUTION Minute No. 46074 Councillor J. Nolan moved) Councillor M. Browne seconded CARRIED) ITEM 11 - BROKEN HILL CITY COUNCIL REPORT NO. 66/19 - DATED MAY 14, 2019 -COMMUNITY ASSISTANCE GRANTS AWARDED FOR ROUND 1 OF 2019/2020 Resolved 1. That Broken Hill City Council Report No. 66/19 dated May 14, 2019, be received.

- 2. That Council notes the Community Assistance Grants awarded for Round One of 2018/2019 which were approved by the Panel on 14 May 2019 and the General Manager on 20 May 2019.
- 3. That the balance from Round 1 of 2019/2020 of \$23,895.90 be rolled-over to Round 2 of 2019/2020.

)

)

RESOLUTION

Minute No. 46075 Councillor T. Kennedy moved Councillor B. Licul seconded

ITEM 12 - BROKEN HILL CITY COUNCIL REPORT NO. 67/19 - DATED MAY 10, 2019 - REVIEW OF SECTION 7.12 DEVELOPER CONTRIBUTIONS PLAN 11/467

Resolved

- 1. That Broken Hill City Council Report No. 67/19 dated May 10, 2019, be received.
- 2. That the draft Section 7.12 Developer Contributions Plan be publicly exhibited for a period of not less than 28 days.
- 3. That a further report be presented to Council on completion of the public exhibition for Council's consideration and adoption.

)

)

)

)

RESOLUTION

Minute No. 46076 Councillor J. Nolan moved Councillor M. Browne seconded

ITEM 13 - BROKEN HILL CITY COUNCIL REPORT NO. 68/19 - DATED MAY 14, 2019 -DEVELOPMENT APPLICATION 24/2019 - REDEVELOPMENT AT JUBILEE OVAL, 90 SILVER 11/467 STREET, BROKEN HILL

Motion Councillor T. Kennedy moved Councillor B. Algate seconded

1. That Broken Hill City Council Report No. 68/19 dated May 14, 2019, be received.

2. That Development Application 24/2019 be approved, as per the conditions of consent contained within the report with the exclusion

18/44

CARRIED

CARRIED

of the requirement for the applicant to pay Developer Contribution Fees, i.e.:

- a. Compliance with Building Code of Australia That all building work must be out in accordance with the provisions of the Building Code of Australia.
- b. Protection of public places
 - a) That a hoarding or fence must be erected between the work site and the public place.
 - i. Submit details of the design of the structure and method of providing safe pedestrian access prior to commencement of works.
 - b) That if necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.
 - c) That the work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.
 - That any such hoarding, fence or awning is to be removed when the work has been completed. Council's Infrastructure Department shall be contacted to ascertain approval requirements in this regard.
- c. Extensions/Alterations That all necessary alterations and or extensions to services shall be out in accordance with the requirements of the appropriate Supply Authorities.
- d. Injury to Amenity No nuisance shall be caused to the amenity of the area by the emission of noise, smoke, smell, vibration, gases, vapours, odours, dust, particular matter, or other impurities which are a nuisance or injurious or dangerous or prejudicial to health, the exposure to view of any unsightly matter or otherwise.

- e. Construction activities Construction activities at the development site shall be carried out only between 7.00am to 6.00pm Monday to Saturday. No work on Sundays and Public Holidays is permitted.
- f. PCA Requirements Prior to the commencement of any work on the site, a Construction Certificate is to be obtained from either Council or an Accredited Certifier, certifying that the proposed works are in accordance with this consent and the applicable standards.

Prior to the commencement of any work on the site, the person having the benefit of this consent:

- a) shall appoint a Principal Certifying Authority (PCA).
- b) shall ensure a Construction Certificate is issued by the PCA.
- c) shall notify Council of their intention to commence the site works, at least 2 days prior to commencement of work.
- g. During construction, dust control measures are to be implemented during construction to reduce any impact on local air quality and reduce dust emissions. This will include but not be limited to regularly wetting down of the site during the course of works being out in order to control wind-blown dust.
- h. During construction, all works associated with the development must be out entirely within the allotment boundaries.
- i. During construction, all roads adjoining the site must be kept clean and free of all materials.
- Prior to work commencing, a "Notice of Commencement of Building or Subdivision Work and Appointment of Principal Certifying Authority" shall be submitted to Council at least 2 days prior to work commencing.
- Prior to the commencement of any work involving asbestos, a plan shall be prepared by a suitable qualified

person in accordance with the following standards:

- a) AS 2601-2001 The Demolition of Structures.
- b) Safe Work Australia Code of Practice How to Manage and Control Asbestos in the Workplace.
- c) Work Health and Safety Act 2011.

Details demonstrating compliance shall be submitted with the Construction Certificate application.

- I. During construction, any demolition works shall comply with the provisions of Australian Standard AS 2601-2001 – The Demolition of Structures, the Safe Work Australia Code of Practice – How to Manage and Control Asbestos in the Workplace, and the Work Health and Safety Act 2011.
- m. During construction, works are to be out so as not to cause damage to nearby public infrastructure, services and utilities, including Council's kerb and gutter, footpaths, water mains, sewer mains and roadways. All damage arising from demolition is to be made good and any necessary repairs and renovations out immediately at no cost to Council.

LOST

Prior to the motion being put Councillor Browne foreshadowed a motion (should the current motion be lost) being the report recommendation as written. The Mayor accepted the foreshadowed motion.

The Mayor accepted a request for a Division from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in: FOR: Crs Kennedy, Algate and Page AGAINST: Crs Adams, Browne, Gallagher, Licul, Turley, Clark and Nolan

As the previous motion was lost, the foreshadowed motion was put.

RESOLUTION

<u>Minute No. 46077</u> Councillor M. Browne moved Councillor B. Licul seconded

- 1. That Broken Hill City Council Report No. 68/19 dated May 14, 2019, be received.
- 2. That Development Application 24/2019 be approved, subject to the following conditions:
 - a. Compliance with Building Code of Australia

)

)

That all building work must be out in accordance with the provisions of the Building Code of Australia.

- b. Protection of public places
 - a) That a hoarding or fence must be erected between the work site and the public place.
 - i. Submit details of the design of the structure and method of providing safe pedestrian access prior to commencement of works.
 - b) That if necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.
 - c) That the work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.
 - d) That any such hoarding, fence or awning is to be removed when the work has been completed.
 Council's Infrastructure
 Department shall be contacted to ascertain approval requirements in this regard.
- c. Extensions/Alterations That all necessary alterations and or extensions to services shall be out in

accordance with the requirements of the appropriate Supply Authorities.

- d. Injury to Amenity No nuisance shall be caused to the amenity of the area by the emission of noise, smoke, smell, vibration, gases, vapours, odours, dust, particular matter, or other impurities which are a nuisance or injurious or dangerous or prejudicial to health, the exposure to view of any unsightly matter or otherwise.
- e. Construction activities Construction activities at the development site shall be carried out only between 7.00am to 6.00pm Monday to Saturday. No work on Sundays and Public Holidays is permitted.
- f. PCA Requirements

Prior to the commencement of any work on the site, a Construction Certificate is to be obtained from either Council or an Accredited Certifier, certifying that the proposed works are in accordance with this consent and the applicable standards.

Prior to the commencement of any work on the site, the person having the benefit of this consent:

- a) shall appoint a Principal Certifying Authority (PCA).
- b) shall ensure a Construction Certificate is issued by the PCA.
- c) shall notify Council of their intention to commence the site works, at least 2 days prior to commencement of work.
- g. The monetary contribution set out in the following table is to be paid to Council prior to the issue of an Occupation Certificate.

Contribution Type	Section 7.12
	Contribution
Proposed Cost of	\$2,800,000
Development	
Levy Percentage	1%
Total Contribution	\$28,000

- h. During construction, dust control measures are to be implemented during construction to reduce any impact on local air quality and reduce dust emissions. This will include but not be limited to regularly wetting down of the site during the course of works being out in order to control wind-blown dust.
- i. During construction, all works associated with the development must be out entirely within the allotment boundaries.
- j. During construction, all roads adjoining the site must be kept clean and free of all materials.
- Prior to work commencing, a "Notice of Commencement of Building or Subdivision Work and Appointment of Principal Certifying Authority" shall

be submitted to Council at least 2 days prior to work commencing.

- Prior to the commencement of any work involving asbestos, a plan shall be prepared by a suitable qualified person in accordance with the following standards:
 - a) AS 2601-2001 The Demolition of Structures.
 - b) Safe Work Australia Code of Practice How to Manage and Control Asbestos in the Workplace.
 - c) Work Health and Safety Act 2011.

Details demonstrating compliance shall be submitted with the Construction Certificate application.

- m. During construction, any demolition works shall comply with the provisions of Australian Standard AS 2601-2001 - The Demolition of Structures, the Safe Work Australia Code of Practice – How to Manage and Control Asbestos in the Workplace, and the Work Health and Safety Act 2011.
- n. During construction, works are to be out so as not to cause damage to nearby public infrastructure, services and utilities, including Council's kerb and gutter, footpaths, water mains, sewer mains and roadways. All damage arising from demolition is to be made good and any necessary repairs and renovations out immediately at no cost to Council.

CARRIED

The Mayor accepted a request for a Division from Councillor Kennedy and seconded by Councillor Algate.

A Division was called which resulted in: FOR: Crs Adams, Browne, Gallagher, Licul, Turley, Clark and Nolan AGAINST: Crs Kennedy, Algate and Page

ITEM 14 - BROKEN HILL CITY COUNCIL REPORT NO. 69/19 - DATED MAY 15, 2019 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING NO 392 HELD WEDNESDAY MAY 8, 2019

11/397

<u>Resolved</u>

1. That Broken Hill City Council Report No. 69/19 dated May 15, 2019, be received.

2. That the minutes for the Local Traffic Committee Meeting No.392 held May 8, 2019 be received.

RESOLUTION

Minute No. 46078 Councillor M. Browne moved Councillor C. Adams seconded

CARRIED

The Mayor took a question on notice from Councillor Kennedy regarding whether the Traffic Committee was aware that the traffic lights on the corner of Oxide and Argent Streets were malfunctioning.

)

)

Councillor Browne advised that she will raise this matter at the next Traffic Committee Meeting.

ITEM 15 - BROKEN HILL CITY COUNCIL REPORT NO. 70/19 - DATED MAY 17, 2019 - ACTION LIST REPORT 11/21

Resolved

1. That Broken Hill City Council Report No. 70/19 dated May 17, 2019, be received.

)

)

RESOLUTION

<u>Minute No. 46079</u> Councillor C. Adams moved Councillor M. Clark seconded

CARRIED

12/52

Councillor Kennedy asked why the following items had been removed from the Action List before the action was complete, stating that each item required a further report to Council which has not been provided:

a) Item from August 2018 Council Meeting regarding investigating options to re-open Imperial Lakes

b) Item from August 2018 Council Meeting regarding a review of the Public Art Policy

The Mayor accepted these items as a question on notice.

COMMITTEE REPORTS

ITEM 16 - BROKEN HILL CITY COUNCIL REPORT NO. 71/19 - DATED APRIL 09, 2019 -NOMINATIONS FOR COMMUNITY MEMBERSHIP OF COUNCIL S355 COMMITTEES

Resolved

- 1. That Broken Hill City Council Report No. 71/19 dated April 9, 2019, be received.
- 2. That Council accepts the resignation of Sandra Havran as a community representative on the Friends of the Flora and Fauna of the Barrier Ranges Community Committee
- 3. That Merran Coombe be appointed as community representative on the Friends of the Flora and Fauna of the Barrier Ranges Community Committee.
- 4. That Alan Titcombe be appointed as a User Group representative (Silver City Pastoral Association) on the Memorial Oval Community Committee.

MINUTES OF THE ORDINARY MEETING OF THE BROKEN HILL CITY COUNCIL HELD MAY 29, 2019

ITEM 17 - BROKEN HILL CITY COUNCIL REPORT NO. 54/19 - DATED APRIL 03, 2019 - MINUTES OF THE BROKEN HILL COMMUNITY STRATEGIC PLAN ROUND TABLE COMMITTEE MEETING HELD 20 MARCH 2019 13/145

Resolved

- 1. That Broken Hill City Council Report No. 54/19 dated April 3, 2019, be received.
- 2. That the minutes of the Broken Hill Community Strategic Plan Round Table committee meeting held 20 March 2019 be received.

ITEM 18 - BROKEN HILL CITY COUNCIL REPORT NO. 72/19 - DATED MAY 09, 2019 - MINUTES OF THE FLORA AND FAUNA OF THE BARRIER RANGES COMMUNITY COMMITTEE MEETINGS HELD APRIL 16, 2019 12/51

Resolved

- 1. That Broken Hill City Council Report No. 72/19 dated May 9, 2019, be received.
- 2. That the minutes of the Friends of the Flora and Fauna of the Barrier Ranges Community Committee Meeting held April 16, 2019 be received.

ITEM 19 - BROKEN HILL CITY COUNCIL REPORT NO. 73/19 - DATED MAY 10, 2019 - MINUTES OF THE PICTON OVAL COMMUNITY COMMITTEE MEETINGS HELD APRIL 8, 2019 AND MAY 13, 2019

<u>Resolved</u>

- 1. That Broken Hill City Council Report No. 73/19 dated May 10, 2019, be received.
- 2. That minutes of the Picton Oval Community Committee Meetings held April 8, 2019 and May 13, 2019 be received.

ITEM 20 - BROKEN HILL CITY COUNCIL REPORT NO. 74/19 - DATED MAY 10, 2019 - MINUTES OF THE BIU BAND HALL COMMUNITY COMMITTEE MEETING HELD 19 FEBRUARY 2019 16/8

<u>Resolved</u>

- 1. That Broken Hill City Council Report No. 74/19 dated May 10, 2019, be received.
- 2. That minutes of the BIU Band Hall Community Committee Meeting held 19 February 2019 be received.

ITEM 21 - BROKEN HILL CITY COUNCIL REPORT NO. 75/19 - DATED MAY 15, 2019 - MINUTESOF THE MEMORIAL OVAL COMMUNITY COMMITTEE MEETING HELD 7 MAY 201912/52Resolved

1. That Broken Hill City Council Report No. 75/19 dated May 15, 2019, be received.

)

2. That minutes of the Memorial Oval Community Committee Meeting held 7 May 2019 be received.

<u>Minute No. 46080</u> Councillor M. Clark moved Councillor C. Adams seconded

That the recommendations of items 16 to 21 be adopted.

QUESTIONS TAKEN ON NOTICE FROM PREVIOUS COUNCIL MEETING

ITEM 22 - QUESTIONS ON NOTICE NO. 5/19 - DATED MAY 20, 2019 - COUNCILLOR QUESTIONS TAKEN ON NOTICE AT THE APRIL 2019 COUNCIL MEETING 11/407, 18/41, 17/206

<u>Resolved</u>

1. That Questions On Notice No. 5/19 dated May 20, 2019, be received.

RESOLUTION Minute No. 46081 Councillor T. Kennedy moved Councillor M. Clark seconded

CARRIED

QUESTIONS FOR NEXT MEETING ARISING FROM ITEMS ON THIS AGENDA

)

)

<u>From Item 7 – Opening Hours of the Visitors Information Centre</u> The Mayor and General Manager took questions on notice from Councillor Kennedy relating to Report No. 62/19 regarding:

- a) the accuracy of the lease rental income stated in the report for the Tourist and Travellers Centre; and
- b) if Councillors could be given an update on the status of the vacant shops at the Tourist and Travellers Centre.

From Item 14 – Broken Hill Traffic Committee

The Mayor took a question on notice from Councillor Kennedy regarding whether the Traffic Committee was aware that the traffic lights on the corner of Oxide and Argent Streets were malfunctioning.

Councillor Browne advised that she will raise this matter at the next Traffic Committee Meeting.

From Item 15 – Action List Items

Councillor Kennedy asked why the following items had been removed from the Action List before the action was complete, stating that each item required a further report to Council which has not been provided:

a) Item from August 2018 Council Meeting regarding investigating options to re-open Imperial Lakes

b) Item from August 2018 Council Meeting regarding a review of the Public Art Policy

Council's Draft Sustainability Strategy

Councillor Kennedy asked why the Draft Sustainability Strategy that was recently on public exhibition did not contain details of the labour costs for Council's staff to implement and manage sustainability/recycling initiatives/transfer station; the cost of additional staff; the cost of installing CCTV cameras contained within the Strategy? Also why weren't Councillors advised of these costs when they approved the transfer station development?

CONFIDENTIAL MATTERS

)

)

RESOLUTION Minute No. 46082

Councillor M. Browne moved Councillor J. Nolan seconded

That the meeting be closed to the public in accordance with the *Local Government Act* 1993 clause 10A(2), whilst the confidential matters are considered.

CARRIED

Members of the media and public left the Council Chambers at 8:28 p.m.

ITEM 23 - BROKEN HILL CITY COUNCIL REPORT NO. 76/19 - DATED NOVEMBER 27, 2018 -PROPOSED LICENCE OF PART OF THE WILLYAMA COMMON FOR KEEPING OF HORSES -CONFIDENTIAL 11/63

(General Manager's Note: This report considers a proposed licence agreement and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

<u>Resolved</u>

- 1. That Broken Hill City Council Report No. 76/19 dated November 27, 2018, be received.
- That Council (as Trust Managers for the Willyama Common Trust) consent to the proposed licence to John and Leanne Ray for the keeping of horses on the Willyama Common, being Lot 1 DP 914814 and part Lot 7388 DP 1200953.
- 3. That the licence include the following conditions as provided by the Broken Hill Aboriginal Land Council:
 - a) Any improvements being of a temporary nature to be removed if required when the licence is terminated
 - b) The licence agreement containing a provision that it may be terminated in the event Aboriginal Land Claims 40396 and/or 43660 are determined as grants by the Crown Lands Minister
 - c) The Aboriginal Cultural & heritage protection provisions of the *National Parks & Wildlife Act* 1974 being complied with;
 - d) If any section of land is proposed to be cleared by the operation of machinery, then that particular section of land will require further cultural surveys prior to commencement of works; and
 - e) No other stock is to be kept on the land other than those listed on the licence application.
- 4. That the licence is subject to compliance with the *Native Title Act 1993* and the Aboriginal Cultural Heritage provisions of the *National Parks & Wildlife Act 1974.*
- 5. That the initial licence term be for four years, with the annual rental to be an estimated \$5,768.16 (including GST and subject to any CPI adjustments).
- 6. That the licensee be responsible for any legal fees incurred in the drafting of the licence documents.
- 7. That the Mayor and General Manager be authorised to sign and execute the licence documents under the Common Seal of Council, in absence of a Trust Seal.

RESOLUTION Minute No. 46083 Councillor C. Adams moved Councillor D. Gallagher seconded

CARRIED

ITEM 20 - BROKEN HILL CITY COUNCIL REPORT NO. 77/19 - DATED DECEMBER 17, 2018 -FAR WEST HACC TRANSFER OF NORTH MINE HALL LEASE TO LIVEBETTER SERVICES -CONFIDENTIAL 11/121

)

(General Manager's Note: This report considers a transfer of lease and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

Councillors Adams and Browne each declared a non-pecuniary interest in item 20 and left the Council Chambers at 8:29 p.m.

<u>Resolved</u>

- 1. That Broken Hill City Council Report No. 77/19 dated December 17, 2018, be received.
- 2. That Council consent to the proposed transfer of lease, with the current lease for the North Mine Hall to be transferred from Far West HACC Services to Livebetter Services Limited.
- 3. That the terms and conditions of the current lease agreement remain the same, including the rent of \$1 per year.
- 4. That Livebetter Services Limited are responsible for any legal fees incurred by Council.

)

5. That the Mayor and General Manager be authorised to sign the transfer of lease documents under the Common Seal of Council.

RESOLUTION

Minute No. 46084	
Councillor B. Licul moved	
Councillor B. Algate seconded	

CARRIED

11/63

Councillors Adams and Browne returned to the Council Chambers at 8:30 p.m. The Mayor advised Councillor Adams and Browne that the report recommendation of item 20 was adopted.

ITEM 21 - BROKEN HILL CITY COUNCIL REPORT NO. 78/19 - DATED APRIL 09, 2019 -PROPOSED ACCESS LICENCE THROUGH PART OF THE WILLYAMA COMMON -CONFIDENTIAL

(General Manager's Note: This report considers a proposed licence and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

Resolved

- 1. That Broken Hill City Council Report No. 78/19 dated April 9, 2019, be received.
- That Council (as Trust Managers for the Willyama Common Trust) consent to the issue of an access license to P S & D K Weston across the Willyama Common (Lot 4 in Deposited Plan 1220372), to formalise access to the property located at Lot 5547 in Deposited Plan 757298.
- 3. That a temporary license agreement be issued for 12 months, for a rental of \$1.
- 4. That should the Weston's still own the property at the license expiry date and require continued access, that the license be renewed accordingly.

5. That in the absence of a Trust Seal, the Mayor and General Manager be authorised to sign and execute any documents relating to the license under the Common Seal of Council.

RESOLUTION

<u>Minute No. 46085</u> Councillor B. Algate moved Councillor C. Adams seconded

CARRIED

11/232

ITEM 22 - BROKEN HILL CITY COUNCIL REPORT NO. 79/19 - DATED APRIL 24, 2019 -RENEWAL OF LEASE AT THE AIRPORT TO THE AERO CLUB OF BROKEN HILL -CONFIDENTIAL

)

)

(General Manager's Note: This report considers a lease and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

Councillor Gallagher declared a non-pecuniary interest in item 22 and left the Council Chambers at 8:30 p.m.

Resolved

- 1. That Broken Hill City Council Report No. 79/19 dated April 24, 2019, be received.
- 2. That Council renew the current lease at the Broken Hill Airport to the Aero Club of Broken Hill, exercising the renewal option for a further five (5) years.
- 3. That the Aero Club of Broken Hill be responsible for any legal fees associated with the lease renewal.
- 4. That the Mayor and General Manager be authorised to sign and execute any documents relating to the lease renewal under the Common Seal of Council.

RESOLUTION

<u>Minute No. 46086</u> Councillor C. Adams moved Councillor J. Nolan seconded

CARRIED

11/121

Councillor Gallagher returned to the Council Chambers at 8:31 p.m. The Mayor advised Councillor Gallagher that the report recommendation of item 23 was adopted.

)

)

ITEM 24 - BROKEN HILL CITY COUNCIL REPORT NO. 82/19 - DATED MAY 22, 2019 -VARIATION OF LEASE - 72-74 GYPSUM STREET TO LIVEBETTER SERVICES PTY LTD -CONFIDENTIAL

(General Manager's Note: This report considers a lease and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

At this point in the meeting the Mayor declared a conflict of interest in item 24 as her son works for the organisation. The Mayor left the Council Chamber at 8:32 p.m. and the Deputy Mayor assumed the Chair.

<u>Resolved</u>

- 1. That Broken Hill City Council Report No. 82/19 dated May 22, 2019, be received.
- 2. That Council consent to the variation in rental for 72-74 Gypsum Street, with the new annual lease amount being \$137,500 for a period of two years.

3. That the Mayor and General Manager be authorised to sign and execute any documents relating to the lease variation under the Common Seal of Council.

RESOLUTION

<u>Minute No. 46087</u> Councillor C. Adams moved Councillor J. Nolan seconded

CARRIED

The Mayor returned to the Council Chamber at 8:34 p.m. and resumed the Chair.

)

)

ITEM 24 - BROKEN HILL CITY COUNCIL REPORT NO. 81/19 - DATED MAY 13, 2019 - BROKEN HILL ANIMAL POUND - CONFIDENTIAL 19/22

(**General Manager's Note**: This report considers a tender and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

Due to a pecuniary interest in item 24, the Governance Officer left the Council Chambers at 8:34 p.m.

Resolved

- 1. That Broken Hill City Council Report No. 81/19 dated May 13, 2019, be received.
- 2. That Council endorse the budget for the Broken Hill Animal Pound be increased to \$450,000.00.

RESOLUTION Minute No. 46088 Councillor J. Nolan moved Councillor B. Licul seconded)	CARRIED
RESOLUTION <u>Minute No. 46089</u> Councillor M. Browne moved Councillor D. Gallagher seconded)	That the meeting resume in open session

The Governance Officer, members of the public and media returned to the Council Chamber at 8:36 p.m.

At the Mayor's invitation the General Manager read the resolutions of the Confidential Matters.

)

There being no further business the Mayor closed the meeting at 8:40 p.m.

THE FOREGOING MINUTES WERE READ	
AND CONFIRMED AT THE ORDINARY	
MEETING OF THE BROKEN HILL CITY	
COUNCIL HELD ON 26 JUNE 2019.	

CHAIRPERSON

REPORTS FROM DELEGATES

1. <u>REPORTS FROM DELEGATES NO. 3/19 - DATED JUNE 13, 2019 -</u> <u>ATTENDANCE AT 2019 SMALL BUSINESS FRIENDLY COUNCILS</u> <u>CONFERENCE (INAUGURAL) HELD 16-17 MAY 2019 (15/140)</u>......27

ORDINARY MEETING OF THE COUNCIL

June 13, 2019

ITEM 1

REPORTS FROM DELEGATES NO. 3/19

SUBJECT:ATTENDANCE AT 2019 SMALL BUSINESS FRIENDLY COUNCILS
CONFERENCE (INAUGURAL) HELD 16-17 MAY 201915/140

Summary

Councillor Licul has submitted a Delegates Report regarding his and the Mayor's attendance at the Small Business Friendly Councils Conference held in Sydney on 16-17 May 2019.

Councillor Licul's report is attached.

Recommendation

1. That Reports from Delegates No. 3/19 dated June 13, 2019, be received and noted.

Attachments

1. <u>J</u> Councillor Licul's Delegates Report

B. LICUL COUNCILLOR

Report to BH City Council

2019 Small Business Friendly Councils Conference (inaugural) held 16-17 May 2019 in Sydney.

Myself and Mayor Darriea Turley AM attended the inaugural Small Business Friendly Councils conference on 16-17 May 2019 in Sydney. The conference was hosted by NSW Small Business Commissioner Robyn Hobbs OAM and over two days, featured numerous presentations by small business, Local Government and NSW Government agencies, as well as breakout sessions focussing on specific subjects. The conference featured speakers from a wide variety of government and nongovernment agencies that can assist small businesses and councils.

Conference presentations included:

- Mark McCrindle (Futurist, Demographer and Social Comentator) on 'How to plan for the future'. This presentation's key messages included the impact of technological change and digital disruption on small business, and that small business is a key stakeholder.
- **Discussion Panel:** A panel was presented made up of Small Business Commissioners from NSW, SA, Victoria, Queensland and Western Australia. The main point being that communities across Australia often share the same issues and challenges facing small businesses.
- AFCA Australian Financial Complaints Authority
 - a. Provides a service to small businesses for dispute resolution and financial difficulties dispute resolution
 - b. www.afca.org.au
 - c. Individual cases and systemic issues: to drive up standards and address misconduct
- Making Business Easier Check out website at <u>www.smallbusiness.nsw.gov.au</u>
- Smarthub Sydney Startup Hub. This was about a smart hub established in Sydney CBD for regional and rural entrepreneurs, to provide help for small businesses to grow. It offers desk space and facilities (through a booking system) at a Sydney location; where Regional entrepreneurs can collaborate, and do business there. For more information email enquiries@sydneystartuphub.com.au or visit www.sydneystartuphub.com
- Behavioral Insights Department of Customer Service. About how customer-centric thinking can help your organisation, including topics such as behavioural economics, cognitive limitations, difficulties with self regulation and decisions are context dependent. Go to their website at www.dpc.nsw.gov.au
- Helping Small Businesses Thrive Not Just Survive. This was about understanding the small business environment and the top 8 pressure points:
 - Parking changes
 - Road work disruptions
 - Removal/relocation of pedestrian crossings
 - Council red tape
 - Competition from big box retailer/malls
 - Events that pull shopping out of town
 - Perceived lack of communication

1 | P a g e

Retail not included in tourism mix

Sessions attended:

Regional Economies – Dr Kim Houghton, Regional Australia Institute. This session focussed on regional economic development in NSW to address diversification and preparation for change. Points covered included:

- a. Regional populations are growing, but rural are tending to lose population
- b. There is an 'Internet Vacancy Map', where you can check out regions and individual jobs available; looks at economic drivers v social drivers, ie, lots of trade jobs, but where do you go for that job?
- c. LGA attractiveness matters
- d. Regional no longer equals rural
- e. Automation concerns/vulnerability
- f. Growth industries food processing, health
 - i. Can you grow a local health business cluster?
- g. Bring the business community with you agriculture, manufacturing and main street retail
- h. Closed shopfronts They are visible but that's not where the jobs are
- i. NSW Regional Development Framework (social infrastructure)

Retailers and Place Activation – Russell Zimmerman, Australian Retailers Association. This session focussed on how we improve the lot of retailers in the high street. Points covered included:

- a. How do we improve lot of retailers in high street:
 - i. Before bring retailer back to the main street, the retailer needs to bring the customer back to the main street.
 - ii. Customer service in decline
 - iii. Customers quick to leave those businesses who don't get service right
- b. Awesome service back to basics
 - i. Human connectivity with the customer
 - Turn customers into advocates for your brand, customers are more informed, customers are valuable advertising for free, if they get good service
- c. Landlords
 - i. Brightening up their stores can help
 - ii. Councils can talk to landlords about it, may even ask them to turn on the lights at night, ask them to tidy up the property
- d. Parking
 - i. Allocate parking hours to appropriate level to give opportunity to shop
 - ii. Don't do paid parking
- e. Signs
 - i. Make signs pointing to the shopping precinct
- f. Streetscape and amenities
 - i. Seating available
 - ii. Lighting (including winter, ie, gets darker earlier)

2 | P a g e

- iii. Public toilets
- iv. Signage direct to shopping precinct
- v. Support retail themes (Mothers Day, Christmas etc)
- vi. Children play area shaded
- g. Assist in promoting precinct?
 - i. Promote your shopping precinct, consider a FT/PT promotions manager
 - ii. Have an active Chamber of Commerce
 - iii. Assist retailers with education and training (ie financials, social media, online)
- h. Survey and ask retailers what they need!

Working with small business – Luke Aitken, NSW Business Chamber, Snr Manager Policy. Points covered included:

- a. Red tape compliance costs
- b. Local Government Start with your baselines
 - i. What percentage of current procurement spend is with local small businesses (LSB)?
 - ii. What is the burden of local regulation on LSB? What steps can you take to reduce this?
 - iii. What techniques are you using to gain feedback from LSB? What can you do differently?

Elvis Festival in Parkes - Ken Keith, Mayor Parkes & Kathy Treasure, Parkes Council Director

The Elvis Festival in Parkes started with community led and then an incorporated committee, but eventually asked council to take over when it became too burdensome for small committee.

- 26,000 visitors, \$13m economic impact, over 400mil media reach, major tourist attraction.
- Year round tourism development
- Significant resourcing from council
- Section 355 committee of council with a FT Director
- Why does it work?
 - iv. Organic growth, community and council support
 - v. Strategic partners, originality, audience participation, media appeal
 - vi. Doesn't rest on its laurels re-invent, innovate, widen target market, communicate!
- What can your LGA do?
 - vii. Keep it simple why are you doing it, what results are you after?
 - viii. Gain support early work with the community
 - ix. Detailed plans in advance communicate
 - x. You will never please everyone
 - xi. Establish strong partnerships
 - xii. Prioritise marketing and communications (Festival has yearly themes)
 - xiii. Give local stakeholders love

3 | Page

- xiv. Use your strengths
- xv. Work as a region
- xvi. Invest in infrastructure
- xvii. Quality entertainment for free
- xviii. Programming is key
- xix. Diversify funding need to spend money to make money
- Be aware: Success has challenges
 - xx. Accommodation demand and price gouging
 - xxi. Cost goods and services
 - xxii. Transport and perception of distances
 - xxiii. Suppliers
 - xxiv. Ageing demographic

Place making

This session highlighted that place making is a proven method of adding vibrancy, value and liveability to a community. It can sometimes be invisible and sometimes dramatic. There are funding grants for placemaking activities.

ePlanning

Conference delegates also heard about ePlanning by the NSW Government, concerning how key products and services are being digitised to make it easier for small businesses, predominantly through online Development Application services. The NSW Planning Portal is soon to be launched.

The Long Road to Recovery

This was presented by the Office of Emergency Management and speakers from Lismore City Council and Tweed Shire Council recounted their experiences of their communities and councils during the devastating Northern Rivers floods. Points covered included:

- Resilience and Recovery Branch in the Office of Emergency Management
- Successful recovery predictors:
- i. Council leadership (proactive)
- ii. Communications and engagement
- iii. Connected communities
- iv. Local businesses
- Get Ready Business: Toolkit for disaster preparedness. Go to www.industry.nsw.gov.au/businessready
- Emergency Management Plan recommendations:
 - v. Plan to recover
 - vi. Mitigation only part of the solution
 - vii. Build relationships, networks, partnerships NOW!

The conference offered many opportunities to find out how City Council can work to encourage our small businesses to survive and thrive in challenging times. Many presenters referred to the

4 | Page

importance of having working relationship between councils and their local business associations, primarily chambers of commerce, as ideal partnerships in which small businesses can benefit through mutual support.

BHCC joined the Small Business Friendly Councils organisation early as an innovative program that will help advance small businesses in Broken Hill.

I look forward to progressing ideas and programs through the Our Economy Key Directions Working Group.

Clr Branko Licul

5 | P a g e

REPORTS

- 6. <u>BROKEN HILL CITY COUNCIL REPORT NO. 88/19 DATED JUNE 14,</u> 2019 - BROKEN HILL ACTIVE TRANSPORT PLAN (11/318)......213

- BROKEN HILL CITY COUNCIL REPORT NO. 92/19 DATED JUNE 17, 10. 2019 - MINUTES OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING HELD 9 MAY 2019 (13/19)......433
- 11. BROKEN HILL CITY COUNCIL REPORT NO. 93/19 DATED JUNE 12, 2019 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING NO
- 12. BROKEN HILL CITY COUNCIL REPORT NO. 94/19 DATED JUNE 12,
- 13. BROKEN HILL CITY COUNCIL REPORT NO. 95/19 DATED JUNE 14,

ORDINARY MEETING OF THE COUNCIL

June 13, 2019

ITEM 1

BROKEN HILL CITY COUNCIL REPORT NO. 83/19

SUBJECT:CORRESPONDENCE REPORT - NATIONAL DISABILITY
INSURANCE SCHEME (NDIS)11/490

Recommendation

- 1. That Broken Hill City Council Report No. 83/19 dated June 13, 2019, be received.
- 2. That reply correspondence (undated) received from the National Disability Insurance Agency on behalf of the former Minister for Families and Social Services, the Hon Paul Fletcher MP, be received.
- 3. That reply correspondence dated 2 May 2019 from the Hon Mark Coulton MP, Federal Member for Parkes, be received.
- 4. That reply correspondence dated 16 May 2019 from the Department of Social Services, be received.

Report:

Council, at its Ordinary Meeting held 27 March 2019, considered a Notice of Motion, submitted by Councillor Kennedy, to provide financial support to Silverlea Early Childhood Services due to the introduction of the National Disability Insurance Scheme and its financial impact on the service.

Council resolved:

ITEM 2 - MOTIONS OF WHICH NOTICE HAS BEEN GIVEN NO. 5/19 - D	DATED
MARCH 22, 2019 - FINANCIAL ASSISTANCE TO SILVERLEA EARLY C	CHILDHOOD
SERVICES	11/117

)

)

RESOLUTION

<u>Minute No. 1</u> Councillor T. Kennedy moved Councillor J. Nolan seconded

- That Motions of Which Notice has been Given No. 5/19 dated March 22, 2019, be received.
 - 2. That Broken Hill City Council donates \$5,000.00 to Silverlea Early Childhood Services Inc. (Silverlea) to keep this important service operating in Broken Hill while they wait for government funding.
 - 3. That Broken Hill City Council writes to the appropriate Ministers both

State and Federal explaining the importance of Silverlea past, present and future and the impact the closure of this service will have on the community as a whole and the many families that rely on it.

- 4. That the Mayor meets with representatives of Silverlea to gain a clear understanding of their funding situation.
- 5. That the Mayor submits an urgent motion to the National General Assembly regarding the effect of the introduction of the National Disability Insurance Scheme on community organisations such as Silverlea; and also makes representations to the relevant Ministers.

CARRIED UNANIMOUSLY

The Council Resolution was actioned and Council has now received reply correspondence from the following Ministers and Government Departments:

- a) National Disability Insurance Agency on behalf of the former Minister for Families and Social Services, the Hon Paul Fletcher MP (undated).
- b) The Hon Mark Coulton MP, Federal Member for Parkes dated 2 May 2019.
- c) The Department of Social Services dated 16 May 2019.

The correspondence received is attached to this report.

Attachments

- **1.** <u>U</u> Correspondence from the National Disability Insurance Agency
- 2. J Correspondence from the Hon Mark Coulton MP
- 3. <u>1</u> Correspondence from the Department of Social Services

JAMES RONCON GENERAL MANAGER MC19-000988



GPO Box 700 Canberra ACT 2601 1800 800 110 ndis.gov.au

Ms Darriea Turley AM Mayor of Broken Hill PO Box 448 BROKEN HILL NSW 2880 council@brokenhill.nsw.gov.au

Dear Ms Turley

Thank you for your letter of 4 April 2019 to the former Minister for Families and Social Services, the Hon Paul Fletcher MP, about the impact of choice of services in rural and regional communities by removing block funding for service providers. I have been asked to reply to you on his behalf. I apologise for the delay in responding.

The National Disability Insurance Agency (NDIA) recognises there are challenges in regional and remote areas and approved an interim Regional and Remote Markets Strategy (the Strategy) in January 2019. The Strategy sets out the NDIA's immediate actions to improve the supply of disability supports in remote parts of Australia, along with proposed actions for the medium to long term that will be developed through further stakeholder consultation and analysis.

The NDIA is working to establish a consistent process for the use of quotable packages of supports for National Disability Insurance Scheme (NDIS) participants – supports and price arrangements that differ from standard NDIS arrangements. This work will create opportunities to use quotable arrangements, where appropriate, to improve the supply of disability supports in remote areas.

The NDIA, in partnership with the Department of Social Services, will conduct national consultations as part of the NDIS Thin Markets Project. The consultations will inform the NDIA's Regional and Remote Markets Strategy, including Co-designed Community Initiatives (CCI). An important first step in the development of CCIs is genuine engagement with community to identify support priorities.

The NDIA anticipates that more targeted actions will be needed to improve the supply of disability supports in some rural and remote communities. For this reason, CCIs will be run in selected places to test new, innovative ways to achieve 'better life' outcomes for people in regional and remote communities with a combination of:

- tailored models of support delivery that consider the complex and unique characteristics of regional and remote communities;
- coordination of participant choices and spending to maximise value-for-money for those participants and the NDIS;
- investment in the capacity of communities to deliver efficient, sustainable outcomes for NDIS participants (e.g. building local workforces); and
- increased flexibility in NDIS rules and regulations, where there is clear evidence that this will improve outcomes for participants.

Delivered by the National Disability Insurance Agency The availability of timely early childhood intervention services for children (0-6 years) with developmental delay or disability and their families, remains a priority for the Early Childhood Early Intervention (ECEI) Approach and the NDIA. The NDIA is committed to ongoing development of the ECEI market in rural and remote locations, to ensure children have access to the necessary services in a timely manner. A review of NDIA strategy is currently underway with a view to facilitate the application of the ECEI approach in rural and remote locations.

A two-year ECEI transitional arrangement requested by the New South Wales (NSW) Government, was implemented by the NDIA in NSW ending June 2018, to allow existing ECEI providers, such as Silverlea Early Childhood Services, time to adjust their business model to one of individualised service.

On 30 March 2019, the Australian Government announced an increase to price limits for therapy, attendant care and community participation under the NDIS, effective 1 July 2019. These changes, once implemented, will not only give providers support to meet challenges as they transition to the participant-led NDIS, but they will also help ensure NDIS participants have access to the supports they need and greater choice and control over their supports.

The NDIA will monitor the progress of any changes made to the delivery of the ECEI Approach in rural and remote locations, and detailed measurement of the outcomes and effectiveness of the ECEI Approach under the NDIS will evolve over the next twelve to eighteen months, as the Early Childhood Partners further establish their services.

Should there be any questions or concerns about the NDIS, I encourage Silverlea Early Childhood Services to liaise with their local NDIA Provider and Engagement team and to continue to seek opportunities within the NDIS market place.

Thank you again for writing.

Yours sincerely

Jullen.

Antonia Albanese Head of Markets Provider and Sector Development

Page 2 of 2



- 3 MAY 2019

ea/mc

The Hon Mark Coulton MP

Federal Member for Parkes

02 May 2019

Mayor Darriea Turley Broken Hill City Council PO Box 448 BROKEN HILL NSW 2880

Dear Darriea

Thank you for including me in your letter to the Prime Minister regarding Council's concerns for Silverlea Early Childhood Services (SECS) and the National Disability Insurance Scheme (NDIS).

I am pleased to confirm that SECS has been in contact with my office regarding their current financial position and the loss of recurrent funding from the State Government as a result of the NDIS rollout in NSW. Following this contact, I made representations to the Minister for Families and Social Services, the Hon Paul Fletcher MP, seeking his consideration of emergency funding. I am of the understanding that the Minister has asked his Department to liaise directly with Ms Tenille Hawes, CEO of SECS, in order to develop an eligible strategy which would deliver one-off emergency funding.

As I am sure you can appreciate, the Government has now assumed a caretaker role prior to the 18 May 2019 election. Caretaker conventions prohibit the current Government from making major decisions on policy that are likely to commit an incoming government, in the event of a change of government. For this reason, I am currently unable to respond to correspondence that addresses policy issues.

Should I have the honour of being re-elected as the Federal Member for Parkes, I will endeavour to bring Council's concerns about the NDIS in rural and remote communities to the attention of the Minister for Families and Social Services once the election results have been finalised.

Yours sincerely

Mark Coulton

Email mark.coulton.mp@aph.gov.au

Dubbo Suite 3, 153 Brisbane Street Dubbo NSW 2830 ph 02 6882 0999 Moree 69 Heber Street Moree NSW 2400 ph 02 6751 1251

Website www.markcoulton.com.au

Broken Hill 275 Argent Street Broken Hill NSW 2880 ph 08 8087 7649



Australian Government Department of Social Services 2 0 MAY 2019

MC19-003320

Cr Darriea Turley AM PO Box 448 BROKEN HILL NSW 2880

Dear Cr Turley AM

Thank you for your letter of 4 April 2019 to the Prime Minister, the Hon Scott Morrison MP, regarding the impact of the National Disability Insurance Scheme in regional and remote communities. Your letter was referred to the Minister for Families and Social Services, the Hon Paul Fletcher MP, as this matter falls within his portfolio responsibilities. The Minister has passed your letter on to the Department for response.

As you are aware, an election has been called. As a result, the Australian Government has assumed a caretaker role. This will continue until the outcome of the election is known. During the caretaker period, the Department follows caretaker conventions which protect the apolitical nature of the public service and avoid the use of Commonwealth resources in a manner that might advantage a particular political party. I am therefore unable to comment on your recommendations around the future roll-out of the NDIS on behalf of the Government.

I note the Broken Hill City Council's resolution donating funding to support the continued operation of Silverlea Early Childhood Services Inc. and outlining the importance of this service to the Broken Hill community.

Departmental staff have been in contact with Silverlea's Chief Executive Officer, Ms Tenille Hawes, to discuss the process for submitting a project proposal that could be considered for 'one off' grant funding. If approved by the Minister, this arrangement will be finalised through a funding agreement.

I understand your concerns around the challenges for regional and remote areas in transitioning to the NDIS. Investments have been made in the development of NDIS provider and workforce capability through market development programs. For example, the \$45.6 million NDIS Jobs and Market Fund (JMF) aims to support the growth of the NDIS provider market and workforce to meet the needs of NDIS participants. Applications for Round 1 of the JMF are now closed. More information about further grant opportunities will become available through the Community Grants Hub website at https://www.communitygrants.gov.au.

GPO Box 9820 Canberra ACT 2601 Email • Facsimile • Telephone 1300 653 227 National Relay Service: TTY: 133 677, Speak and listen: 1300 555 727, Internet relay: www.relayservice.com.au www.dss.gov.au The Department and the National Disability Insurance Agency (NDIA) has also commissioned the NDIS Thin Markets Project to develop strategies to address supply gaps in NDIS 'thin markets', including supports for people in rural and remote areas. The Department is currently consulting with NDIS providers, peak bodies, participants and their carers about NDIS thin markets. I would encourage you to contribute to the thin markets consultation through making a written submission or providing a survey response at <u>https://engage.dss.gov.au/ndis-thin-markets-project/</u>.

\$33 million has also been invested in the Boosting the Local Care Workforce (BLCW) Program to support business capability and grow the NDIS and aged care workforce. Key BLCW initiatives include:

- 25 Regional Coordinators who are working with existing local service providers and businesses entering the disability market to help them transition to the NDIS.
- Transition Assistance Funding (valued at up to \$20,000) for current and potential NDIS providers to support business capability and the transition to the NDIS.
- A website with information to help service providers identify NDIS market opportunities, and tools and resources to help them succeed in the NDIS. This includes the NDIS Demand Map which provides forecasts on the NDIS by postcode across Australia to better inform the market.

I understand a BLCW Regional Coordinator has contacted Silverlea to discuss NDIS transition supports. For more information about the BLCW Program visit the BLCW website at <u>https://blcw.dss.gov.au/</u>.

I trust this addresses your concerns and thank you for writing on this matter.

Yours sincerely

hlow WW Ltecon

Andrew Whitecross Group Manager, NDIS Market Reform 16 May 2019

2

ORDINARY MEETING OF THE COUNCIL

May 10, 2019

ITEM 2

BROKEN HILL CITY COUNCIL REPORT NO. 84/19

SUBJECT:ATTENDANCE AT THE LOCAL GOVERNMENT NSW ANNUAL
CONFERENCE 14-16 OCTOBER 201911/364

Recommendation

- 1. That Broken Hill City Council Report No. 84/19 dated May 10, 2019, be received.
- 2. That registration and travel arrangements be made for three Councillors (to be the Mayor, Deputy Mayor and one other Councillor) to attend the Local Government NSW Conference to be held in Warrick Farm, October 14-16, 2019.
- 3. That Council's Mayor and Deputy Mayor be Council's voting delegates to the Conference and Council advises Local Government NSW by 20 September 2019.
- 4. That Council determine motions to the NSW Local Government Annual Conference in line with the criteria prior to the closing date of 19 August 2019.

Executive Summary:

The 2019 Local Government NSW (LGNSW) Conference will be held in Warrick Farm, October 14-16, 2019.

The specific agenda and theme for the conference has yet to be outlined and registration papers are yet to be released, although the conference website indicates that early bird registration will open on 15 July 2019. This report is being presented to the June Council Meeting in order for Council to take advantage of the discounted registration fees should Councillors wish to attend.

Report:

The LGNSW Conference is the annual policy-making event the councils of NSW. The Conference is the pre-eminent event of the local government year where local Councillors come together to share ideas and debate issues that shape the way we are governed.

Attendance to this conference will ensure that remote areas such as the Far West are not placed at a disadvantage by decisions made.

<u>Voting</u>

Voting delegates must be registered to attend the Conference and be registered as a nominated voting delegate.

This year the Conference will involve two types of voting and LGNSW is required to develop two separate rolls of voters:

- voting on motions To vote on motions, delegates must be an elected member of a council, county council, the Lord Howe Island Board (LHIB), Norfolk Island Regional Council (NIRC) or Related Local Government Body (RLGB) or an Administrator appointed in accordance with the *Local Government Act 1993*.
- 2. voting in the election for Office Bearers and the Board (Board election) To vote in the Board election, delegates must be a Councillor of a council which is an Ordinary member.

As per the Rules of the Local Government NSW (Rule 23) the formula to determine the number of voting delegates for a Council with the population between 10,001 to 20,000 is 2, therefore Broken Hill City Council is entitled to 2 voting delegates.

Ordinary members need to advise LGNSW of the name(s) of their nominated voting delegate(s) for both types of voting: voting on motions and voting in the Board election.

Members are required to advise LGNSW of the names of their nominated voting delegates (for both types of voting) by 12 midnight (AEST) on Friday, 20 September 2019.

<u>Motions</u>

The Board encourages submission of motions by **12 midnight (AEST) on Monday 19 August 2019** to allow printing and distribution of the Business Paper before the Conference. In line with the LGNSW rules, the latest date motions can be accepted for inclusion in the Conference Business Paper is 12 midnight (AEST) on Monday 16 September 2019.

The Board has resolved that motions will be included in the Business Paper for the conference only where they:

- 1. are consistent with the objectives of the Association (as per Rule 4 of the Association's Rules)
- 2. relate to Local Government in NSW and/or across Australia
- 3. concern or are likely to concern Local Government as a sector
- 4. seek to advance the Local Government policy agenda of the Association and/or improve governance of the Association
- 5. have a lawful purpose (a motion does not have a lawful purpose if its implementation would require or encourage non-compliance with prevailing laws);
- 6. are clearly worded and unambiguous in nature, and
- do not express preference for one or several members over one or several other members. Members are encouraged to review Action Reports from the previous conference(s) before submitting motions for the 2019 conference to ensure newly proposed motion wording reflects recent developments and does not duplicate existing positions.

Strategic Direction:

Key Direction:	4.2 Our Leadership
Objective:	4.2 Our Leaders make Smart decisions
Function:	Leadership and Governance
DP Action:	4.2.1.13; Accept opportunities to attend training and events that provide value through information, ideas and solutions that add value to our community
	to our community.

Relevant Legislation:

Nil

Financial Implications:

Registration papers have not yet been released.

As an indication only, following are the costs associated with attending the 2018 Local Government NSW Annual Conference per person:

Early Bird Registration Fee 2018	\$840.00
OR - Standard Registration Fee 2018	\$940.00
Conference Dinner Ticket 2018	\$110.00
Return flights	\$910.00 approx
Accommodation – Capital City rate (as per Council policy)	\$240.00 per night

Councillors will also be reimbursed for any out-of-pocket travel expenses incurred as per Council's adopted Councillor Support Policy.

Attachments

There are no attachments for this report

JAMES RONCON GENERAL MANAGER

ORDINARY MEETING OF THE COUNCIL

May 15, 2019

ITEM 3

BROKEN HILL CITY COUNCIL REPORT NO. 85/19

SUBJECT:ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021
INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE
OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT
SCHEDULE OF FEES AND CHARGES 2019/202017/206

Recommendation

- 1. That Broken Hill City Council Report No. 85/19 dated May 15, 2019, be received.
- 2. That Council note and acknowledge submissions made during the public exhibition period.
- 3. That Council adopts the Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy and Draft Schedule of Fees and Charges 2019/2020.
- 4. That Council make and levy the following rates and charges under the Local Government Act 1993 for the 2019/2020 year.
 - i. A general residential rate under Sections 535 and 537 on all land categorised as residential and consisting of a 49.00% base rate of \$517.00 and a rate in the dollar on land value of 2.640144 cents;
 - ii. A rural-residential rate, being a sub-category of the general residential rate, under Sections 535 and 537 on all land categorised as rural-residential and consisting of a 49.00% base rate of \$495.00 and a rate in the dollar on land value of 0.572504 cents;
 - A residential-1(a) rate, being a sub-category of the general residential rate, under Sections 535 and 537 on all land categorised as residential-1(a) and consisting of a 49.00% base rate of \$432.00 and a rate in the dollar on land value of 1.734237 cents;
 - iv. A general farmland rate under Sections 535 and 537 on all land categorised as farmland and consisting of a 30.00% base rate of \$1,111.00 and a rate in the dollar on land value of 2.079085 cents;
 - v. A general business rate under Sections 535 and 537 on all land categorised as business and consisting of a 15.00% base rate of \$876 and a rate in the dollar on land value of 7.722858 cents;
 - vi. A mixed development business rate under Sections 535 and 537 on all land categorised as mixed development business and consisting of a 23.00% base rate of \$853 and a rate in the dollar on land value of 7.722858 cents;
 - vii. A mixed development residual rate under Sections 535 and 537 on all land categorised as mixed development residual and consisting of a 38.00% base rate of \$501.00 and a rate in the dollar on land value of 2.640144 cents;

- viii. A general mine rate under Sections 535 and 537 on all land categorised as mining and consisting of a nil base rate and a rate in the dollar on land value of 10.285905 cents;
- A domestic waste management charge under Section 496 on each parcel of ix. rateable residential land of \$47.00 per annum payable quarterly for domestic waste service available plus a user charge under Section 502 of \$273.00 per annum payable quarterly (one mobile garbage container only).
- A commercial waste user charge under Section 502 of \$406.00 per annum х. payable quarterly (3 x MGB containers),
- A commercial waste user charge under Section 502 of \$373.00 per annum xi. payable quarterly (1x600l bin only),
- xii. An additional MGB service user charge under Section 502 of \$144.00 per annum payable quarterly.
- That in accordance with Section 566(3) of the Local Government Act, 1993, xiii. Council adopts an 7.5% rate of interest charge payable on overdue rates and charges during the 2019/20 financial year.
- 5. That Council acknowledge and endorse the need to rationalise underperforming Council-owned assets.
- 6. That Council endorse a review of asset service levels and utilisations to inform an Asset Rationalisation Strategy, which will be implemented to ensure asset levels are commensurate with community needs.

Executive Summary:

Council, at an Extraordinary Meeting held 14 May 2019, resolved to place the Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy and Draft Schedule of Fees and Charges 2019/2020, on public exhibition for a 28 day period (minute number 46065).

The public exhibition period closed on 14 June 2019 during which time Council received six submissions from the public.

Issue/Comment Response Concerns with charging to dump rubbish - I Council understands and is aware of this understand the need but I fear the amount being a potentially large problem. of indiscriminate dumping of rubbish on the Community awareness and education will common and regen will increase. Council be paramount. A bigger emphasis will be will need to be prepared to monitor this and put on monitoring and ensuring those attend to clean ups in those areas. Patrols? littering or disposing waste at inappropriate More effort to fine dumpers? places are fined. The five free entries for general waste per residential household and ensuring green waste and recyclables are free, will negate most of the impact on domestic households. This submission has not altered the recommended fees & charges. Tip fees. No thanks. Noted. Flying Padre to be considered a community Whilst Council acknowledges the importance of this service to the community, service and receive a landing fee discount Broken Hill City Council

Response to submissions received (Submissions have been summarised due to length)

in line with the Aeroclub and Royal Flying Doctor.	by reclassifying this service to a community services it will create a precedent for many other community groups/ not for profits who operate aircraft and land at Broken Hill. The change in landing fee structure should reduce the landing fees applied to this type of aircraft operated.
Paid parking at other airports involve security which Broken Hill does not. These options need to be investigated prior to charging. It is also more convenient to drive and park at the airport then rely on taxi's or friends and this will make it more expensive. Assurance that residents who are provided with coupons for a limited number of no cost waste disposals per year, are transferrable so that they may be utilised by community service providers on behalf of residents utilising such services.	This submission has not altered the recommended fees & charges. Paid parking at Broken Hill Airport is not about revenue raising, although it does help assist Council's current financial situation. It is about parking compliance and ensuring that users of the airport are not taking advantage of the parking spaces for long term parking and ensure there are car parks available for users who are only picking up or dropping off, short term stays or spaces available for long term stays without the need for vehicles to be parked in illegal locations such as driveways, garden beds and footpaths. This is not only unsafe but is not a good look for visitors to Broken Hill. The parking fees proposed are very cheap and will not affect most users of the airport, given that it will be free for the first two hours. In most cases a week of parking at the airport estimated at \$46.00 will still be cheaper than a return taxi fare.
The implementation of a fairer waste charging fee structure is a good idea. This will make it much more equitable for businesses involved in waste collection, removal and yard clean as it will stop people disposing of waste as a resident when they are acting as a commercial business resulting in fairer competition. Skip bins as a separate charge should be removed as this will be harder to manage for both Council and the businesses involved due to the large fee currently imposed and the amount of waste that skip bins generally carry. It will be cheaper and fairer to be charged on a per tonne basis, as per other trucks then have individual skip bin fees, given the unrealistic fee nominated.	This submission has not altered the recommended fees & charges. The implementation of the new fee structure at the Broken Hill Waste Facility was to make a fairer, more equitable and transparent fee structure. This was to ensure that users of the waste facility are well aware of the charges that would be implemented as well ensuring that the fees align with the EPA waste classification guidelines so that Council as a licensed waste facility is reporting accurate data and complying with all relevant legislation. Council staff undertook consultation with waste facility users in late 2018 to understand their issues, requirements and thoughts on a good way forward. A single fee for skip bin size was discussed at these sessions and a fee was implemented in an attempt to satisfy all stakeholders. Given the unknown nature of the waste disposed in a skip bin (green waste to construction waste) as well as the weight in a skip bin (different types of waste and quantities) an

average fee was developed to try and navigate these issues. A tonnage price for all users was initially proposed and is the best way forward for all stakeholders.
This submission has altered the recommended fees and charges by the removal of fees relating to skip bins. The tonnage fee per waste type will now apply to skip bins.

Community Engagement During the Public Display Period.

Council engaged and communicated with the community regarding the budget through various mediums, beginning with the live streaming of the Extraordinary Meeting at which the Draft Delivery Program 2020-2021 was considered.

Four media releases and a budget summary were uploaded to Council's web page, with each release providing a direct link to an online submissions form for those wishing to provide feedback. These releases were also distributed to local media and Council's news mailing list, and were accompanied by eight social media posts.

Three public engagement sessions were held (two at night, one during the day) at the Civic Centre and included a detailed presentation by Council's Chief Financial Officer. These sessions were promoted via Council's website and social media, and front-page advertising in the local newspaper.

Both the General Manager and Chief Financial Officer also conducted interviews with TV and Radio media to explain various aspects of the budget.

Finally, two separate engagement sessions were held for indoor and outdoor staff to ensure Council's workforce was informed on the budget.

Key Issues within the Budget

A combination of too many non-productive assets, poor asset management and a failure to address this over successive council periods in conjunction with government cost shifting onto Local Government and reduced government funding has meant our public infrastructure has significantly declined across the City; this includes roads, park and gardens, buildings, footpaths, stormwater, airport infrastructure and Council's plant and equipment. In this year's review of the Long Term Financial Plan, a focus on asset renewals has again been a main focus.

It is forecast that asset renewals will be maintained at a rate equal to or greater than 125% of asset consumption throughout the review period. This is a significant step forward for Council's financial and asset sustainability as it begins to ensure that quality infrastructure is maintained and available for future generations. This will however only be sustainable ongoing if the key assumptions and plans mentioned in the attached document and Long Term Financial Plan are carried out. This includes asset rationalisation, market based commercial rent decisions and/or a special rate variation. If neither of these initiatives are implemented within the next few years, Council will be facing financial peril, resulting in reduced service delivery and a position where Council will not be able to fund basic amenities.

As discussed during budget briefing sessions and during the public display period of the budget, Council Officers are recommending that community services level and asset utilisation reviews are commenced to understand the priorities for asset rationalisation or the

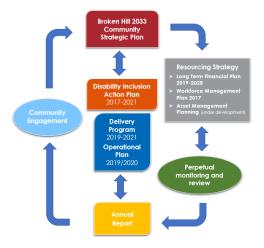
willingness for a Special Rate Variation. Without these initiatives being implemented Council will become very quickly financially unsustainable.

Report:

The Operational Plan 2019/2020 identifies the projects and activities that will be delivered during the year to achieve the commitments made in the Delivery Program 2019-2021, based on the strategies outlined within the *Broken Hill 2033 Community Strategic Plan*.

Council's Operational Plan forms part of the Integrated Planning and Reporting Framework.

The diagram below is the Integrated Planning and Reporting Framework, which outlines the links between the Community Strategic Plan, Council's four year Delivery Program and Operational Plan.



The Draft Operational Plan 2019/2020 has been prepared within the context of the following parameters:

- Developed in accordance with the adopted Long Term Financial Plan and carrying out associated financial strategies to achieve desired business objectives.
- Capital projects budgeted at \$6.66m
- Total rate revenue increase of 2.7%.

Overview of the Draft Operational Plan 2019/2020

The presentation of the Draft Operational Plan within the attachments is printed from a reporting format within a new software program called Interplan/CAMMS. Council was advised in June 2017 that its existing CAMBRON software had been acquired by an Australian-based software company called CAMMS. CAMBRON is the software that Council was using for management of the Community Strategic Plan, Delivery Program and Operational Plan data over the past five years using a number of work arounds to cope with its deficiencies.

Further investigations of the implication of the no longer to be supported Cambron program led to a decision that a switch would be made to a new software program Interplan/CAMMS, which is a more capable product and widely used across the Local Government sector in a number of Australian states specifically for corporate planning. Its chief features are that it can interact with Civica and so provide live data, provide all staff with access to the program on a continuing basis, has multiple standard reporting capacity, and supplementary modules permitting business unit level and human resource management action planning.

Purchase of CAMMS required an internal team to obtain an understanding of its features and to correctly set up the background systems and transfer existing data suited to the CAMMS format.

Understanding that all software products have differences, there were a number of changes that needed to be accommodated.

The process involved a total review of the 2017-2021 Delivery Program and the remaining elements of operational planning components in order to accommodate the display of data and its ability to print a variety of reports that Cambron was not able to do.

The review culled a rather large document that was due to replication of actions between the Delivery Program and Operational Plan and a large number of operational 'business as usual' items, down to strategic level actions that were considered to be actually achievable within the 19/20 time frame and directly matched to CSP strategies

The new Delivery Program and Operational Plan are in a simple format that will be easy for Community, Councillors and Staff to monitor and report upon due to reduced duplication in reporting for the two plans.

At the same time, staff have had to continue use of Cambron in order to ensure reporting requirements were provided to Council in March 2019 for the period July 2017 to December 2018.

Staff will also have to continue to report in Cambron to deliver a similar reporting format to Council for the period July 2017 to June 2019 with an **entire switch** to occur to the CAMMS format which will cover the reporting period of July 2019 to December 2019. The emphasis at that time and ongoing, will be on high level actions assessed to be achievable within the current resources of Council.

In order to meet legal requirements, the report contains all components required and focuses on the final two years of the current Delivery Program.

Proposed 2019/2020 Rating Strategy

Rate Peg

The Minister for Local Government has approved a 2.7% rate peg limit that will apply to Council rates in 2019/2020. The rate peg does not apply to charges levied by Council in relation to waste management.

Council is proposing to increase rates by the full extent of the 2.7% rate peg for 2019/2020, which will result in an overall increase in general rate revenue of \$418,000.

Rating Strategy

In 2015/2016, Council adopted the ongoing rating strategy of progressive apportionment of mine rates to residential rates by 1% for eight years to reduce the heavy reliance on mining rates and subsequently levy rates in proportion to the land value of a rating category. This strategy was to ensure that if there is a reduction in mining operations and/or the land valuation of mining properties, the impact will be less significant on Council's revenue stream and on its ratepayers.

Given the recent positive outlook of both mining companies and total end of mine life now expected to be in 2030, it is recommended that the progressive apportionment of mine rates is paused and the current rating structured is maintained this financial year. It is recommended that this strategy is reviewed annually, which will allow for further adjustments to the strategy and rating structure if necessary.

With the current percentage of rates paid from mining companies being 14% or \$2.2m for this financial year, because of the strategy adopted in 2015/16, Council has reduced its financial risk from mine closure and the impact to residential ratepayers and is now in a position that it is able to review its strategy and maintain the current rating structure.

This will result in a respite to our residential ratepayers of \$160,000 for this financial year which on average equates to \$17 per residential property.

2019/2020 Budget

Operating Result

The Draft Operational Plan 2019/2020 includes the 2019/2020 budget, in the form of the Revenue Policy.

The 2019/2020 budget has been developed in accordance with the adopted Long Term Financial Plan whilst adopting efficiency measures to ensure continuous improvements towards becoming financially sustainable whilst achieving desired business objectives.

Consequently, the budgeted loss for 2019/2020 is \$1.479 million; this is a reduction of 16.91% of the budget deficit of \$1.780 million in 2018/2019 (excluding extraordinary items). As future decisions are made by Council which have an impact on the 2019/2020 budget, adjustments will be made in quarterly budget reviews during the year.

Capital Projects

The total capital expenditure budget for 2019/2020 has been set at \$6.66m. Capital projects proposed for 2019/2020 include:

- Transport \$2.71m
- Buildings \$2.10m
- Plant/Equipment \$1.07m
- Open Spaces \$0.78m

Details in relation to specific capital items are included within the Operational Plan.

The level of capital expenditure will again be closely managed in 2019/2020 to ensure the objectives of the Long Term Financial Plan and Asset Management Plans are met. External funding of \$2.11m is expected to be received in relation to the capital program; with the remaining \$4.55m to be funded from Council internally and externally restricted funds.

Fees and Charges

Fees and charges are included in the Operational Plan for the purposes of public consultation. Many fees and charges have been increased by the Local Government Consumer Index where appropriate. The latest index published was 2.7%. Statutory fees are increased/decreased as per published government gazettes. Cost recovery fees are analysed accordingly to ensure costs are fully recoverable or the appropriate subsidy from Council is applied. Fees are analysed to ensure Government Competitive Neutrality is achieved.

Summary of Major Fee & Charges Changes

Airport Landing Fees

Airport landing fees have been revised as per a recent service review and to become consistent with other reginal airports. The basis of fee calculation has changed from per landing to per tonne. This will result in a reduction in fees for small aircraft (86% of landings) and small to moderate increases for larger aircraft.

Fee Description	Amount	Basis
Up to 5000kg maximum take-off weight (MTOW) - account	\$17.50	per tonne
5001kg to 15000kg MTOW - account	\$30.00	per tonne
150001kg plus MTOW	\$45.00	per tonne
Military aircraft	\$10.00	per tonne
Military helicopters	\$5.00	per landing
Aero Club of Broken Hill (Aircraft owned by Aero Club of Broken Hill)	33% of Fee	per tonne
Operator offering pilot training as major part of operation	33% of Fee	per tonne

Airport Car Parking

New fees have been introduced for car parking, to become consistent with other reginal airports and implement a user payer service as per the February 2017 Council resolution:

RESOLUTION Minute No. 1			
Councillor T. Kennedy moved Councillor B. Algate seconded)	1.	That Broken Hill City Council Report No. 8/17 dated February 14, 2017, be received.
		2.	 That calling for expressions of interest be deferred pending a report to the May Council Meeting that investigates the following factors which may increase the current amount of revenue being generated from activities at the Airport (leases/licences) by: a) Charging for parking for hire cars b) Charging lessees for water and electricity charges c) Reducing the landing charges to encourage more aircraft to land at the Broken Hill Airport as aircraft are boycotting Broken Hill and landing elsewhere due to our landing charges increasing from \$8.00 to \$20.00.

- d) cost of maintenance at the Airport
- employment numbers at the Airport
- e) f) Council investigates other options and activities to increase revenue e.g. conducting flight training schools, etc.

CARRIED

The software relating to the installed smart parking sensors will be upgraded to allow for payments to occur through online platforms and smart phones. It is proposed that this will be implemented through July 2019 with community information and education sessions happening if adopted.

Fee Description	Amount	Basis
First Two Hours	Free	Per Period
Two to Three Hours	\$2.00	Per Period
Three to Five Hours	\$ 6.00	Per Period
Five plus hours	\$10.00	Per Day
Two plus Days	\$10 first day \$6 for each subsequent day	Per Period
Long Term Permit reduced from \$780 pa to \$550 pa	\$550.00	Per annum

Waste Fees

As per the Waste Fees & Charges Report adopted at the August Ordinary Council Meeting a service review and internal audit was conducted on the Broken Hill Waste Facility due to concerns with governance and good process at the facility. As highlighted in the August Ordinary Council Report an inconsistent fee charging process was occurring due to the complicated nature of the adopted fees & charges, as well as inconsistences with fees being charged, and the nature of the waste being disposed as per the Environmental Protection Agency's (EPA) Waste Classification Guidelines.

In addition to this review, staff undertook engagement sessions with users of the facility to understand their needs better as well as the frustrations they were enduring using the facility.

Some of the issues that were highlighted throughout this review are listed below:

- Overcomplicated (numerous fees)
- Fees do not align with Waste Classification Guidelines
- Terminology is incorrect and confusing
- Unfairness in pricing (different charge for commercial and domestic users)
- Small independent operators evading fees by posing as residential users of the waste facility

Staff also contacted similar regional waste facilities within NSW to better understand their fee structure, obtain a comparison and determine best practice.

Throughout the review several issues were identified with overall governance and management of the waste facility (Three risks were listed as severe). One of the recommendations is to implement a Manager Waste Services, who will be responsible for the overall day to day operations of the waste facility, as well as all EPA and regulatory compliance.

A disparity and unfairness in fee charging was also highlighted with user charges at the Waste Facility applied for commercial operators only, whilst domestic users can use it free of charge. The review identified a number of 'commercial operators' using the facility under the guise of it being domestic waste. These concerns were also raised with other commercial operators, as it leads to unfair competition in the market due to some operators evading fees, enabling them to undercut the market.

Staff are recommending that all users of the Broken Hill Waste Facility be charged for use regardless of whether it is household waste or commercial waste. A simplified, cheaper and fairer fee structure has been developed to accommodate this.

All residential households already pay a Domestic Waste Base Charge for waste services which includes some use of the landfill. To ensure that there is no cost shifting onto residential ratepayers, each residential ratepayer will receive five free visits to the waste facility annually, and these will be provided by way of the annual rates notice.

To implement the changes needed within this review, it is vital that the new fees & charges structure as presented in this report are adopted to ensure adequate funding for the safe and compliant operation of the waste facility, ensure ongoing capital and remediation funds available, compliance with the Waste Classification Guidelines, and a fair and equitable pricing strategy.

A summary of the new fee structure is listed below for information.

	2019/20	Basis	2018/19	Change \$	Change %
Car/Station Wagon Load	\$5.00	Per Load	New Fee		
Van/Ute/ Trailer Level Load	\$10.00	Per Load	New Fee		
Van/Ute/ Trailer Heaped Load	\$15.00	Per Load	New Fee		
Vehicle/Trailer greater than 1 Tonne Capacity (Excl the above listed vehicles and Skip Bins)	\$60.00	Per Tonne	\$57.00	\$3.00	5%
Skip bins will be charged at the fixed rate per bin irrespective of the actual weight of the contents of the bin. (excl asbestos & contaminated waste)		ees removed 47 of this bus			eceived,
Specific Category Waste	F actor		F		
Commingled Recyclables	Free		Free		
E-Waste	Free		Free		
Ferrous (iron or steel)	Free Free		Free Free		
<u>Green waste (Up to 1 Tonne)</u> Green waste (Greater Than 1 Tonne)	\$10.00	Per Tonne	\$35.00	-\$25.00	-71%
Wood, Trees or timber (Greater than 1 tonne)	\$10.00	Per Tonne	\$35.00	-\$25.00	-71%
Bricks or concrete (Greater than 1 tonne)	\$10.00	Per Tonne	\$35.00	-\$25.00	-71%
Mattresses	\$10.00	Each	New Fee		
Oil	\$35.00	Per Tonne	New Fee		
Soil (not contaminated or VENM) (Greater than 1 tonne)	\$10.00	Per Tonne	Free		
Soil Contaminated	\$310.00	Per Tonne	\$310.00	\$0.00	0%
Asbestos (N220)	\$449.00	Per Tonne	\$449.00	\$0.00	0%
Tyre - Passenger Vehicle/Motorcycle/Scooter	\$7.00	Each	\$3.10	\$3.90	126%
Tyre - Light Truck	\$12.00	Each	\$4.10	\$7.90	193%
Tyre - Truck	\$20.00	Each	\$5.20	\$14.80	285%

Broken Hill City Council

Loader, tractor or mining tyres will not be accepted.					
Offal/meat products/bones	\$75.00	Per Tonne	\$73.00	\$2.00	3%
Dead animals - large	\$55.00	Per animal	\$52.00	\$3.00	6%
Dead animals - cat or dog	\$5.00	Per animal	New Fee		
Broken Hill Hospital -(FWLHD) - disposal up to 70 x 10 litre bags	\$308.00	Week	\$300.00	\$8.00	3%
Broken Hill Hospital - (FWLHD) - disposal each additional 10 bags or part thereof	\$69.00	Week	\$67.00	\$2.00	3%
Sewerage/Sludge Grease trap Waste/Mud (prior arrangement only)	\$22.00	Per Tonne	\$21.00	\$1.00	5%
Vehicle Tare Weight (Ticket with weight supplied)	\$22.00	Service	\$21.00	\$1.00	5%

Strategic Direction:

Key Direction:	4. Our Leadership
Objective:	4.1.3 Decision-makers provide accountability through planning and reporting frameworks
Function:	Leadership and Governance
DP Action:	4.1.1.14 Develop a new Operational Plan each year in accordance with IP&R Guidelines

Relevant Legislation:

Integrated Planning and Reporting Framework Local Government Act 1993

The following is a summary of the requirements of Section 405 of the *Local Government Act 1993:*

(1) A council must have a plan (its "operational plan") that is adopted before the beginning of each year and details the activities to be engaged in by the council during the year as part of the delivery program covering that year.

(2) An operational plan must include a statement of the council's revenue policy for the year covered by the operational plan. The statement of revenue policy must include the statements and particulars required by the regulations.

(3) A council must prepare a draft operational plan and give public notice of the draft indicating that submissions may be made to the council at any time during the period (not less than 28 days) that the draft is to be on public exhibition. The council must publicly exhibit the draft operational plan in accordance with the notice.

(4) During the period of public exhibition, the council must have for inspection at its office (and at such other places as it may determine) a map that shows those parts of its area to which each category and sub-category of the ordinary rate and each special rate included in the draft operational plan applies.

(5) In deciding on the final operational plan to be adopted, a council must consider any submissions that have been made concerning the draft plan.

(6) The council must post a copy of its operational plan on the council's website within 28 days after the plan is adopted.

This report is now presented to Council to consider adoption of the Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy and Draft Schedule of Fees and Charges 2019/2020.

Financial Implications:

Financial implications of the Delivery Program are outlined in Council's Long Term Financial Plan.

Included within the Draft Operational Plan 2019/2020 is the Statement of Revenue Policy, Annual Budget and the Draft Schedule of Fees and Charges 2019/2020.

Attachments

- 1. Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020
- inclusive of the Statement of Revenue Policy
- 2. Draft Schedule of Fees and Charges 2019/2020
- Ţ

RAZIJA NU'MAN DIRECTOR CORPORATE

JAMES RONCON GENERAL MANAGER

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2019/2020



CITY COUNCIL

AUSTRALIA'S FIRST HERITAGE LISTED CITY

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

BROKEN HILL

CITY COUNCIL

QUALITY CONTR	OL					
KEY DIRECTION	4. Our Leadership	4. Our Leadership				
OBJECTIVE	4.1 Openness and tr	4.1 Openness and transparency in decision making				
FUNCTION	Leadership & Govern	nance				
STRATEGY	4.1.3 Decision-maker reporting framework	rs provide accountabi s	lity through plannir	ng and		
FILE REFERENCE No	16/165	16/165 EDRMS No D19/18203				
RESPONSIBLE OFFICER	General Manager					
REVIEW DATE	June 2020					
DATE	ACTION			MINUTE No.		
June 2013	Document Develope	ed		N/A		
31 July 2013	Public Exhibition			44411		
25 September 2013	Adopted	Adopted				
April 2014	Document Revised			N/A		
30 April 2014	Public Exhibition	44630				
30 April 2014	Document Amended (re Loan Borrowings for Organisation Structure Purposes)			44658		
25 June 2014	Adopted	Adopted				
December 2016	Document reviewed and redeveloped for new four year term			N/A		
26 April 2017	Public Exhibition			45518		
28 June 2017	Adopted			45560		
February 2019	Document reviewed	Document reviewed and redeveloped for final two years				
15 May 2019	Public Exhibition	Public Exhibition				
26 June 2019	Adopted	Adopted				
NOTES						
ASSOCIATED DOCUMENTS	Long Term Financial Workforce Manager Asset Management					

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 2 of 58

Acknowledgement of Country

"We acknowledge the traditional owners of the land on which we live and work; and pay our respects to their elders - past, present and emerging."



Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

> "When you think of regional Australia, when you think of mining, when you think of the ethos of Australia, you think of Broken Hill" Minister of Environment Greg Hunt

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

ABOUT BROKEN HILL

The City of Broken Hill is the largest regional centre in the western half of New South Wales. It lies in the centre of the sparsely settled New South Wales Outback, close to the South Australian border and midway between the Queensland and Victorian borders. The nearest population base is Mildura in Victoria, 300 kilometres to the south on the Murray River. The nearest capital city is Adelaide, approximately 500 kilometres to the southwest.

Connected by air, rail and road and with all the facilities that one would expect of a regional city, the Far West NSW region relies heavily on Broken Hill for essential services and connectivity.

Although located within NSW, Broken Hill has strong cultural and historic connections with South Australia and operates on Central Australian Time, half hour behind Eastern Standard Time.

Broken Hill's isolation is as much a strength as it is a challenge. This is Australia's longest lived mining city, where some of the world's major mining companies were founded on the richest mineral deposits and where safe working practices and workers legislation were first developed for miners in Australia. The city skyline is dominated by prominent mining structures along the Line of Lode, including a memorial to miners.

Broken Hill sits beneath a vast sky (now being mined for renewable energy), atop a landscape famed for its natural, cultural and industrial heritage. Each day lives are lived out in dwellings built atop a mineralogical rainforest containing 300 confirmed mineral species and representing 2300 million years of geological history. Many of the City's streets take their names from the wealth of metals, minerals and compounds found in the City's Ore Deposit (its Line of Lode). The City is renowned for its perfect light – by day the sun and by night the stars, the desert moon and the city lights – which attracts artists, photographers and filmmakers.

In January 2015, Broken Hill was recognised as Australia's First National Heritage Listed City. International findings show that heritage listing 'sells' and can stimulate growth through the visitor economy and the attraction of investment and entrepreneurial opportunity. As part of a very elite club, there is potential to heighten the brand of Broken Hill to world status.

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 5 of 58

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

TABLE OF CONTENTS

ABOUT BROKEN HILL	5
EXECUTIVE SUMMARY	7
YOUR COUNCILLORS	8
COMMUNICATING OUR STRATEGY	9
LONG TERM FINANCIAL ESTIMATES/PERFORMANCE	11
ANNUAL ESTIMATES	15
THE FRAMEWORK	17
KEY DIRECTION 1 - OUR COMMUNITY	20
KEY DIRECTION 2 - OUR ECONOMY	29
KEY DIRECTION 3 - OUR ENVIRONMENT	37
KEY DIRECTION 4 - OUR LEADERSHIP	43
REVENUE POLICY	
DEBT MANAGEMENT	56
SCHEDULE OF FEES AND CHARGES 2019/2020	57

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 6 of 58

INTRODUCTION

EXECUTIVE SUMMARY

This document is Broken Hill City Council's Combined Delivery Program 2019-2021 and Operation Plan 2019/2020.

MESSAGE FROM YOUR MAYOR

Before describing this Delivery Plan, I feel it is important to first explain the role of the Community Strategic Plan (CSP) in Council's service delivery.

The CSP is a plan developed by Council in partnership with the community that sets out residents' priorities and aspirations for the future of Broken Hill.

The current CSP was produced by Council in consultation with the community in 2010, and has been reviewed in 2013, 2014, and 2017 to ensure it remains current and relevant.

Community engagement has been at the heart of each review, and thousands of locals have provided input to ensure the wishes and expectations of the community are reflected in the plan.

The next step is working to realise the community's aspirations, and this 2019-2021 Delivery Program outlines the activities that Council will undertake over the next two years to help the community reach the goals identified in the CSP.

It enables residents to see exactly how Council spends its funds, and the kinds of services and activities that they can expect to be provided in their community in the coming years.

It provides a clear framework around Council's performance, and enables us to be open and accountable to the public.



Council remains committed to improving its performance, and is currently undertaking a four-year Service Review process to examine all aspects of its operations and make improvements where possible.

We hope this Delivery Program provides a useful guide to Council's future activities, and encourages all residents to provide input to the Service Review process as it is rolled out over the next four years.

Mayor Darriea Turley AM

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 7 of 58

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

YOUR COUNCILLORS

The Mayor and Councillors of Broken Hill have many responsibilities to the Council and the community. All Councillors, in accordance with the *Local Government Act* 1993, must "represent the collective interests of residents, ratepayers and the local community"; "facilitate communication between the local community and the governing body"; and "is accountable to the local community for the performance of the council".



Darriea Turley AM



Deputy Mayor Marion Browne





Councillor Tom Kennedy



Branko Licul



Councillor Jim Nolan



Councillor Ron Page

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

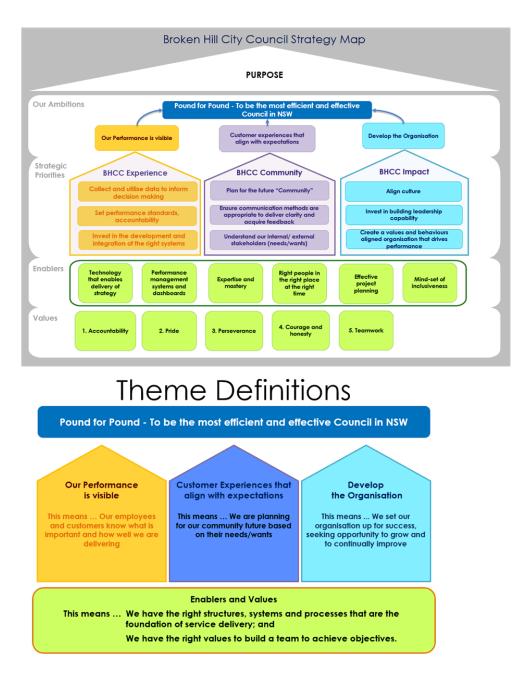
Page 8 of 58

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

OUR COUNCIL ORGANISATION

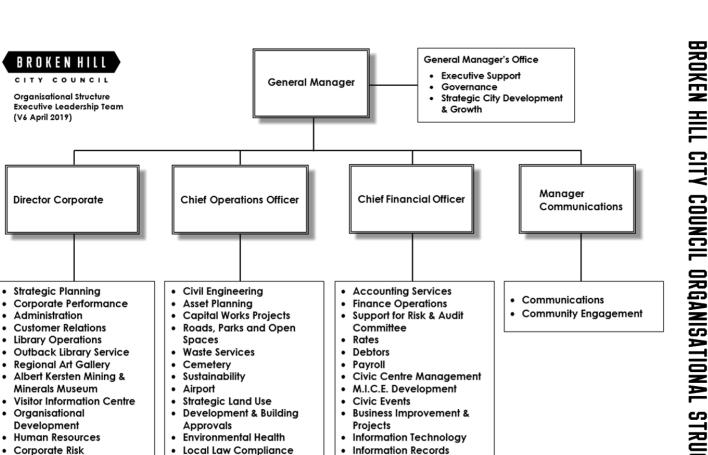
COMMUNICATING OUR STRATEGY MAP

The Map summarises outcomes the organisation seeks to achieve under the remaining years of the Delivery Program 2019-2021. The Map is easy to read and assists our workforce to understand their role in service delivery to the community and improvement of performance.



Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 9 of 58



Page 10 of 58

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

(V6 April 2019)

Development

ADOPTION OF THE DRAFT DELIVERY PROGRAM ; INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENU AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020 PROGRAM 2019-2021 **REVENUE POLICY**

2019/2020 inclusive of the Statement Draft Delivery Program 2019-202 incorporating Operational Plan of Revenue Policy Attachment

CITY COUNCIL ORGANISATIONAL STRUCTURE

FINANCIAL – BALANCED SCENARIOS

LONG TERM FINANCIAL ESTIMATES/PERFORMANCE

The financial estimates provided have been derived from the Long Term Financial Plan.

\$ '000	2018	2019	2020	2021
	Actual	Adopted Budget	Proposed Budget	Forecas
Income from Continuing Operations				
Revenue:				
Rates & annual charges	17,068	17,781	18,354	18,850
User charges & fees	3,840	10,685	3,707	3,799
Interest & investment revenue	924	600	1,167	1,282
Other revenues	518	550	327	335
Grants & contributions for operating purposes	6,283	5,804	5,510	5,620
Grants & contributions for capital purposes	97	1,826	2,110	2,152
Other Income:				
Net gains from disposal of assets	29	220	-	-
Net share of interests in joint ventures	-	-	-	-
TOTAL INCOME FROM CONTINUING OPERATIONS	28.759	37.466	31,175	32,039
Borrowing costs Materials & contracts Depreciation & amortisation Impairment Other expenses Net losses from disposal of assets	629 8,550 7,799 - 4,117	605 7,848 6,902 - 3,937	582 5,056 6,532 - 4,053 -	5,053 5,053 6,566 - 4,050
TOTAL EXPENSES FROM CONTINUING OPERATIONS	34,843	34,085	30,534	30,660
OPERATING RESULT FOR THE YEAR	(6,084)	3,382	642	1,380
NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	(6,181)	1,556	(1,468)	(773)
Assumptions Rate Peg General Index Employee Cost Index Grant Index ov estment Interest rate Ov eralve rates interest rate	1.50% 2.50% 2.50% 0.00% 2.70% 7.50%	2.30% 2.50% 2.50% 1.00% 3.00% 7.50%	2.70% 2.50% 2.00% 3.50% 7.50%	2.70 2.50 2.70 2.00 5.00 8.00

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 11 of 58

\$ '000	NCIAL POSITION 2018	2019	2020	2021
	Actual	Adopted Budget	Proposed Budget	Forecas
Assets		Deuge.	Jougo.	
Current Assets:				
Cash & cash equivalents	27,509	12,001	9,741	8,691
nvestments	1,000	15,000	15,000	15,000
Receivables	4,766	5,254	5,318	5,812
nventories	115	83	85	87
Other	155	355	364	373
Non-current assets classified as 'held for sale'	-	-	-	-
TOTAL CURRENT ASSETS	33,545	32,693	30,508	29,963
Non-Current Assets:				
Investments	-	-	-	-
Receivables	75	93	68	43
Inventories	-	-	-	-
Infrastructure, property, plant & equipment	213,974	219,181	221,111	222,768
Investments accounted for using the equity method	-	-	-	-
Investment property	-	-	-	-
Intangible assets	-	-	-	-
TOTAL NON-CURRENT ASSETS	214,049	219,274	221,179	222,811
TOTAL ASSETS	247,594	251,967	251,687	252,774
Liabilities Current Liabilities:				
Payables	5,897	2,915	2,988	3,063
Borrowings	628	591	552	492
Provisions	4,269	4,069	4,171	4,283
TOTAL CURRENT LIABILITIES	10,794	7,575	7,711	7,838
Man Command Hack William				
Non-Current Liabilities:			-	_
Payables	-	12,492		
Borrowings Provisions	13,064	12,492	11,940 12,870	11,448
TOTAL NON-CURRENT LIABILITIES	19,205	23,193	24,810	26,390
	17,203	20,170	24,010	20,070
TOTAL LIABILITIES	30,000	30,768	32,520	34,227
NET ASSETS	217,594	221,199	219,167	218,547
Equity Rotained carnings	109 7/7	110.070	104 109	102 021
Retained earnings	108,767	110,070	106,108 113,059	103,831
Revaluation reserves Council equity interest	217,584	221,199		114,716
Non-controlling interest	217,304	-	219,167	218,547

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 12 of 58

STATEMENT OF CAS	2018	2019	2020	2021
	Actual	Adopted Budget	Proposed Budget	Forecas
Cash Flows from Operating Activities				
Receipts:				
Rates & annual charges	17,060	17,248	17,804	18,284
User charges & fees	2,097	10,364	3,595	3,685
Investment & interest revenue received	888	693	984	1,280
Grants & contributions	6,380	7,401	7,392	7,539
Bonds, deposits & retention amounts received	2	-	-	-
Other	3,652	534	317	325
Payments:				
Employee benefits & costs	(13,568)	(14,349)	(13,882)	(14,009)
Materials & contracts	(10,689)	(7,613)	(4,904)	(4,901)
Borrowing costs	(530)	(605)	(582)	(549)
Bonds, deposits & retention amounts refunded	-	-	-	-
Other	(3,152)	(3,818)	(3,931)	(3,929)
NET CASH PROVIDED (OR USED IN) OPERATING ACTIVITIES	2,140	9,855	6,793	7,725
	2,140	7,000	0,770	7,723
Cash Flows from Investing Activities				
Receipts:				
Sale of investment securities	1.004	-	-	-
Sale of infrastructure, property, plant & equipment	1,004	220	-	-
Deferred debtors receipts	47	-	-	-
Other investing activity receipts	- 47	-	-	-
Payments:	-	-	-	-
-				
Purchase of investment securities	-	-	-	-
Purchase of infrastructure, property, plant & equipment	(5,071)	(9,214)	(8,462)	(8,222)
Deferred debtors & advances made	-	-	-	-
NET CASH PROVIDED (OR USED IN) INVESTING ACTIVITIES	(3,824)	(8,994)	(8,462)	(8,222)
Cash Flows from Financing Activities				
Receipts:				
Proceeds from borrowings & advances	13,400	-	-	-
Payments:				
Repayment of borrowings & advances	(4,007)	(628)	(591)	(552)
NET CASH PROVIDED (OR USED IN) FINANCING ACTIVITIES	9,393	(628)	(591)	(552)
NET INCREASE/(DECREASE) IN CASH & CASH EQUIVALENTS	7,709	233	(2,260)	(1,050)
plus: CASH & CASH EQUIVALENTS - beginning of year	19,800	11,768	12,001	9,741
CASH & CASH EQUIVALENTS - end of year	27,509	12,001	9,741	8,691
Assumptions Rates & charges recovery rate Debtor recovery rate General Index vestment Interest rate	97.00% 97.00% 2.50% 2.70%	97.00% 97.00% 2.50% 3.00%	97.00% 97.00% 2.50% 3.50%	97.00' 97.00' 2.50' 5.00'

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 13 of 58

DELIVERY PROGRAM - BALANCED SCENARIO Financial Ratios							
	2018	2019	2020	2021	On eventing a Dertie		
	Actual	Adopted Budget	Proposed Budget	Forecast	Operating Ratio		
perating Ratio is ratio measures Council's ability to contain operating expenditure within perating the operation of the second	-21.71%	4.36%	-5.05%	-1.36%	0% = 2018 = 2019 = 2020 = 2021 -2% -		
nchmank - Geoter than 0% perating revenue excl. capital grants and contributions - operating penses) / operating revenue excluding capital grants and contributions					-4%		
ash Expense Cover Ratio is ratio indicates the number of months Council can continue paying for its mediate expenses without additional cash inflow	10.71	12.19	12.68	12.02	Cash Expense Cover Ratio		
nchmark - Greater than 3.0 months urrent year's cash and cash equivalents / (total expenses - depreciation - erest costs) * 12	1967	12.17	12.00	12.02			
urrent Ratio					Current Ratio		
is ratio represents Council's ability to meet debt payments as they fail due, should be noted that Council's externally retricticed assets will not be valiable as operating funds and as such can significantly impact Council's sillity to meet its liabilities. Inchmark - Greater than 1.5	3.11	4.32	3.96	2.89			
rrent assets / current liabilities					0 = 2018 = 2019 = 2020 = 2021		
resticted Current Ratio					Unrestricted Current		
assess the adequact of working capital and its ability to satisfy obligations he short term for the unrestricted activities of Council.	1.97	3.66	3.81	2.35	s Ratio		
nchmark - Greater than 1.5 rent assets less all external activities/ current liabilities, less specific purpose sitties							
wn Source Operating Revenue s ratio measures the level of Council's fiscal flexibility. It is the degree of ance on external funding sources such as operating grants and					Own Source Operation Revenue		
ntributions. Council's financial flexibility improves the higher the level of its n source revenue Inchmark - Greater than 60%	77.79%	79.63%	75.56%	76.57%	60%		
culture control to the control operating revenue (inclusive of capital ants and contributions)					20% 0%2018 ■2019 ■2020 ■2021		
ebt Service Cover Ratio					Debt Service Cover Ratio		
s ratio measures the availability of cash to service debt including interest, ncipal, and lease payments	1.54	7.85	5.12	5.04			
nchmark - Greater than 2.0 erating result before interest and depreciation (EBITDA) / principal payments +borrowing interest costs					3 2 0 =2018 = 2019 = 2020 = 2021		
terest Cover Ratio is ratio indicates the extent to which Council can service its interest bearing sb1 and take on additional borrowings. It measures the burden of the rrent interest expense upon Council's operating cash	1.26	16.01	10.32	13.34	15 Interest Cover Ratio		
nchmark - Greater than 4.0 erating result before interest and depreciation (EBITDA) / interest expense					9 3 0 ■ 2018 ■ 2019 ■ 2020 ■ 2021		
spital Expenditure Ratio s ratio indicates the extent to which Council is forecasting to expand its et base with conflat expenditure spent on both new assets and					Capital Expenditure Ratio		
placement and renewal of existing asseets nchmark - Greater than 1,1 mual capital expenditure / annual depreciation	0.65	1.33	1.30	1.10	1.20 0.80 0.40		

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 14 of 58

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

FINANCIAL ESTIMATES

ANNUAL ESTIMATES

The financial estimates provided in this Operational Plan in the following sections reflect the range of services provided by Council at the time of drafting this Plan.

As indicated in Council's Long Term Financial Plan, Council must continue to develop strategies and make decisions to ensure the reduction of financial deficits and the future sustainability of Council. Such decisions may not provide overnight relief from the currently weak financial position and as such it is important to take a longer term view of the benefits of such decisions.

Throughout the year, reviews will be undertaken to measure Council's financial performance against the financial estimates contained within this plan. Any decisions impacting upon Council's financial position for the year will be incorporated into these reviews.

The Consolidated Estimated Income Statement, Balance Sheet and Cash Flow Statement for the 2019/2020 financial year are contained within the Revenue Policy on page 48.

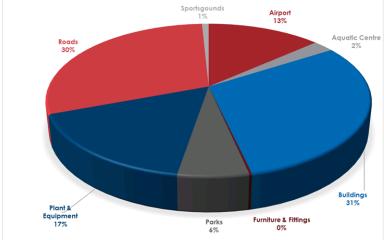
Where is Council's budget spent? Find out more about the budget, expenditure, services and projects at <u>www.brokenhill.nsw.gov.au</u>							
AIRPORT -\$0.04M	ART GALLERY \$0.79M	AQUATIC CENTRE \$1.01M	CIVIC CENTRE \$0.50M	GEOCENTRE \$0.25M			
+	E CO						
LIBRARY \$0.68M	PARKS AND OPEN SPACES \$1.63M	ROADS, FOOTPATHS AND TRANSPORT \$2.51M	SPORTING FIELDS	VISITOR INFORMATION CENTRE \$0.35M			
*** ***** ******			べ.	i			

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 15 of 58

CAPITAL PROJECTS

CAPITAL PROJECT EXPENDITURE Sportsgounds



OPERATIONAL PLAN - BALANCED SCENARIO

INCOME STATEMENT							
\$ '000	2020	2020	2020	2020	202		
	TOTAL Proposed Budget	Our Leadership Proposed Budget	Our Community Proposed Budget	Our Economy Proposed Budget	Our Environment Proposed Budget		
Income from Continuing Operations							
Revenue:							
Rates & annual charges	18,354	15,588	(15)	-	2,781		
User charges & fees	3,707	304	691	1,221	1,491		
Interest & investment revenue	1,167	1,133	-	-	33		
Other revenues	327	161	61	102	3		
Grants & contributions for operating purposes	5,510	4,395	803	305	7		
Grants & contributions for capital purposes	2,110	-	710	1,400	-		
Other Income:	-	-	-	-	-		
Net gains from disposal of assets	-	-	-	-	-		
Net share of interests in joint ventures	-	-	-	-	-		
TOTAL INCOME FROM CONTINUING OPERATIONS	31,175	21,582	2,251	3,028	4,314		
Expenses from Continuing Operations							
Employee benefits & costs	14,311	9,178	2,637	950	1,547		
Borrowing costs	582	582	-	-	-		
Materials & contracts	5,056	2,636	1,432	450	539		
Depreciation & amortisation	6.532	815	4,007	1,011	699		
Impairment	-	-	-	-	-		
Other expenses	4,053	3,175	662	203	13		
Net losses from disposal of assets	-	-	-	-	-		
TOTAL EXPENSES FROM CONTINUING OPERATIONS	30, 534	16, 386	8, 738	2,613	2, 797		
OPERATING RESULT FOR THE YEAR	642	5,196	(6,487)	415	1,517		
NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	(1,468)	5, 196	(7, 198)	(985)	1,517		
NET OPERATING RESULT FOR THE YEAR EXCLUDING EXTRAORDINARY ITEMS BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	642	5,196	(6,488)	415	1,517		

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 16 of 58

INTEGRATED PLANNING & REPORTING

THE FRAMEWORK

In 2009, the NSW Government introduced new legislation in the form of the Local Government Amendment (Planning and reporting) Act 2009 to improve strategic planning in NSW councils.

The Integrated Planning and Reporting Framework requires councils to develop a **Community Strategic Plan**, which outlines the Vision, Goals and Strategies for the community. The plan is not limited to the responsibilities of any one government or organisation.

Under the Framework, Council will use the Community Strategic Plan to determine which goals and strategies can be implemented at a local government level. These goals and strategies are included in the 2019-2021 reviewed **Delivery Program**. A new four year program will be developed for 2021-2025, coinciding with the election of new Council.

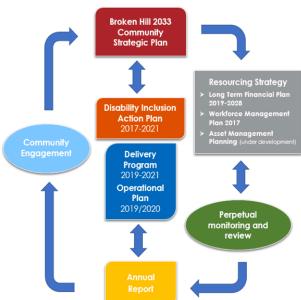
To ensure that Council has the required resources to achieve the goals and strategies set out in the Delivery Program, a **Resourcing Strategy** is prepared to address long term financial management, workforce planning and asset management.

The **Operational Plan** is a plan which focuses on the short term. It provides a one year detailed plan of which activities and projects from the Delivery Program will be implemented.

Each year, our success in achieving the goals and strategies set out in these plans will be reported through Council's **Annual Report**.

Although considered long term, our Community Strategic Plan will remain current through a four yearly review in line with Local Government Elections.

The first Community Strategic Plan for Broken Hill was endorsed in 2010 and we are proud of the achievements made



since this time. The Plan was subsequently reviewed after a significant community engagement exercise in 2013 and further reviews in 2014 and 2017.

Disability Inclusion Action Planning

supports the fundamental right of choice for people with disability in our Community.

Choice, inclusion and accessibility is achieved by providing the same opportunities and ability to choose how persons with disability live their lives and enjoy the benefits of living and working in our community.

The Disability Inclusion Act 2014 (NSW), was introduced in December 2014 and provides the legislative framework to guide state and local government disability inclusion and access planning.

The Disability Inclusion Act 2014 (NSW) requires all local government organisations to produce a Disability Inclusion Action Plan (DIAP) setting out measures enabling people with a disability to access general support and services and fully participate in the community.

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 17 of 58

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

OUR KEY DIRECTIONS

The Delivery Program and Operational Plan is arranged by Key Directions taken from the Broken Hill 2033 Community Strategic Plan.

- Key Direction 1: Our Community
- Key Direction 2: Our Economy
- Key Direction 3: Our Environment
- Key Direction 4: Our Leadership

The four key directions are colour coded and articulate the Community Strategic Plan vision we have for our community as expressed in community engagement forums, in developing the Community Strategic Plan.

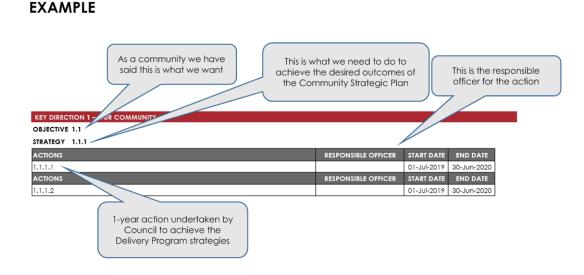
The Delivery Program and Operational Plan detail key objectives, strategies and actions which Council can contribute to achieving the high-level goals outlined in the Community Strategic Plan.

HOW TO READ THIS PLAN

The tables in the document under each of the four key directions contain reference numbers. The reference numbers are primarily for internal Council purposes, however, will be used when providing progress reports to the community every six months.

The table and diagram below explain how to read and understand the tables and demonstrates how Delivery Program strategies and one-year Operational Plan actions align to the Broken Hill 2033 Community Strategic Plan objectives.

COMMUNI	TY DIRECTION	
1	Key Direction	
1.1	CSP Community Objective	
1.1.1	Delivery Program Strategy	
1.1.1.1	1-year Operational Plan Action	



Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 18 of 58

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES

2019/2020

KEY DIRECTION 1 - OUR COMMUNITY

1.1 People in our community are in safe hands 1.2 Our community works together 1.3 Our history, culture and diversity is embraced and celebrated 1.4 Our built environment supports our quality of life 1.5 Our health and wellbeing ensures that we live life to the full

We are a connected community and enjoy our safety and wellbeing. We keep our heritage alive and relevant; it is the foundation for the way we unite to get things done and maintain our inclusive lifestyle.

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

KEY DIRECTION 1 - OUR COMMUNITY

In Broken Hill our people are our greatest asset. We are a resilient community and believe in hard work, getting things done and uniting to make a difference.

'Sense of Community' was identified by our residents as being amongst the most important areas of priority for Broken Hill. A sense of community represents a sense of belonging and identification. It requires personal investment and shared influence, participation and commitment.

Broken Hill is full of genuine people with genuine values and this was captured through the adoption of the FOR REAL branding, which is how we represent our City.

The people of Broken Hill are champions of what's true, right, sincere, solid, tangible, unaffected, genuine, meaningful and authentic. We are like the Hero – where there's a will there's a way. We value being inspiring, open, original, human and fearless.

We know our isolation is as much a strength as it is a weakness, but it delivers a dose of reality - if we need to get something done we just do it. This creates a real sense of who we are, in an age where individuality and technology is vastly affecting the fabric of other communities and how they interact to solve their problems.

Broken Hill has an inclusiveness not easily found elsewhere. Our rich mining heritage has brought people from all over the world, yet together they have combined to influence a nation. Their stories are heroic, inventive and bold. There is still a shared commitment among us to make Broken Hill a place that will continue to survive and thrive in the desert. We warmly welcome people from 'away' and they take treasured memories with them.

The focus of the Key Direction – Our Community is our people and how we can work together to ensure we position ourselves to retain our sense of identity, our health, wellbeing, social inclusion and connectedness.

The tables to follow provide objectives to help us meet the overall goal for 'Our Community' as outlined in the Community Strategic Plan which contributes to the community's combined vision for the future. Under each objective we show strategies that Council will undertake to allow us to meet our goals along with measurements to help us ensure we are on the right path.

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 20 of 58

KEY DIRECTION 1 – OUR COMMUNITY

OBJECTIVE 1.1 People in our Community are in safe hands

STRATEGY 1.1.1 Implement infrastructure and services for the effective management and control of companion animals

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.1.1.1 Construct new animal pound facility	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.1.1.2 Provide an education program to update the community on the management and use of the new animal pound facility	Chief Operations Officer	01-Jul-2019	30-Jun-2020

STRATEGY 1.1.2 Prioritise actions within the Smart City Framework that support safer communities within our Parks and Open Spaces

RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
	Chief Operations Officer RESPONSIBLE OFFICER Chief Operations Officer RESPONSIBLE OFFICER Chief Operations Officer RESPONSIBLE OFFICER Chief Operations Officer RESPONSIBLE OFFICER	Chief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATEChief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATEChief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATEChief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATEChief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATE

STRATEGY 1.1.3 Provide suitable land within the Cemetery reserve and develop for future expansion

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.1.3.1 Complete extension of Cemetery Rose Garden	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.1.3.2 Carry out Geo-technical investigation to extend Cemetery grounds	Chief Operations Officer	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 21 of 58

OBJECTIVE 1.2 Our Community works together

STRATEGY 1.2.1 Advocate for and recognise volunteerism

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.2.1.1 Develop Volunteer Strategy	Chief Financial Officer	01-Jul-2019	30-Jun-2020

STRATEGY 1.2.2 Develop and implement a Customer Contact and Call Centre

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.2.2.1 Review Customer Services Framework for customer experience and business improvement, including continuous improvement approach to processes	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.2.2.2 Undertake Customer Satisfaction Survey	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.2.2.3 Develop Complaints Handling Procedure in accordance with Complaints Management Policy	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 1.2.3 Support the Reconciliation Movement

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.2.3.1 Develop Reconciliation Action Plan in consultation with local Aboriginal and Torres Strait Islander community representatives to provide a framework for the organisation	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 1.2.4 Engage with key community sectors via Community Round Table

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.2.4.1 Ensure community representatives understand the functions associated and reporting required for the Community Round Table	General Manager	01-Jul-2019	30-Jun-2020

OBJECTIVE 1.3 Our history, culture and diversity is embraced and celebrated

STRATEGY 1.3.1 Advocate for funding and investment for Community Development Projects

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES

2019/2020

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.1.1 Work with third parties to seek funding	Chief Financial Officer	01-Jul-2019	30-Jun-2020

STRATEGY 1.3.2 Construct new Library/Community Hub and Cultural Precinct in line with Cultural Framework

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.2.1 Continue to pursue funding sources to bring the project to fruition	General Manager	01-Jul-2019	30-Jun-2020

STRATEGY 1.3.3 Promote City's listing as Australia's First Heritage City

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.3.1 Finalise Scope and Implement lighting and projection installations at the Town Hall Facade, Civic Centre, Broken Hill Regional Art Gallery, Town Square and Sturt Park	Chief Financial Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.3.2 Ensure construction and installation of Gateway signage into the City	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.3.3 Construct shade shelter located at the BHP Chimney site	Chief Operations Officer	01-Jul-2019	30-Jun-2020

STRATEGY 1.3.4 To provide accessible community spaces and access to books, learning resources and other information

	-		
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.4.1 Develop Library Business Plan	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 1.3.5 To preserve and share the City's archive, art and mineral asset collections, engage new audiences, broaden access to rare and some fragile heritage material through the digitisation of the collections in preparation for web access in the future

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.5.1 Finalisation of Strategic Business Plan and review of Policies for Art Gallery and Museum	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.5.2 Digitisation of City's art assets	Director Corporate	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 23 of 58

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.5.3 Seek funding for the Digitisation of City's archival assets	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.5.4 Digitisation of the City's mineral assets	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 1.3.6 Develop interstate and regional partners to maximise tourism opportunities

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.6.1 Support the development of the Silver to Sea Trail project	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.3.6.2 Establish working relationships with the South Australian Visitor Information Network	Cultural Facilities	01-Jul-2019	30-Jun-2020

STRATEGY 1.3.7 Develop a City Wide Cultural Plan

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE	
1.3.7.1 Seek funding for the development of a City wide Cultural Plan	General Manager	01-Jul-2019	30-Jun-2020	

OBJECTIVE 1.4 Our built environment supports our quality of life

STRATEGY 1.4.1 Develop City Strategic Plan

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.1.1 Engage suitable resource to develop City Strategic Plan	General Manager	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.1.2 Advocate to secure funding for heavy vehicle bypass road	General Manager	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.1.3 Advocate to secure funding for a Truck Wash	Chief Operations Officer	01-Jul-2019	30-Jun-2020

STRATEGY 1.4.2 Maintain the serviceability of Council's assets at an appropriate condition level

ACTIONS RESP	SPONSIBLE OFFICER	START DATE	END DATE

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 24 of 58

1.4.2.1 Develop Asset Management Plan - Roads and Footpaths	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.2.2 Develop Asset Management Plan - Trees	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	END DATE	
1.4.2.3 Develop Asset Management Plan - Parks and Open Spaces	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.2.4 Develop Asset Management Plan - Buildings	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.2.5 Finalise and prioritise implementation actions within Active Transport Plan (inc Footpaths, Bicycle paths, Signage, Pedestrian Access etc)	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.2.6 Develop Fleet Asset Management Plan	Chief Operations Officer	01-Jul-2019	30-Jun-2020

STRATEGY 1.4.3 Develop Council assets to promote outdoor recreation, exercise and mobility for families

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.3.1 Rebuild Sturt Park playground	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.4.3.2 Install or expand outdoor gyms at Sturt Park and Picton Oval	Chief Operations Officer	01-Jul-2019	30-Jun-2020

STRATEGY 1.4.4 Support drought affected communities by reducing dust and improving road safety

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE	
1.4.4.1 Complete Brown Street reseal project	Chief Operations Officer	01-Jul-2019	30-Jun-2020	

OBJECTIVE 1.5 Our health and wellbeing ensures that we live life to the full

STRATEGY 1.5.1 Support our residents to lead healthy, active and independent lives through provision of high quality, contemporary Library services

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
1.5.1.1 Conduct Two Customer Satisfaction surveys - Home Delivery and the Outback Letterbox Library service	Director Corporate	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 25 of 58

INCOME STATEMENT - OUR COMMUNITY									
\$ '000	2020	2020	2020	2020	2020	2020	2020	2020	
	Our Community Proposed Budget	Community Services	Local Transport	Open Spaces	Community Facilities	Public Safety	Arts & Culture	Community Development	
Income from Continuing Operations									
Revenue:									
Rates & annual charges	(15)	-	-	(15)	-	-	-	-	
User charges & fees	691	210	-	72	223	-	186	-	
Interest & investment revenue	-	-	-	-	-	-	-	-	
Other revenues	61	-	-	-	-	-	61	-	
Grants & contributions for operating purposes	803	-	500	-	-	-	303	-	
Grants & contributions for capital purposes	710		360	350					
Other Income:	-								
Net gains from disposal of assets	-	-	-	-	-	-	-	-	
Net share of interests in joint ventures	-	-	-	-	-	-	-	-	
TOTAL INCOME FROM CONTINUING OPERATIONS	2, 25 1	210	860	408	223	-	551	-	
Expenses from Continuing Operations									
Employee benefits & costs	2,637	-	535	633	159	-	1,309	-	
Borrowing costs	-	-	-	-	-	-	-	-	
Materials & contracts	1,432	-	133	185	800	-	314	-	
Depreciation & amortisation	4,007	197	2,394	716	351	-	348	-	
Impairment	-								
Other expenses	662	-	-	25	-	540	98	-	
Net losses from disposal of assets	-	-	-	-	-	-	-	-	
TOTAL EXPENSES FROM CONTINUING OPERATIONS	8, 738	197	3,062	1,559	1,311	540	2,069	-	
OPERATING RESULT FOR THE YEAR	(6,487)	13	(2, 202)	(1, 151)	(1,088)	(540)	(1,518)	-	
OPERATING RESULT FOR THE YEAR NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	(6,487)	13	(2,202)	(1, 151)	(1,088)	(540)	(1,518)		

Page 26 of 58

UNITIAL DUDULI						
	Cronting	, _	Decembro			New,
	Grant Income		Reserve			Renewal,
Description	Sales		Transfers	Expense	Net	Upgrade
Aquatic Centre - Circulation pump servicing and reconditioning	\$ -	\$	-	\$ 33,000	\$ 33,000	Renewal
Aquatic Centre - Change room cubicle modifications	\$ -	\$	-	\$ 18,000	\$ 18,000	Upgrade
Aquatic Centre - Chlorine pump replacement (x3)	\$ -	\$	-	\$ 11,500	\$ 11,500	Renewal
Aquatic Centre - UV lamp replacement (hydro and 25m pool)	\$ -	\$	-	\$ 8,000	\$ 8,000	Renewal
Aquatic Centre - Under floor heating system replacement	\$ -	\$	-	\$ 11,500	\$ 11,500	Renewal
Aquatic Centre - Pool slide new stairs and landing replacement	\$ -	\$	-	\$ 75,000	\$ 75,000	Renewal
Alma Oval - Plant shed for new roller	\$ -	\$	-	\$ 20,000	\$ 20,000	New
Warnock Works Depot Refurbishment	\$ -	\$	-	\$ 1,500,000	\$ 1,500,000	Renewal
Buildings - South Preschool shed replacment	\$ -	\$	-	\$ 20,000	\$ 20,000	Renewal
Art Gallery - Humidifiers replacement	\$ -	\$	-	\$ 550,000	\$ 550,000	Renewal
Art Gallery -Balustrade safety barriers	\$ -	\$	-	\$ 35,000	\$ 35,000	Upgrade
Library - Portable tables and chairs	\$ -	\$	-	\$ 14,173	\$ 14,173	New
Parks - AJ Keast Park Pump Replacement - Irrigation works	\$ -	\$	-	\$ 30,000	\$ 30,000	Renewal
Parks -Skate Park construction	\$ 350,000	\$	-	\$ 702,000	\$ 352,000	Renewal
Plant/Fleet	\$ -	\$	-	\$ 1,025,000	\$ 1,025,000	Renewal
Roads - Iodide Street - Morgan to Cummins - Full reconstruction	ı\$ -	\$	-	\$ 483,000	\$ 483,000	Renewal
Roads - Intersection of Comstock and Piper Street - Full Reconst	- \$	\$	-	\$ 130,000	\$ 130,000	Renewal
Roads - Intersection of Comstock and Hebbard Street - Full Reco	- \$	\$	-	\$ 145,000	\$ 145,000	Renewal
Roads - Argent street - Oxide Street and Chloride Street	\$ -	\$	-	\$ 145,000	\$ 145,000	Renewal
Roads - Reconstruction Works to Gypsum Street	\$ 360,000	\$	-	\$ 360,000	\$ -	Renewal
Roads - Reseal Program	\$ -	\$	-	\$ 806,000	\$ 806,000	Renewal
Roads - Street Signage replacement program	\$ -	\$	-	\$ 200,000	\$ 200,000	Renewal
O ' Neil Park Soccer Grounds - Irrigation system replacment	\$ -	\$	-	\$ 50,000	\$ 50,000	Renewal
Total Our Community	\$ 710,000	\$	-	\$ 6,372,173	\$ 5,662,173	

CAPITAL BUDGET - OUR COMMUNITY

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 27 of 58



KEY DIRECTION 2 - OUR ECONOMY

2.1 Our economy is strong and diversified and attracts people to work, live and invest 2.2 We are a destination of choice and provide a real experience that encourages increased visitation 2.3 A supported and skilled workforce provides strength and opportunity

We are accustomed to tackling our problems and our willingness to create change and diversify makes us resilient, securing our long term economic prosperity and paving the way for other communities to follow. ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES

2019/2020

KEY DIRECTION 2 - OUR ECONOMY

Broken Hill is a leader in remote community resilience; where the community unites to tackle problems and a global perspective is applied to deliver broad prospects for economic participation.

Our community understands the importance of economic diversity to guarantee a sustainable future for the City. A sustainable economy was by far the largest priority identified through the 2013 community consultative process and confirmed through the 2017 community consultative process further acknowledging that diversification is the 'key' to addressing challenges associated with the contraction of the mining industry.

A sustainable economy is inclusive, equitable and diverse. It is an economy where businesses prosper and everyone stands to benefit. The performance of our economy directly impacts on the way we work, live and play and the mining peaks and troughs do provide a challenge.

The emphasis our community has given towards a sustainable economy recognises the imperative to innovate, problem solve and create new opportunity in order to remain relevant in a global environment that is marked by rapid social and technological change.

It also marks a shift in community appraisal, recognising that, although technology has reduced the need for labour over the years, it has also delivered efficiencies and bridged the isolation gap. Technology paves the way to operate on a national and global scale and delivers far areater opportunities in education, tourism and business. Now the local community is not the only source market for our goods and services and we all see the clear need for high-speed broadband to connect Broken Hill to the world and enable us to fully capitalise on the opportunities that this infrastructure creates.

In order to reduce our reliance on the mining industry, the community identified strategies that reflect a commitment and determination to expand our thinking and adapt to remain relevant in the world as it is today. This means building on existing economic platforms, like art, culture and tourism, and building on new opportunities such as technology, renewable energies and education.

Not only must we seek prospects for new business investment, we must also encourage and support local entrepreneurialism and innovation as our economy transforms to meet new opportunity.

Broken Hill has history of resilience and aetting things done. It is a leader in remote community revitalisation and as end-of-mine life becomes a reality on the horizon, we collectively recognise the need to work in collaboration, look 'outside the box' and break new ground in order to assure our sustainable future.

The tables to follow provide objectives to help us meet the overall goal for 'Our Economy' as outlined in the Community Strategic Plan which contributes to the community's combined vision for the future. Under each objective we show strategies that Council will undertake to allow us to meet our goals along with measurements to help us ensure we are on the right path.

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

KEY DIRECTION 2 – OUR ECONOMY

OBJECTIVE 2.1 Our economy is strong and diversified and attracts people to work, live and invest

STRATEGY 2.1.1 Council's Workforce Management Plan reflects the needs of the organisation

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.1.1 Learning and Development plans are completed for all employees including succession and career options	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.1.2 Review current Workforce Management Plan Strategies (2015-2019: 2017- 2021) to report to Council on achievements	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.1.3 Commence revision of Workforce Management Plan 2020-2024 in line with LG elections process	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.1.4 Continue to improve Recruitment Service Delivery and Employee Experiences	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.1.5 Continue implementation of LG Capability Framework	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.1.6 Implement actions associated with the ratification of the Broken Hill City Council Consent Award	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 2.1.2 Develop the Airport as per the Airport Masterplan

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.2.1 Advocate for Airport upgrades in line with Advocacy Strategy and Airport Business Case	General Manager	01-Jul-2019	30-Jun-2020

STRATEGY 2.1.3 Advocate for improved housing stock

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.3.1 Collaborate with local commercial housing industry representatives to identify current available housing and land stock	General Manager	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 30 of 58

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.3.2 Liaise with industry and research the future need for housing and type of housing required	General Manager	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.3.3 Collaborate with State Government to release land, including Crown land if required for housing development	General Manager	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.3.4 Ensure that appropriate community facilities are available to meet future growth needs	General Manager	01-Jul-2019	30-Jun-2020

STRATEGY 2.1.4 Advocate Broken Hill and Far West as a centre for renewable energy

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.4.1 Seek to understand capacity to expand electricity grid	General Manager	01-Jul-2019	30-Jun-2020

STRATEGY 2.1.5 Increase digital communication network through projects outlined in Smart Communities Framework

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.5.1 Increase city coverage of City Smart Devices (smart bins, lighting, WIFI and parking)	Chief Financial Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.5.2 Provide open data to community via IoT (Internet of Things) platform	Chief Financial Officer	01-Jul-2019	30-Jun-2020

STRATEGY 2.1.6 Expand available industrial land

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.6.1 Advocate for early determination for land that has a Local Aboriginal Claim which is zoned as industrial land	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.6.2 Collaborate with State Government to release land, including Crown land if required for industrial land development	Chief Operations Officer	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 31 of 58

Page 87

STRATEGY 2.1.7 Advocate for incentives and initiatives that support business and industry to expand

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.7.1 Develop Business and Industry Support strategy	Chief Financial Officer	01-Jul-2019	30-Jun-2020

STRATEGY 2.1.8 Work closely with the newly established Far West Joint Organisation for successful regional outcomes

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.8.1 Support the initiatives that are endorsed by the Far West - South Joint Organisation	General Manager	01-Jul-2019	30-Jun-2020

STRATEGY 2.1.9 Promote a strategic approach to improved transport services

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.1.9.1 Advocate for improved air and rail services through active lobbying and participation in government inquiries	General Manager	01-Jul-2019	30-Jun-2020

OBJECTIVE 2.2 We are a destination of choice and provide a real experience that encourages increased visitation

STRATEGY 2.2.1 Heritage Festival continues to grow and become nationally recognised

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.2.1.1 Facilitate an annual Heritage Festival	Chief Financial Officer	01-Jul-2019	30-Jun-2020

STRATEGY 2.2.2 Develop the Visitor Experience in an efficient and effective manner

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.2.2.1 Develop Business Plan for Visitor Information Centre	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.2.2.2 Develop cooperative Marketing Campaign for Broken Hill with Destination NSW	Director Corporate	01-Jul-2019	30-Jun-2020

Page 88

STRATEGY 2.2.3 Develop the Civic Centre Business to be a self-sufficient profit making enterprise

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.2.3.1 Develop Marketing Plan for Civic Centre	Chief Financial Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.2.3.2 Develop Business Plan for Civic Centre	Chief Financial Officer	01-Jul-2019	30-Jun-2020

OBJECTIVE 2.3 A supported and skilled workforce provides strength and opportunity

STRATEGY 2.3.1 Accessing education and training providers and facilities locally

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.3.1.1 Continue funding for school based and apprentice/ trainees through government funding	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE

STRATEGY 2.3.2 The Library supports formal and informal learning

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.3.2.1 Review and develop digital literacy programs	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 2.3.3 Foster partnerships with tertiary institutions to bring scarce skills to the City

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.3.3.1 Establish conservation and curatorial internship program	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.3.3.2 Explore grant opportunities for Aboriginal and Torres Strait Islander youth programs at the Gallery	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
2.3.3.3 Explore opportunities to partner with institutions for archives and library services	Director Corporate	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 33 of 58

Page 89

INCOME STATEMENT - OUR ECONOMY							
\$ '000	2020	2020	2020	2020	2020	2020	
	Our Economy Proposed Budget	Economic Development	Property Development	Strategic Transport	Tourism Development	Film Promotion	
Income from Continuing Operations							
Revenue:							
Rates & annual charges	-	-	-	-	-	-	
User charges & fees	1,221	65	-	948	208	-	
Interest & investment revenue	-	-	-	-	-	-	
Other revenues	102	92	-	-	10	-	
Grants & contributions for operating purposes	305	2	-	300	3	-	
Grants & contributions for capital purposes	1,400			1,400			
Other Income:	-						
Net gains from disposal of assets	-	-	-	-	-	-	
Net share of interests in joint ventures	-	-	-	-	-	-	
TOTAL INCOME FROM CONTINUING OPERATIONS	3,028	159	-	2,648	221	-	
Expenses from Continuing Operations							
Employee benefits & costs	950	441	-	263	246	-	
Borrowing costs	-	-	-	-	-	-	
Materials & contracts	450	303	-	42	105	-	
Depreciation & amortisation	1,011	409	-	474	128	-	
Impairment	-						
Other expenses	203	102	-	80	20	-	
Net losses from disposal of assets	-	-	-	-	-	-	
TOTAL EXPENSES FROM CONTINUING OPERATIONS	2,613	1,255	-	859	499	-	
OPERATING RESULT FOR THE YEAR	415	(1,096)	-	1,789	(278)	-	
NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	(985)	(1,096)		389	(278)		

Page 34 of 58

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020	
ADOPTION OF THE DRA INCORPORATING OPER INCLUSIVE OF THE THE AND DRAFT SCHEDULE 2019/2020	

CAPITAL BUDGET - OUR ECONOMY Grant								New,	
		Income/		Reserve					Renewal,
Description		Sales		Transfers		Expense		Net	Upgrade
Airport - Heavy patching RFDS Hangar Apron	\$	-	\$	-	\$	630,000	\$	630,000	Renewal
Airport - Replace the perimeter fence	\$	1,400,000	\$	-	\$	1,400,000	\$	-	Renewal
Airport - Linemarking	\$	-	\$	-	\$	24,800	\$	24,800	Renewal
Total for Our Economy	\$	1,400,000	\$	-	\$	2,054,800	\$	654,800	

KEY DIRECTION 3 - OUR ENVIRONMENT

3.1. Our environmental footprint is minimised 3.2 Natural flora and fauna environments are enhanced and protected 3.3 Proactive, innovative and responsible planning supports the community, the environment and beautification of the City

We value our wide streetscapes, quality of life and stunning vistas; we are committed to conservation and preservation of the natural environment and greater reduction of the human impact to ensure a sustainable and healthy community.

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020 ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES

2019/2020

KEY DIRECTION 3 - OUR ENVIRONMENT

We all depend upon our natural environment. It provides the essentials of life; the air we breathe, the water we drink. It is central to our health and wellbeing and inspires us through the personal and economic benefits derived from its existence.

At the same time we value the natural environment, using it for our social and economic gain, human activity leaves a footprint. Our consumption of resources and raw materials and our subsequent disposal impacts not only our local environment but the greater global environment.

As custodians of this land for future generations, we have an obligation to treat the natural environment with care and minimise the impact we have today. Many of the environmental challenges for our community are similar to those of people across the world as sustainability is given greater focus and importance for our future generations.

This Key Direction relates to the conservation and preservation of the natural environment and greater reduction of the human impact on the surrounding environment to ensure a sustainable and healthy community. It contains a number of strategies to better manage and use the natural resources within the Broken Hill region.

Participants in Broken Hill 2033 Community Strategic Plan consultation activities in 2013, 2014 and 2017 expressed a number of significant aspirations for the future which are incorporated in this planning document.

The tables to follow provide objectives to help us meet the overall goal for 'Our Environment' as outlined in the Community Strategic Plan which contributes to the community's combined vision for the future. Under each objective we show strategies that Council will undertake to allow us to meet our goals along with measurements to help us ensure we are on the right path.

Page 37 of 58

KEY DIRECTION 3 – OUR ENVIRONMENT

OBJECTIVE 3.1 Our environmental footprint is minimised

STRATEGY 3.1.1 Review Waste Management Strategy and implement actions to reduce environmental footprint

RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
RESPONSIBLE OFFICER	START DATE	END DATE
Chief Operations Officer	01-Jul-2019	30-Jun-2020
	Chief Operations Officer RESPONSIBLE OFFICER Chief Operations Officer RESPONSIBLE OFFICER Chief Operations Officer RESPONSIBLE OFFICER	Chief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATEChief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATEChief Operations Officer01-Jul-2019RESPONSIBLE OFFICERSTART DATE

STRATEGY 3.1.2 Implement outcomes outlined in Sustainability Strategy

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.1.2.1 Contract energy audits on the Administration Building, Art Gallery and Civic Centre, including recommendations on reducing gas consumption	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.1.2.2 Investigate, plan and install lighting controls such as timers, sensors and master switches for the Administration Building, Art Gallery and Civic Centre	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.1.2.3 Develop guideline for including energy efficiency in the planning for all new Council buildings or Council building upgrades	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.1.2.4 Develop maintenance program to ensure that water infrastructure is maintained to optimum efficiency	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.1.2.5 Investigate the option to implement hybrid cars into Council light fleet as part of fleet replacement	Chief Operations Officer	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 38 of 58

OBJECTIVE 3.2 Natural flora and fauna environments are enhanced and protected

STRATEGY 3.2.1 Develop the Crown Land Management Plan and review the Living Desert Management Plan as required.

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.2.1.1 Develop a maintenance plan consistent with managing the Living Desert Flora and Fauna Sanctuary (LDFFS) as an attraction and facility which encourage visitors to the Living Desert Reserve	Chief Operations Officer	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.2.1.2 Confirm licensing requirements for the management of the Living Desert Flora and Fauna Sanctuary under the Biodiversity Conservation Act 2017	Chief Operations Officer	01-Jul-2019	30-Jun-2020

STRATEGY 3.2.2 Review and implement outcomes identified in the Noxious Weeds Program

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.2.2.1 Implement the Western Land Services Weeds Management program	Chief Operations Officer	01-Jul-2019	30-Jun-2020

OBJECTIVE 3.3 Proactive, innovative and responsible planning supports the community, the environment and beautification of the City

STRATEGY 3.3.1 Investigate and cost spin of strategies from the Cultural Framework for greening the City

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
3.3.1.1 Trial installation of mature trees in priority areas of the City	Chief Operations Officer	01-Jul-2019	30-Jun-2020

\$ '000	2020	2020	2020	2020	2020	2020	2020	202
•	Our Environment Proposed Budget	Waste Management	Sustainability After Mining	Natural Environment	Built Environment	Public Health	Public Order	Stormwater Managemen
Income from Continuing Operations								
Revenue:								
Rates & annual charges	2,781	2,629	-	-	-	17	135	-
User charges & fees	1,491	1,299	-	186	-	6	-	-
Interest & investment revenue	33	33	-	-	-	-	-	-
Other revenues	3	-	-	-	-	3	-	-
Grants & contributions for operating purposes	7	-	-	7	-	-	-	-
Grants & contributions for capital purposes	-							
Other Income:	-							
Net gains from disposal of assets	-	-	-	-	-	-	-	-
Net share of interests in joint ventures	-	-	-	-	-	-	-	-
TOTAL INCOME FROM CONTINUING OPERATIONS	4,314	3,961	-	193	-	25	135	-
Expenses from Continuing Operations								
Employee benefits & costs	1,547	1,093	-	151	-	122	181	-
Borrowing costs	-	-	-	-	-	-	-	-
Materials & contracts	539	421	-	39	-	8	71	-
Depreciation & amortisation	699	289	-	10	-	-	5	395
Impairment	-							
Other expenses	13	3	-	10	-	-	-	-
Net losses from disposal of assets	-	-	-	-	-	-	-	-
TOTAL EXPENSES FROM CONTINUING OPERATIONS	2, 797	1,805	-	209	-	131	257	395
OPERATING RESULT FOR THE YEAR	1,517	2,155	-	(16)	-	(105)	(122)	(395)
NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	1,517	2, 155	-	(16)	-	(105)	(122)	(395)

Page 40 of 58

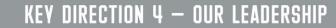
ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

CAPITAL BUDGET - OUR ENVIRONMENT						
	Grant	Reserve			New, Renewal,	
Description	Income/Sales	Transfers	Expense	Net	Upgrade	
Total for Our Environment	\$ -	\$-	\$-	\$-		

Page 41 of 58

1.286

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020





4.1 Openness and Transparency in Decision Making 4.2 Our Leaders make Smart Decisions 4.3 We Unite to Succeed in Australia's First Heritage Listed City 4.4 Our Community is Engaged and Informed

We have strong civic and community leadership. We are inventive, inclusive and innovative; when we work together there is nothing we can't do and our achievements continue to write history.

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

KEY DIRECTION 4 - OUR LEADERSHIP

Community leadership is essential to ensure the goals and objectives of this long term plan are achieved. The creation and strengthening of social capital within a community is extremely important to local communities, particularly those undergoing change.

Social capital can be defined as "the relationships and networks within a social structure where individuals contribute to the common good" (Flora, 1998).

Over the history of Broken Hill, there have been a number of organisations that have held key leadership positions within the City. Most notable, the mining industry and the unions have held strong influence over the social, economic and environmental wellbeing of our community in years gone by.

As the mining industry has contracted and the economy has become less local and more global, the community has increasingly looked to Council for leadership.

Local Government is the level of government closest to the people, the voice of the community and its strength of leadership directly impacts upon the wellbeing of our people in Broken Hill. Participants in Broken Hill 2033 Community Strategic Plan consultation activities in 2013, 2014 and 2017 all continued to express the need for strong civic leadership using a consultative approach to engaging with the community on decisions impacting the City.

In addition to Broken Hill City Council, there are a number of groups and associations that hold leadership positions within the community. Participants in Broken Hill 2033 believe everyone needs to work together across the various interest groups to achieve an integrated and coordinated approach and better outcomes for the City.

The tables to follow provide objectives to help us meet the overall goal for 'Our Leadership' as outlined in the Community Strategic Plan which contributes to the community's combined vision for the future. Under each objective we show strategies that Council will undertake to allow us to meet our goals along with measurements to help us ensure we are on the right path.

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 43 of 58

KEY DIRECTION 4 – OUR LEADERSHIP

OBJECTIVE 4.1 Openness and transparency in decision making

STRATEGY 4.1.1 Support the organisation to operate its legal framework

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.1.1 Development of Governance Framework, adopting best practice principles for governance arrangements and culture	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.1.2 Work with NSW Electoral Commission to carry out Local Government Elections	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 4.1.2 Develop, implement and embed a structured and holistic approach to the management of risk at all levels of the organisation and all business activities of Council

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.2.1 Complete implementation of first stage of Enterprise Risk Management Continuous Improvement Program	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.2.2 Initiate stage 2 of the Enterprise Risk Management Plan	Director Corporate	01-Jul-2019	30-Jun-2020

STRATEGY 4.1.3 Ensure a robust Safety Management System (SMS) is in place which supports our workforce to operate in a safe and sustainable way

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.3.1 Implement online, safety and risk reporting system available to every employee of Council	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.3.2 Undertake gap analysis of Safety Management System in high risk compliance areas eg fall arrest system, lifting equipment, compliance accreditation gap analysis	Director Corporate	01-Jul-2019	30-Jun-2020
ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.3.3 Control effectiveness is reported	Director Corporate	01-Jul-2019	30-Jun-2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 44 of 58

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES

2019/2020

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.1.3.4 Review Council's Injury Management plan to support "recover at work" principles and manage high risk work	Director Corporate	01-Jul-2019	30-Jun-2020

OBJECTIVE 4.2 Our leaders make smart decisions

STRATEGY 4.2.1 Provide learning and networking opportunities for elected members

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.2.1.1 Councillors have accessed and implemented individual learning plans	General Manager	01-Jul-2019	30-Jun-2020

OBJECTIVE 4.3 We unite to succeed in Australia's first heritage listed city

STRATEGY 4.3.1 Develop a strategy to protect Broken Hill Heritage Assets

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.3.1.1 Develop the National Heritage Values Planning Framework	Director Corporate	01-Jul-2019	30-Jun-2020

OBJECTIVE 4.4 Our community is engaged and informed

STRATEGY 4.4.1 Facilitate engagement activities to determine the community's long term vision

ACTIONS	RESPONSIBLE OFFICER	START DATE	END DATE
4.4.1.1 Undertake stakeholder and community engagement to review and update the Community Strategic Plan in preparation for the Council elections in 2020	Director Corporate	01-Jul-2019	30-Jun-2020

\$ '000	2020	2020	2020	2020	2020	2020	2020	2020
•	Our Leadership Proposed Budget	Leadership & Governance	Financial Management	Corporate Support	Customer Relations	Asset Management	Operations Management	Buildings & Property
Income from Continuing Operations								
Revenue:								
Rates & annual charges	15,588	-	15,391	-	-	203	-	(6)
User charges & fees	304	-	85	-	-	39	180	-
Interest & investment revenue	1,133	-	1,133	-	-	1	-	-
Other revenues	161	-	110	30	-	1	21	-
Grants & contributions for operating purposes	4,395	-	4,337	-	-	58	-	-
Grants & contributions for capital purposes	-	-	-	-	-	-	-	-
Other Income:								
Net gains from disposal of assets	-	-	-	-	-	-	-	-
Net share of interests in joint ventures	-	-	-	-	-	-	-	-
TOTAL INCOME FROM CONTINUING OPERATIONS	21,582	-	21,057	30	-	300	201	(6)
Expenses from Continuing Operations								
Employee benefits & costs	9,178	907	2,327	1,889	-	3,283	460	312
Borrowing costs	582	-	582	-	-	-	-	-
Materials & contracts	2,636	78	986	360	-	70	718	424
Depreciation & amortisation	815	-	341	-	-	34	440	-
Impairment	-							
Other expenses	3,175	837	547	536	-	123	135	998
Net losses from disposal of assets	-	-	-	-	-	-	-	-
TOTAL EXPENSES FROM CONTINUING OPERATIONS	16, 386	1,821	4, 783	2, 785	-	3,511	1,752	1,734
OPERATING RESULT FOR THE YEAR	5, 196	(1,821)	16,274	(2, 755)	-	(3,211)	(1,551)	(1, 739)
NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	5, 196	(1,821)	16,274	(2,755)	-	(3,211)	(1,551)	(1, 739

Page 46 of 58

CAPITAL BUDGET - OUR LEADERSHIP							
					New,		
	Grant	Reserve			Renewal,		
Description	Income/Sales	Transfers	Expense	Net	Upgrade		
Replace 25 PCs/Tablets			\$ 35,000	\$ 35,000	Renewal		
Total for Our Leadership	0	0	\$ 35,000	\$ 35,000	0		

Page 47 of 58

REVENUE

REVENUE POLICY

INTRODUCTION

Council's 2019/20 Revenue Policy has been prepared in accordance with the provisions of the *Local Government Act* 1993 and the Local Government (General) Regulation 2005.

The revenue policy includes the following required elements:

- Detailed estimate of Council's income and expenditure.
- Details of each ordinary rate and special rate proposed to be levied.
- Details of each charge proposed to be levied.
- Statement regarding the types of fees proposed to be charged.
- Council's proposed pricing methodology for fees.
- Statement of any proposed borrowings.

In addition to preparing this revenue policy, Council has also recently undertaken a review of its 10 year Long Term Financial Plan (LTFP). The 2019/20 Revenue Policy is represented in this financial plan, which will be used by Council to guide its future decision-making.

The aim of the LTFP is to guide Council towards achieving a balanced budget on a funding basis, whilst acknowledging that service delivery meets community expectations and urgent asset renewal are the main priorities.

The LTFP also seeks to reduce the current working fund deficits by reducing operating costs in real terms over time, or by expanding the revenue base of Council.

Page 48 of 58

2019/2020 FINANCIAL ESTIMATES

OPERATIONAL PLAN - BALANCED income statement	SCENARIO	
\$ '000	2019	2020
	Adopted Budget	Proposed Budge
Income from Continuing Operations		
Revenue:		
Rates & annual charges	17,781	18,354
User charges & fees	10,685	3,707 1,167 327 5,510
Interest & investment revenue	600	
Other revenues	550	
Grants & contributions for operating purposes	5,804	
Grants & contributions for capital purposes	1,826	2,110
Other Income:		
Net gains from disposal of assets	220	-
Net share of interests in joint ventures	-	-
TOTAL INCOME FROM CONTINUING OPERATIONS	37,466	31,175
Expenses from Continuing Operations		
Employee benefits & costs	14,793	14,311
Borrowing costs	605	582
Materials & contracts	7,848	5,056
Depreciation & amortisation	6,902 - 3,937	6,532
Impairment		_
Other expenses		4,053
Net losses from disposal of assets	-	-
TOTAL EXPENSES FROM CONTINUING OPERATIONS	34,085	30,534
OPERATING RESULT FOR THE YEAR	3,382	642
NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS & CONTRIBUTIONS FOR CAPITAL PURPOSES	1,556	(1,468)
Assumptions Rate Peg General Index Employee Cost Index Grant Index Investment Interest rate Overdue rates interest rate Efficiency gain on Materials & Contracts	2.30% 2.50% 2.50% 1.00% 3.00% 7.50% -2.00%	2.70' 2.50' 2.00' 3.50' 7.50' -2.00'

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 49 of 58

OPERATIONAL PLAN - BALANCED SCENARIO Statement of Financial Position		
\$ '000	2019	2020
	Adopted	Proposed
A	Budget	Budget
Assets		
Current Assets:	10.001	0.7.11
Cash & cash equivalents	12,001	9,741
Investments	15,000	15,000
Receivables	5,254	5,318
Inventories	83	85
Other	355	364
Non-current assets classified as 'held for sale'	-	-
TOTAL CURRENT ASSETS	32,693	30,508
Non-Current Assets:		
Investments	-	-
Receivables	93	68
Inventories	-	-
Infrastructure, property, plant & equipment	219,181	221,111
Investments accounted for using the equity method	-	-
Investment property	-	-
Intangible assets	-	-
TOTAL NON-CURRENT ASSETS	219,274	221,179
TOTAL ASSETS	251.967	251,687
Liabilities Current Liabilities:		
Payables	2,915	2,988
Borrowings	591	552
Provisions	4,069	4,171
TOTAL CURRENT LIABILITIES	7,575	7,711
Non-Current Liabilities:		
Payables		
Borrowings	12,492	11,940
Provisions	10,701	12,870
TOTAL NON-CURRENT LIABILITIES	23,193	24,810
TOTAL LIABILITIES	20 7/ 9	22 520
	30,768	32,520
NET ASSETS	221,199	219,167
Equity		
Retained earnings	110,070	106,108
Revaluation reserves	111,129	113,059
Council equity interest	221,199	219,167
Non-controlling interest		-
TOTAL EQUITY	221,199	219,167
Assumptions General Index No impact from rev aluation of assets No restricted cash	2.50%	2.50%

Page 50 of 58

OPERATIONAL PLAN - BALANCED SCENARIO statement of cash flows		
\$ '000	2019	2020
	Adopted Budget	Proposec Budge
Cash Flows from Operating Activities		
Receipts:		
Rates & annual charges	17,248	17,804
User charges & fees	10,364 693 7,401	3,595
Investment & interest revenue received		984
Grants & contributions		7,392
Bonds, deposits & retention amounts received	-	-
Other	534	317
Payments:		
Employee benefits & costs	(14,349)	(13,882)
Materials & contracts	(7,613)	(4,904)
Borrowing costs	(605)	(582)
Bonds, deposits & retention amounts refunded	-	-
Other	(3,818)	(3,931)
NET CASH PROVIDED (OR USED IN) OPERATING ACTIVITIES	9,855	6,793
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0,770
Cash Flows from Investing Activities		
Receipts:		
Sale of investment securities		_
Sale of infrastructure, property, plant & equipment	220	-
Deferred debtors receipts	-	-
Other investing activity receipts	-	-
Payments:		
Purchase of investment securities	-	-
Purchase of infrastructure, property, plant & equipment	(9,214)	(8,462)
Deferred debtors & advances made	-	-
NET CASH PROVIDED (OR USED IN) IN VESTING ACTIVITIES	(8,994)	(8,462)
Cash Flows from Financing Activities		
Receipts:		
Proceeds from borrowings & advances	-	-
Payments:		
Repayment of borrowings & advances	(628)	(591)
NET CASH PROVIDED (OR USED IN) FINANCING ACTIVITIES	(628)	(591)
NET INCREASE/(DECREASE) IN CASH & CASH EQUIVALENTS	233	(2,260)
plus: CASH & CASH EQUIVALENTS - beginning of year	11,768	12,001
CASH & CASH EQUIVALENTS - end of year	12,001	9,741
Assumptions		
Rates & charges recov ery rate Debtor recov ery rate	97.00% 97.00%	97.009 97.009
General Index	2.50%	2.50
Investment Interest rate	3.00% 7.50%	3.50 7.50

Page 51 of 58

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

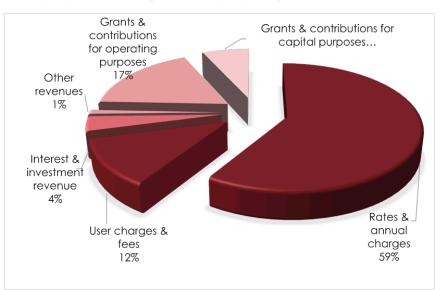
FINA			
	2019	2020 Proposed	
	Approved Budget	Budget	Operating Ratio
operating Ratio			6% 2019 2020
his ratio measures Council's ability to contain operating expenditure ithin operating revenue	4.36%	-5.05%	4% 2%
enchmark - Greater Ihan 0%	4.00%	-0.0076	0%
operating revenue excl. capital grants and contributions - operating			-2%
peraning revenue excl. capital grains and commonitors - operaning (penses) / operating revenue excluding capital grants and			-4%
ntributions			-6%
ash Expense Cover Ratio			Cash Expense Cover Ratio
nis ratio indicates the number of months Council can continue paying			14
or its immediate expenses without additional cash inflow	12.19	12.68	12
enchmark - Greater than 3.0 months			8
urrent year's cash and cash equivalents / (total expenses -			6
epreciation - interest costs) * 12			4
			2
			0 2019 2020
urrent Ratio			Current Ratio
is ratio represents Council's ability to meet debt payments as they			4.40
Il due. It should be noted that Council's externally restricted assets			4.30
Ill not be available as operating funds and as such can significantly apact Council's ability to meet its liabilities.			4.20
	4.32	3.96	4,10
enchmark - Greater than 1.5			3.90
urrent assets / current liabilities			3.80
			3.70 2019 2020
nresticted Current Ratio assess the adequact of working capital and its ability to satisfy			Unrestricted Current Ratio
bligations in the short term for the unrestricted activities of Council.	3.66	3.81	5.00
enchmark - Greater than 1.5			4.00
urrent assets less all external activities/ current liabilities, less specific			3.00
rpose liabilities			
			2.00
			1.00
			0.00 2019 2020
Own Source Operating Revenue			
his ratio measures the level of Council's fiscal flexibility. It is the			Own Source Operating
egree of reliance on external funding sources such as operating rants and contributions. Council's financial flexibility improves the			Revenue Ratio
gher the level of its own source revenue	79.63%	75.56%	80.00%
enchmark - Greater than 60%			78.00%
ates, utilities and charges / total operating revenue (inclusive of			76.00%
apital grants and contributions)			74.00%
			72.00%
			2019 2020
ebt Service Cover Ratio			Debt Service Cover Ratio
is ratio measures the availability of cash to service debt including			8.00
terest, principal, and lease payments	7.85	5.12	6.00
enchmark - Greater than 2.0			5.00
perating result before interest and depreciation (EBITDA) / principal payments + borrowing interest costs			3.00
· · · · · · · · · · · · · · · · · · ·			2.00
			1.00
			0.00 2019 2020
terest Cover Ratio			Interest Cover Ratio
is ratio indicates the extent to which Council can service its interest			20.00
earing debt and take on additional borrowings. It measures the urden of the current interest expense upon Council's operating cash			15.00
	16.01	10.32	
enchmark - Greater than 4.0			10.00
perating result before interest and depreciation (EBITDA) / interest spense			6.00
			5.00
			0.00 2019 2020
			Capital Expenditure Ratio
			1.75
apital Expenditure Ratio			1.50
his ratio indicates the extent to which Council is forecasting to expand			1.25
s asset base with capital expenditure spent on both new assets and eplacement and renewal of existing assets			1.00
	1.33	1.30	0.75
enchmark - Greater than 1.1 nnual capital expenditure / annual depreciation			0.50
			0.25
nnuar capital experiancie / annuar depreciation			0.00 2019 2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 52 of 58

SOURCES OF REVENUE

Council's revenue is mainly sourced from Rates and Annual Charges (59%), with Operating Grants (17%) and User Charges and Fees (12%) being other key revenue items.



RATE REVENUE

Rates are budgeted to increase by the full 2.7% rate peg amount in the 2019/20 year. The rate peg, set by the Independent Pricing and Regulatory Tribunal, is the maximum amount by which Council's total rate revenue can increase over the previous year without making application for a special rate variation.

Council is proposing to increase rates by the full amount of the rate peg, which will increase total rate revenue by approximately \$490,000.

In 2015/2016, Council adopted the ongoing rating strategy of progressive apportionment of mine rates to residential rates by 1% for eight years to reduce the heavy reliance on mining rates and subsequently levy rates in proportion to the land value of a rating category. This strategy was to ensure that if there is a reduction in mining operations and/or the land valuation of mining properties, the impact will be less significant on Council's revenue stream and on its ratepayers.

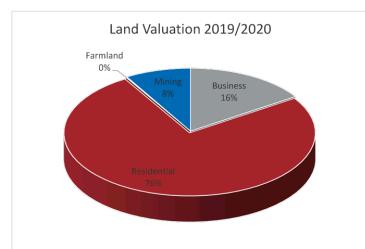
Given the recent positive outlook of both mining companies and total end of mine life now expected to be in 2030, it is recommended that the progressive apportionment of mine rates is frozen for the next two financial years, before being further reviewed. This will allow for the continuation of the transfer to recommence in financial year 2021/22 if necessary with the overall outcome of mine rates being at 10% when the first mine closures are anticipated.

With the current percentage of rates paid from mining companies being 14% or \$2.2m for this financial year, because of the strategy adopted in 2015/16, Council has reduced its financial risk from mine closure and the impact to residential ratepayers and is now in a position that it is able to freeze further transfers for the next two financial years.

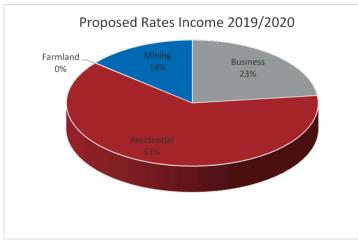
This will result in a respite to our residential ratepayers of \$160,000 for this financial year which on average equates to \$17 per residential property.

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 53 of 58



		Total	2019/20) Financial Ye	ear					
Rating Category	Land Value 2019/20	Property Count (2019/20)	Base Rate	Base Rate Income	Ad-Valorem	Ad- Valorem Income	Total Income			
Business	\$40,358,095	625	\$876	\$547,500	0.07722858	\$3,102,527	\$3,650,027			
Residential	\$193,512,085	9420	\$517	\$4,870,140	0.02640144	\$5,072,216	\$9,942,356			
Residential 1 (a)	\$233,350	9	\$432	\$3,888	0.01734237	\$4,047	\$7,935			
Residential Rural	\$989,300	11	\$495	\$5,445	0.00572504	\$5,664	\$11,109			
Farmland	\$374,000	3	\$1,111	\$3,333	0.02079085	\$7,776	\$11,109			
Mining	\$21,600,000	2	\$0	\$0	0.10285905	\$2,221,755	\$2,221,755			
Mixed Development Business	\$184,795	5	\$853	\$4,376	0.07722858	\$14,668	\$19,044			
Mixed Development Residual	\$170,505	5	\$501	\$2,440	0.02640144	\$3,908	\$6,348			
Totals	\$255,844,180	10,080		\$5,437,122		\$10,432,560	\$15,869,682			



Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 54 of 58

CHARGES – WASTE MANAGEMENT

Council proposes to levy domestic waste management charges for the provision of waste management services. These charges are levied in accordance with sections 496, 501 and 502 of *Local Government Act* 1993.

Under the provisions of the Local Government Act 1993, Council is only able to charge an amount for domestic waste management services that does not exceed the reasonable cost of providing that service.

The domestic waste management charge comprises two components:

- Domestic waste usage charge
- Domestic waste administration fee

In 2019/2020, the proposed charge is \$273 per service and the administration fee is \$47 per each serviceable property. The domestic waste user charge is expected to generate \$2.57m and the administration fee \$0.44m, for a combined total of \$3.01m.

Charge	2018/19	2019/20	Increase %	Total Income
Domestic waste usage charge	\$266	\$273	2.7%	\$2.59m
Domestic waste administration fee	\$45	\$47	2.7%	\$0.44m

Council also levies charges under sections 501 and 502 of the Local Government Act 1993 for the provision of waste management services to commercial customers. In 2019/2020, garbage removal charges for one Commercial Waste Service (three mobile garbage bins) is \$406 or one x 600 litre bin will be set at \$373 per property per annum, which is expected to generate \$172,000. An additional MGB service will be charged at \$144 per annum and an additional 600 litre bin at \$373.

Details of the full range of waste management charges levied under the *Local Government Act* 1993 that are applicable to both domestic and non-domestic customers are contained in the fees and charges schedule.

OTHER SERVICES

Fees and charges set by Council for the provision of a range of other goods and services are set out in the Schedule Fees and Charges 2019/2020

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy

DEBT

DEBT MANAGEMENT

The amount of debt outstanding at 30 June 2020 is expected to be \$12.49m.

Council has borrowed funds for the following key projects:

- Road Projects
 \$1.5m
- Regional Aquatic Centre \$2.5m
- Broken Hill Airport \$0.5m
- Information Technology \$1m
- Art Gallery Storage \$0.6m
- Infrastructure Renewal
 \$10m

These loans have loan terms spanning 2-20 years with variable or fixed interest rates of between 2.90% - 8.43% per annum.

ANNEXURE 1

SCHEDULE OF FEES AND CHARGES 2019/2020

Delivery Program 2019–2021 incorporating Operational Plan 2019/2020

Page 57 of 58

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Attachment 1 Draft Delivery Program 2019-2021 incorporating Operational Plan 2019/2020 inclusive of the Statement of Revenue Policy



www.brokenhill.nsw.gov.au





QUALITY CONTROL							
TRIM REFERENCES	D19/						
KEY DIRECTION	4. Our Leadership						
OBJECTIVE	4.1 Openness and Transparency Making	in Decision					
FUNCTION	Leadership & Governance						
STRATEGY	4.1.1 Support the organisation to framework	4.1.1 Support the organisation to operate its legal framework					
RESPONSIBLE OFFICER	General Manager						
REVIEW DATE	July 2020						
COMPANY	Broken Hill City Council						
PHONE NUMBER	08 8080 3300						
EMAIL ADDRESS FOR ENQUIRIES ONLY	<u>council@brokenhill.nsw.gov.au</u>						
DATE	ACTION	MINUTE NO.					
15 May 2019	Public Exhibition						
26 June 2019	Adopted by Council						
NOTE	Images sourced from Council's	Image Library					
NOTES	© Copyright Broken Hill City Council 2018						
	Broken Hill 2033 Community Stra	tegic Plan					
	Long Term Financial Plan 2019-2	Long Term Financial Plan 2019-2028					
ASSOCIATED DOCUMENTS	Delivery Program 2019-2021 inco Operational Plan 2019/2020	orporating					
	Disability Inclusion Action Plan 2	Disability Inclusion Action Plan 2017-2021					

Page 2 of 43

TABLE OF CONTENTS

GST Disclaimer	4
Pricing Policy	5
Key Direction 1 - Our Community	7
Library Services	7
Roads	8
Buildings and Property	10
Parks and Recreational Facilities	13
Key Direction 2 - Our Economy	16
Tourism	16
Events and Conferences	17
Airport	19
Key Direction 3 - Our Environment	21
Living Desert: The John Simons Flora and Fauna Sanctuary and Sculpture Site	21
Willyama Common	21
Planning, Development and Compliance	23
Certificates	30
Other - Planning, Building and Compliance	33
Cultural Services	36
Waste Management	37
Key Direction 4 - Our Leadership	40
Policy, Planning and Administration	40
Financial Services	40
YMCA Fees and Charges	42
Broken Hill Regional Aquatic Centre	42

GST Disclaimer

A goods and services tax (GST) applies to a number of goods and/or services supplied by Council. Those goods and/or services that are subject to GST have been identified in the attached Schedule of Fees and Charges.

Some goods and/or services supplied by Council have been declared GST free or are excluded under Division 81 of the Goods and Services Tax Act 1999. Those goods and/or services which are GST free or excluded from GST are identified in the Schedule of Fees and Charges.

Accordingly if a fee that is shown as being subject to GST is subsequently proven not to be subject to GST, then that fee will be amended by reducing the GST to nil. Conversely if Council is advised that a fee which is shown as being not subject to GST becomes subject to GST then the fee will be increased but only to the extent of the GST.

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Pricing Pol	<u>cy</u>					
The following pricing principles have been used by Council as a guide in setting charges. These pricing principles adhere to Council's Access and Equity Policy and are reflected in the accompanying Schedule of Fees and Charges for 2019/2020.						
Pricing Principles and Basis Used by Council						
Pricing Principle Pricing Basis						
 Community Service – Service provides a broad community benefit and therefore full cost recovery should not apply. Partial cost recovery could apply in some circumstances 	Zero to partial cost recovery					
 Cost Recovery – Service benefits particular users making a contribution to their individual income, welfare or profits generally without any broader benefits to the community 	Full cost recovery					
 Market Price – Services that Council operates in a commercial market 	Market Price					
 Statutory – Charges set by Federal and State Government 	Statutory					
 Third Party – Services provided by another service provider apart from Council 	Third Party					

Application of Pricing Principles to Goods and Services						
Service	Principle	Basis of Cost				
Access to Information - Government Information (Public Access) Act 2009 (GIPA)	Statutory	Statutory				
Admission Fees: Broken Hill Regional Art Gallery; Broken Hill Regional Aquatic Centre; Albert Kersten Mining & Minerals Museum; Living Desert: The John Simons Flora and Fauna Sanctuary and Sculpture Site	Community Services	Partial Cost Recovery (except i Broken Hill Regional Aquatic Centre which is set by YMCA)				
Airport Landing and Passenger Charges	Cost Recovery	100% (except RFDS and Aero Club, Emergency Services)				
Animal Control	Statutory	Statutory (Except fees for Broke Hill Veterinary Clinic)				
Carnivals – Swimming Pools	Third Party	Set by YMCA				
Cemetery Fees	Cost Recovery	100%				
Certificates For Construction/Development Work	Market Price	100%				
Chemical Toilet Charges	Cost Recovery	100%				
Civic Centre	Cost Recovery	100%				
Construction Consents, etc.	Market Price	100%				
Contaminated Waste Charges	Cost Recovery	100%				
Development Applications	Statutory	Statutory				
Driveways	Cost Recovery	100%				
Inspections of Premises	Cost Recovery	100%				

Library	Cost Recovery	100 % Cost Recovery (except in regard to Sale of Old Books, Internet service and providing Writer's residence on subsidised cost)
Nature Strips and Path Works	Market Price	100%
Permits	Statutory	Statutory
Photocopying	Cost Recovery	100%
Pounds and Impounding	Cost Recovery	100%
Rates Enquiries	Cost Recovery	100%
Rents/Hire Fees	Market Price	100%
Signs – new, maintenance, replacement	Cost Recovery	100 % (except in cases involving benefit to general public)
Subdivision Applications	Market Price	100%
Trade Waste	Cost Recovery	100%
Waste Removal	Cost Recovery	100%
Willyama Common	Cost Recovery	100%
Zoning Certificates (\$10.7)	Statutory	Statutory

Page 6 of 43

	KEY DIRECTION 1 - OUR COMMUNITY								
		LIBRARY SERVICI	s						
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)		
1	Charles Rasp Memorial Library								
1 - 1	Public computers	Community services	Each	No Charge	No	\$ -	No Charge		
	Internet usage	Community services	Each	No Charge	No	\$ -	No Charge		
	Local history search - first 15 minutes free - fee from thereafter	Cost recovery	Per 30 minutes	\$ 22.73	Yes	\$ 2.27	+		
	Photographic reproductions - black and white (various sizes)	Cost recovery	Each	POA	Yes	10%	POA		
	Visitor membership - refundable deposit	Cost recovery	Each	\$ 18.18	Yes	\$ 1.82	\$ 20.00		
	Visitor membership - administration fee	Cost recovery	Each	\$ 4.55	Yes	\$ 0.45	\$ 5.00		
1 - 7	Replacement of lost books	Cost recovery	Each	Actual Cost	Yes	10%	Actual Cost		
1 - 8	Replacement DVD/CD case	Cost recovery	Each	\$ 4.55	Yes	\$ 0.45	\$ 5.00		
1 - 9	Replacement talking book case	Cost recovery	Each	\$ 9.09	Yes	\$ 0.91	\$ 10.00		
1 - 10	Replacement Library card	Cost recovery	Each	\$ 2.73	Yes	\$ 0.27	\$ 3.00		
1 - 11	Historical booklets	Cost recovery	Each	Upon Application	Yes	10%	Upon Application		
1 - 12	Sale of books	Cost recovery	Each	\$0.20 - \$20.00	Yes	10%	\$0.20 - \$20.00		
1 - 13	Computer printout - cemetery record	Cost recovery	Per page	\$ 0.18	Yes	\$ 0.02	\$ 0.20		
1 - 14	Printing/Photocopying (A4 - black and white) - self service	Cost recovery	Per page	\$ 0.18	Yes	\$ 0.02	\$ 0.20		
1 - 15	Printing/Photocopying (A4 - colour) - self service	Cost recovery	Per page	\$ 1.36	Yes	\$0.14	\$ 1.50		
1 - 16	Printing/Photocopying (A3 - black and white) - self service	Cost recovery	Per page	\$ 0.36	Yes	\$ 0.04	\$ 0.40		
1 - 17	Printing/Photocopying - (A3 - colour) - self service	Cost recovery	Per page	\$ 2.73	Yes	\$ 0.27	\$ 3.00		
1 - 18	Scanning - self service	Cost recovery	Per page	\$ 0.18	Yes	\$ 0.02	No Charge		
1 - 19	Microfiche/film reader - printout	Cost recovery	Per page	\$ 0.18	Yes	\$ 0.02	\$ 0.20		
1 - 20	Microfiche/film reader - printout (Not self/serve) - A4/A3	Cost recovery	Per page	\$ 0.91	Yes	\$ 0.09	\$ 1.00		
1 - 21	Facsimile - receiving or sending - first page	Cost recovery	Per page	\$ 1.82	Yes	\$ 0.18	\$ 2.00		
1 - 22	Facsimile - receiving or sending - after first page	Cost recovery	Per page	\$ 0.18	Yes	\$ 0.02	\$ 0.20		
1 - 23	Inter library loans (ILL) - fees charged by other library plus actual postage - except for special needs services of State Library which are free eg foreign languages boxes, textile books.	Cost recovery	Per item	POA	Yes	10%	POA		
1 - 24	Meeting room hire	Community services	Per day	\$ 50.00	Yes	\$ 5.00	\$ 55.00		
1 - 25	Events and workshops	Community services	Per event	POA	Yes	10%	POA		
1 - 26	3-D printing - 1 hour (60 minutes) - includes setup costs and first hour of printing	Cost recovery	Per 60 Minutes	\$ 9.09	Yes	\$ 0.91	\$ 10.00		
1 - 27	3-D printing - each additional hour	Cost recovery	Per 60 Minutes	\$ 3.64	Yes	\$ 0.36	\$ 4.00		

Page 7 of 43

	K	EY DIRECTION 1 - OUR COI	AMUNITY				
		ROADS					
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
2	Permits – Road / Footpath						
2 - 1	Permit fee - Road/Footpath openings (plus restoration fee)	Cost recovery	Each	\$100.00 plus Restoration fee	No	\$-	\$100.00 plus Restoration fee
2 - 2	Permit fee (Heavy Vehicle National Law)	Statutory	Each	\$ 70.00	No	\$ -	\$ 70.00
2 - 3	Permit fee - conveyance of stormwater from property boundary to Council's drainage system where approved (plus restoration fee)	Statutory	Each	\$25.00 plus Restoration fee	No	\$ -	\$25.00 plus Restoration fee
2 - 4	Late fee - any permit not received within 14 days of required date	Cost recovery	Each	\$ 250.00	Yes	\$ 25.00	
2 - 5	Unauthorised openings (additional to permit fee)	Cost Recovery	Each	\$128.00 plus Restoration fee	Yes	10%	\$128.00 plus Restoration fee
2 - 6	Administration fee - cost recovery street closures	Cost recovery	Each	\$ 222.73	Yes	\$ 22.27	\$ 245.00
2 - 7	Install road closures for cost recovery functions	Cost recovery	Each	By quotation	Yes	10%	By quotation
2 - 8	Heavy vehicle/over size limit permit - Reinstatement of infrastructure	Cost recovery	Each	By quotation	Yes	10%	By quotation
2 - 9	Deposit materials on footpaths	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation
2 - 10	Application to enclose a public place in connection with the erection or demolition of a building (hoardings) <15m ²	Private	Each	\$ 81.82	Yes	\$ 8.18	\$ 90.00
2 - 11	Application to enclose a public place in connection with the erection or demolition of a building (hoardings) >15m ²	Private	Each plus m ²	\$90.00 Plus \$10.00 per additional m2	Yes	10%	\$90.00 Plus \$10.00 per additional m2
2 - 12	Construction of paving on public footways by cost recovery contractor (including driveways, dish crossings, footpaths)		Each	\$ 86.36	Yes	\$ 8.64	\$ 95.00
2 - 13	Application for suspension of liquor free zone	Community Service	Each	\$ 109.09	Yes	\$ 10.91	\$ 120.00
2	Restoration Bond Fees (in addition to Permit Fee)						
2 - 14	Heavy duty road pavements (regional roads) - road pavement	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation
2 - 15	Medium/light duty pavements (local roads) - road pavement	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation
2 - 16	Medium/light duty pavements (local roads) - unsealed pavement	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation
2 - 17	Footpath/nature strip (min 1m²) - asphalt/hot mix	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation
2 - 18	Footpath/nature strip (min 1m ²) - plain concrete up to 100mm	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation
2 - 19	Footpath/nature strip (min 1m²) - plain concrete over 100mm	Cost recovery	m²	By quotation	Yes	10%	By quotation
2 - 20	Footpath/nature strip (min 1m ²) - pavers on concrete base	Cost recovery	m²	By quotation	Yes	10%	By quotation
2 - 21	Footpath/nature strip (min 1m ²) - pavers on all other bases	Cost recovery	m²	By quotation	Yes	10%	By quotation
2 - 22	Footpath/nature strip (Min 1m²) - grass/earth	Cost recovery	m²	By quotation	Yes	10%	By quotation
2 - 23	Footpath/nature strip (min 1m²) - turf	Cost recovery	m²	By quotation	Yes	10%	By quotation

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Page 8 of 43

	KEY DIRECTION 1 - OUR COMMUNITY									
		ROADS								
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)			
2 - 24	Footpath/nature strip request for cracker dust (box out, provide materials and compact area)	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 25	Footpath/nature strip request for loam. Council to cover 50% of total cost of loam only.	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 26	Driveways - concrete 120mm	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 27	Driveways - concrete 200mm	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 28	Kerb and gutter including laybacks	Cost recovery	m ²	By quotation	Yes	10%	By quotation			
2 - 29	Saw cutting (road or footpath)	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 30	Road carriageway and shoulders - asphalt seal	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation			
2 - 31	Road carriageway and shoulders - asphalt seal and roadbase	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation			
2 - 32	Road carriageway and shoulders - bitumen seal	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation			
2 - 33	Road carriageway and shoulders - bitumen seal and roadbase pavement	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation			
2 - 34	Road carriageway and shoulders - roadbase pavement with no seal	Cost recovery	Sq. m	By quotation	Yes	10%	By quotation			
2 - 35	Road surfacing (reinstatements only) jet patching (min 1m ²)	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 36	Road surfacing (reinstatements only) emulsion spraying - hand lance (min10m ²)	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 37	Road surfacing (reinstatements only) sprayed bitumen sealing (min 1000m²)	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 38	Unsealed road grading and maintenance	Cost recovery	m²	By quotation	Yes	10%	By quotation			
2 - 39	Road - Linemarking	Cost recovery	m ²	By quotation	Yes	10%	By quotation			
2	Traffic Control									
2 - 40	Abandoned vehicles - towing	Market price	Each	Actual Cost plus 30%	Yes	10%	Actual Cost plus 30%			
2 - 41	Abandoned vehicles - storage/impoundment fees	Cost recovery	Day	\$ 15.00	No	\$ -	\$ 15.00			
2 - 42	Abandoned vehicles - administration fee	Cost recovery	Each	\$ 243.64	Yes	\$ 24.36	\$ 268.00			
2 - 43	Escort fee - including removal of signs and reinstatements for wide loads	Cost recovery	Each	\$ 100.00	Yes	\$ 10.00	\$ 110.00			
2 - 44	Equipment for public functions/events - erection and removal of traffic control devices	Cost recovery	Each	By quotation	Yes	10%	By quotation			
2 - 45	Design of traffic control plans - consultation, site inspection and drafting	Cost recovery	Plan	\$ 241.80	Yes	\$ 24.18	\$ 265.98			
2 - 46	Hire of traffic controllers	Cost recovery	Hour	\$ 57.27	Yes	\$ 5.73	\$ 63.00			
2 - 47	Hire of traffic signs/equipment plus a \$50.00 refundable bond (per item)	Cost recovery	Day	\$ 16.36	Yes	\$ 1.64	\$18.00 plus \$50.00 refundable bond			

Page 9 of 43

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

	KEY DIRECTION 1 - OUR COMMUNITY BUILDINGS AND PROPERTY								
ltem No	Particulars	Pricing Policy ID	Basis	2019/2 (ex 0		GST Applicable	GST	2019/20 Fees (inc GST)	
3	Hire Fees – Parks			(ex c	531)			(inc GSI)	
3 - 1	Park hire fee (all parks excluding Living Desert Sanctuary and Sculpture Site, ovals and Willyama Common, Gasworks Reserve)	Cost recovery	Day	\$	70.00	Yes	\$ 7.00	\$ 77.00	
3 - 2	Sturt Park Rotunda - casual community hire eg wedding ceremonies and pageants(exclusive use)	Cost recovery	Event	\$	153.64	Yes	\$ 15.36	\$ 169.00	
3 - 3	Sturt Park Rotunda - business and private function hire no entry fees (exclusive use)	Cost recovery	Event	\$	256.36	Yes	\$ 25.64	\$ 282.00	
3 - 4	Sturt Park playground BBQ area including adjacent table setting - half day (up to four hours) casual community hire only (non exclusive use)	Cost recovery	Half Day	\$	30.91	Yes	\$ 3.09	\$ 34.00	
3 - 5	Sturt Park Playground BBQ area including adjacent table setting - full day - casual community hire only(non exclusive use)	Cost recovery	Day	\$	50.91	Yes	\$ 5.09	\$ 56.00	
3 - 6	Sturt Park Playground undercover seating area - half day (up to four hours) casual community hire only (non exclusive use)	Cost recovery	Half Day	\$	25.45	Yes	\$ 2.55	\$ 28.00	
3 - 7	Sturt Park Playground undercover seating area - full day - casual community hire only (non exclusive use)	Cost recovery	Day	\$	40.91	Yes	\$ 4.09	\$ 45.00	
3 - 8	Sturt Park Playground open space area, near Beryl Street - half day (up to four hours) - casual community hire only (non exclusive use)	Cost recovery	Half Day	\$	35.45	Yes	\$ 3.55	\$ 39.00	
3 - 9	Sturt Park Playground open space area - near Beryl Street - full day - casual community hire only (non exclusive use)	Cost recovery	Day	\$	61.82	Yes	\$ 6.18	\$ 68.00	
3 - 10	Park - key deposit (refundable)	Cost recovery	Each	\$	35.00	No	\$ -	\$ 35.00	
3 - 11	Duke of Cornwall Park - tennis court - day rate per court	Cost recovery	Hour	\$	10.00	Yes	\$ 1.00	\$ 11.00	
3 - 12	Duke of Cornwall Park - tennis court - night rate per court	Cost recovery	Hour	\$	14.55	Yes	\$ 1.45	\$ 16.00	
3	Hire Fees - Town Square			_					
	Building - key deposit (refundable)	Cost recovery	Each	\$	35.00	No	\$ -	\$ 35.00	
	Town Square hire fee	Cost recovery	Per day	\$	73.64	Yes	\$ 7.36		
	Town Square key deposit (refundable)	Cost recovery	Each	\$	35.00	No	\$ -	\$ 35.00	
3	Hire Fees - Halls	Castana	E av a la	1	25.00	NIE	¢	¢ 05.00	
	Building - key deposit (refundable) Aged Persons Rest Centre hire - half day (four hours)	Cost recovery Cost recovery	Each Half day	\$ \$	35.00 72.73	No Yes	\$ - \$ 7.27	\$ 35.00 \$ 80.00	
	Aged Persons Rest Centre hire - hair day (rour hours) Aged Persons Rest Centre hire - full day	Cost recovery	Day	۵ ۶	144.55	Yes	\$ 14.45	1	
3 - 19	Aged Persons Rest Centre - regular casual hire (hourly rate up to maximum daily rate)	Cost recovery	Hour	\$	20.91	Yes	\$ 2.09		
3 - 20	Aged Persons Rest Centre hire - charitable organisations - half day (four hours)	Cost recovery	Half day	\$	48.18	Yes	\$ 4.82	\$ 53.00	

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

	KEY DIRECTION 1 - OUR COMMUNITY								
		BUILDINGS AND PR	OPERTY						
ltem No	Particulars	ars Pricing Policy ID Basis 2019/20 Fees (ex GST) GST Applicable G		GST	2019/20 Fees (inc GST)				
3 - 21	Aged Persons Rest Centre hire - charitable organisations - full day	Cost recovery	Day	\$ 97.27	Yes	\$ 9.73	\$ 107.00		
3	Casual Hiring - Risk Assessment Administrative Fee								
3 - 22	Casual hiring risk assessment administrative fee (minimum of \$60.00 based on the risk to be assessed by Council's Corporate Risk Officer)	Cost recovery	Each	\$ 54.55	Yes	\$ 5.45	\$ 60.00		
3	Cemetery								
3 - 23	Exclusive right of burial (required for all new casket and ashes burial)	Cost recovery	Each	\$ 695.45	Yes	\$ 69.55	\$ 765.00		
3 - 24	Exclusive right and work permit (spare)	Cost recovery	Each	\$ 695.45	Yes	\$ 69.55	\$ 765.00		
3 - 25	Exclusive right restoration of old graves (includes work permit) - graves older than 40 Years or prior to 1971	Cost recovery	Each	\$ 261.82	Yes	\$ 26.18	\$ 288.00		
3 - 26	Weekday interment of casket into new grave or existing grave	Cost recovery	Each	\$ 1,064.55	Yes	\$106.45	\$ 1,171.00		
3 - 27	Weekday interment of ashes (adult or child) into an existing grave or existing plot	Cost recovery	Each	\$ 336.36	Yes	\$ 33.64	\$ 370.00		
3 - 28	Weekday interment of subsequent set of ashes interred at same time as initial set of ashes (adult or child) into an existing grave or existing plot	Cost recovery	Subsequent after the first	\$ 168.18	Yes	\$ 16.82	\$ 185.00		
3 - 29	Weekday interment of casket, child into new grave (0-13yrs)	Cost recovery	Each	\$ 336.36	Yes	\$ 33.64	\$ 370.00		
3 - 30	Weekday interment of ashes (adult or child) - new plot	Cost recovery	Each	\$ 466.36	Yes	\$ 46.64	\$ 513.00		
3 - 31	Weekday interment of subsequent set of ashes interred at same time as initial set of ashes (adult or child) - new plot	Cost recovery	Subsequent after the first	\$ 233.64	Yes	\$ 23.36	\$ 257.00		
3 - 32	Saturday interment of casket into new grave or existing grave	Cost recovery	Each	\$ 1,587.27	Yes	\$158.73	\$ 1,746.00		
3 - 33	Saturday interment of ashes (adult or child) into an existing grave or existing plot	Cost recovery	Each	\$ 467.27	Yes	\$ 46.73	\$ 514.00		
3 - 34	Saturday interment of subsequent set of ashes interred at same time as initial set of ashes (adult or child) - existing grave or plot	Cost recovery	Subsequent after the first	\$ 233.64	Yes	\$ 23.36	\$ 257.00		
3 - 35	Saturday interment of casket, child into new grave (0-13yrs)	Cost recovery	Each	\$ 467.27	Yes	\$ 46.73	\$ 514.00		
3 - 36	Saturday interment of ashes (adult or child) - new plot	Cost recovery	Each	\$ 653.64	Yes	\$ 65.36	\$ 719.00		
3 - 37	Saturday interment of subsequent set of ashes interred at same time as initial set of ashes (adult or child) - new plot	Cost recovery	Subsequent after the first	\$ 326.36	Yes	\$ 32.64	\$ 359.00		
3 - 38	Outside interment hours interment of casket - additional fee	Cost recovery	Each	\$ 802.73	Yes	\$ 80.27	\$ 883.00		
3 - 39	Outside interment hours interment of ashes - additional fee	Cost recovery	Each	\$ 448.18	Yes	\$ 44.82	\$ 493.00		
3 - 40	Oversize plot requested - additional fee	Cost recovery	Each	\$ 200.91	Yes	\$ 20.09	\$ 221.00		
	Pre-selected spare grave - additional fee	Cost recovery	Each	\$ 135.45	Yes	\$ 13.55	\$ 149.00		
	Pre-selected spare niche - additional fee	Cost recovery	Each	\$ 135.45	Yes	\$ 13.55	\$ 149.00		
3 - 43	Reopen - slab removal for casket	Cost recovery	Each	\$ 340.91	Yes	\$ 34.09	\$ 375.00		

Page 11 of 43

	KEY DIRECTION 1 - OUR COMMUNITY BUILDINGS AND PROPERTY						
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
3 - 44	Reopen - slab removal for ashes	Cost recovery	Each	\$ 168.18	Yes	\$ 16.82	\$ 185.00
3 - 45	Reopen for interment of ashes at the head end or foot end of a grave if feasible.	Cost recovery	Each	\$ 168.18	Yes	\$ 16.82	\$ 185.00
3 - 46	Vault reopen	Cost recovery	Each	\$ 331.82	Yes	\$ 33.18	\$ 365.00
3 - 4/	Work permit (required for any work conducted on site by a monumental mason)	Cost recovery	Each	\$ 168.18	Yes	\$ 16.82	\$ 185.00
3 - 48	Relocation within cemetery/exhumation	Cost recovery	Hour or part thereof	\$ 415.45	Yes	\$ 41.55	\$ 457.00
3 - 49	Reopen for vacancy confirmation (charged if not vacant)	Cost recovery	Hour or part thereof	\$ 415.45	Yes	\$ 41.55	\$ 457.00
	Late interment notice for next day interment (Mon – Fri after 2pm, Saturday, Sunday, public holiday)	Cost recovery	Each	\$ 191.82	Yes	\$ 19.18	\$ 211.00
3 - 51	Search of cemetery records - minimum charge of \$15.00	Cost recovery	Hour or part thereof	\$ 56.36	Yes	\$ 5.64	\$ 62.00

Page 12 of 43

	PA	KEY DIRECTION 1 - OUR COL RKS AND RECREATIONA					
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
4	Alma Oval						
4 - 1	Alma Oval - day hire (set by \$355 Committee)	Third party	Day	Set by \$355 Committee	Yes	10%	Set by \$355 Committee
4 - 2	Alma Oval - season hire (set by \$355 Committee)	Third party	Season	Set by \$355 Committee	Yes	10%	Set by \$355 Committee
4 - 3	Alma Oval - with canteen	Third party	Day	\$ 196.36	Yes	\$ 19.64	\$ 216.00
4 - 4	Alma Oval - without canteen	Third party	Day	\$ 168.18	Yes	\$ 16.82	\$ 185.00
4 - 5	Alma Oval - canteen electrical (access canteen electrical appliances)	Third party	Day	\$ 50.91	Yes	\$ 5.09	\$ 56.00
4 - 6	Alma Public School	Third party	Year	\$ 429.09	Yes	\$ 42.91	\$ 472.00
4 - 7	Broken Hill Football League	Third party	Year	\$ 758.18	Yes	\$ 75.82	\$ 834.00
4 - 8	Broken Hill Cricket League	Third party	Game	\$ -	Yes	\$ -	20% of gate takings or \$55.00 which ever is greater
4 - 9	South Football Club	Third party	Year	\$ 1,441.82	Yes	\$144.18	\$ 1,586.00
4	Bill Renfrew Sportsground						
4 - 10	West Football Club	Third party	Year	\$ 653.64	Yes	\$ 65.36	\$ 719.00
4 - 11	Broken Hill All Breeds Obedience Dog Club	Third party	Year	\$ 396.36	Yes	\$ 39.64	\$ 436.00
4 - 12	West Cricket Club	Third party	Year	\$ 331.82	Yes	\$ 33.18	\$ 365.00
4 - 13	Other organisations/groups	Third party	Day	\$ 60.91	Yes	\$ 6.09	\$ 67.00
4	ET Lamb Memorial Oval				-	-	
4 - 14	Broken Hill South Cricket Club - training two days on nets per week/season	Third party	Season	\$ 186.36	Yes	\$ 18.64	\$ 205.00
4 - 15	Softball club - training (once per week)	Third party	Season	\$ 79.09	Yes	\$ 7.91	\$ 87.00
	Soccer club – training (once per week)	Third party	Season	\$ 79.09	Yes	\$ 7.91	\$ 87.00
4 - 17	Primary hardball cricket	Third party	Game	\$ 13.64	Yes	\$ 1.36	\$ 15.00
4 - 18	Country Rugby League - junior training	Third party	Season	\$ 256.36	Yes	\$ 25.64	\$ 282.00
4 - 19	Country Rugby League - senior training	Third party	Season	\$ 308.18	Yes	\$ 30.82	\$ 339.00
4 - 20	Country Rugby League - juniors competition	Third party	Game	\$ 14.55	Yes	\$ 1.45	\$ 16.00
4 - 21	Country Rugby League - seniors competition	Third party	Game	\$ 30.00	Yes	\$ 3.00	\$ 33.00
4	Memorial Oval						
	Broken Hill Harness Racing Club - bar canteen rental	Third party	Month	\$ 299.09	Yes	\$ 29.91	\$ 329.00
	Broken Hill Harness Racing Club - race meetings	Third party	Night	\$ 905.45	Yes	\$ 90.55	\$ 996.00
	Trials —day	Third party	Each	\$ 107.27	Yes	\$ 10.73	
	Trials - night	Third party	Each	\$ 247.27	Yes	\$ 24.73	\$ 272.00
4 - 26	Broken Hill Football League	Third party	Year	\$ 747.27	Yes	\$ 74.73	\$ 822.00

Page 13 of 43

		KEY DIRECTION 1 - OUR CO	IMMUNITY				
	PARKS AND RECREATIONAL FACILITIES						
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
4 - 27	Central Football Club (power additional)	Third party	Year	\$ 2,306.36	Yes	\$ 230.64	\$ 2,537.0
4 - 28	Combined dog clubs	Third party	Day	\$ 191.82	Yes	\$ 19.18	\$ 211.0
4 - 29	SCPAA - Silver City Show - pre-show days (4) (power additional)	Third party	Day	\$ 163.64	Yes	\$ 16.36	\$ 180.0
	SCPAA - Silver City Show - show days (4) (power additional)	Third party	Day	\$ 811.82	Yes	\$ 81.18	\$ 893.0
4	SCPAA to be responsible for cleaning of showgrounds (including cost of additional bins)		-				-
	Casual hire	Third party	Each	Set by \$355 Committee	Yes	10%	Set by \$355 Committee
	School carnivals - full day	Third party	Day	\$ 186.36	Yes	\$ 18.64	\$ 205.00
	School carnivals - half day (9am-12pm or 12pm-3pm)	Third party	Day	\$ 126.36	Yes	\$ 12.64	\$ 139.0
4 - 34	Community events hire (no tickets or entry fees)	Third party	Day	\$ 307.27	Yes	\$ 30.73	\$ 338.00
4 - 35	Commercial events hire (tickets and entry fees applicable)	Third party	Day	\$800 Hire fee plus 5% ticket sales	Yes	\$ 80.00	\$800 Hire fee plus 5% ticket sales
4 - 36	Events bond (applicable to both community and commercial events)	Cost recovery	event	By quotation	No		By quotation
4 - 37	Memorial Oval - advertising	Cost recovery	Each/ per year	\$ 588.18	Yes	\$ 58.82	\$ 647.0
4	Norm Fox Sporting Complex						
4 - 38	Barrier District Cricket League	Third party	Year	\$ 671.82	Yes	\$ 67.18	\$ 739.0
4 - 39	Senior and junior baseball (% of power additional)	Third party	Year	\$ 933.64	Yes	\$ 93.36	\$ 1,027.0
4 - 40	Hockey (% of power additional)	Third party	Year	\$ 933.64	Yes	\$ 93.36	\$ 1,027.0
4 - 41	Primary hardball	Third party	Year	\$ 671.82	Yes	\$ 67.18	\$ 739.0
4 - 42	Schools hire fee	Third party	Person	\$ 2.73	Yes	\$ 0.27	\$ 3.0
4 - 43	Special events – oval hire	Third party	Day	\$ 83.64	Yes	\$ 8.36	\$ 92.0
4 - 44	Special events – oval and clubrooms	Third party	Day	\$ 238.18	Yes	\$ 23.82	\$ 262.0
4 - 45	Special events – juniors	Third party	Person	\$ 2.73	Yes	\$ 0.27	\$ 3.0
4 - 46	Teams training on oval (two hours one day/week/season)	Third party	Season	\$ 396.36	Yes	\$ 39.64	\$ 436.0
4 - 47	Bond - all organisations (refundable)	Third party	Season	\$ 107.27	Yes	\$ 10.73	\$ 118.0
4	Picton Sportsground						
4 - 48	Oval - day hire (set by \$355 Committee)	Third party	Day	Set by \$355 Committee	Yes	10%	Set by \$355 Committee
4 - 49	Season hire (set by \$355 Committee)	Third party	Season	Set by \$355 Committee	Yes	10%	Set by \$355 Committee
4	BIU Band Hall/Soccer Complex						
4 - 50	Broken Hill Soccer Association Inc	Third party	Year	\$ 620.91	Yes	\$ 62.09	\$ 683.0
4 - 51	BIU Band Inc	Third party	Year	\$ 604.55	Yes	\$ 60.45	\$ 665.0
4 - 52	Broken Hill Civic Orchestra	Third party	Night	\$ 31.82	Yes	\$ 3.18	\$ 35.0

Page 14 of 43

		EY DIRECTION 1 - OUR CO S AND RECREATION/					
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
4 - 53	Hire fee (9am - 12pm)	Third party	Each	\$ 318.18	Yes	\$ 31.82	\$ 350.00
4 - 54	Hire fee (9am - 12pm) Small music functions - Less than 35 People	Third party	Each	\$ 70.00	Yes	\$ 7.00	\$ 77.00
4 - 55	Deposit (refundable)	Third party	Each	\$ 115.00	No	\$ -	\$ 115.00
4 - 56	Hire fee - prior day access (minimum two hours)	Third party	Hour	\$ 27.27	Yes	\$ 2.73	\$ 30.00

Page 15 of 43

	KE	Y DIRECTION 2 - OUR E	CONOMY				
		TOURISM					
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
5	Visitor Information Centre						
5 - 1	Vehicle wash bay	Market price	Each	\$ 13.64	Yes	\$ 1.36	\$ 15.00
5 - 2	Showers (per shower)	Market price	Person	\$ 4.55	Yes	\$ 0.45	\$ 5.00
5 - 3	Signage - display board (per sign) - large	Market price	Year	\$ 668.18	Yes	\$ 66.82	\$ 735.00
5 - 4	Signage - display board (per sign) - small	Market price	Year	\$ 227.27	Yes	\$ 22.73	\$ 250.00
5 - 5	Sales commission (accommodations, tours and attractions)	Market price	Sales	12% Commission on sales	Yes		12% Commission on sales
5 - 6	Signage - highway bay (per sign)	Market price	Year	\$ 195.45	Yes	\$ 19.55	\$ 215.00
5 - 7	Signage - display board (per sign) - banner	Market price	Year	\$ 431.82	Yes	\$ 43.18	\$ 475.00
5	Film Broken Hill						
5 - 8	Traffic management plan (per plan per location)	Cost recovery	Each	\$ 236.36	Yes	\$ 23.64	\$ 260.00
5 - 9	Film permit – road closures	Cost recovery	Each	\$ 650.00	Yes	\$ 65.00	\$ 715.00

	ΚΕΊ	Y DIRECTION 2 - OUR	ECONOMY				
		EVENTS AND CONFE	RENCES				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
6	Civic Centre						
6 - 1	Organised conference - full package	Market price	Each	POA	Yes	10%	POA
6 - 2	Full Civic Centre hire	Market price	8am - 12am	\$ 2,000.00	Yes	\$ 200.00	\$ 2,200.00
6 - 3	Auditorium per day - 8 hours	Market price	8am - 12am	\$ 1,200.00	Yes	\$120.00	\$ 1,320.00
6 - 4	Auditorium half hall per day - 4 hours	Market price	8am - 12am	\$ 600.00	Yes	\$ 60.00	\$ 660.00
6 - 5	Auditorium per hour	Market price	Hour	\$ 163.64	Yes	\$ 16.36	\$ 180.00
6 - 6	Auditorium half hall per hour	Market price	8am - 12am	\$ 150.00	Yes	\$ 15.00	\$ 165.00
6 - 7	Government, community, charity, schools and not for profit (includes one staff member)	Market price	8am - 12am		Yes	\$-	30% Discount
6 - 8	Chips Rafferty Function Room (Ground Floor) per day - 8 hours	Market price	8am - 12am	\$ 254.55	Yes	\$ 25.45	\$ 280.00
6 - 9	Chips Rafferty Function Room (Ground Floor) half day - 4 hours	Market price	8am - 12pm	\$ 145.45	Yes	\$ 14.55	\$ 160.00
6 - 10	Administration Office/Box Office per day	Market price	8am - 6pm	\$ 100.00	Yes	\$ 10.00	\$ 110.00
6 - 11	Full second floor day rate	Market price	8am - 12am	\$ 727.27	Yes	\$ 72.73	\$ 800.00
6 - 12	Function room 2 or 3 per day - 8 hours	Market price	8am - 6pm	\$ 254.55	Yes	\$ 25.45	\$ 280.00
6 - 13	Function room 2 or 3 half day - 4 hours	Market price	8am - 12pm	\$ 145.45	Yes	\$ 14.55	\$ 160.00
6 - 14	Function rooms 2 and 3 per day - 8 hours	Market price	8am - 6pm	\$ 500.00	Yes	\$ 50.00	\$ 550.00
6 - 15	Function room 2 and 3 half day - 4 hours	Market price	8am - 12pm	\$ 272.73	Yes	\$ 27.27	\$ 300.00
6 - 16	Upstairs lounge hourly rate	Market price	8am - 12am	\$ 77.27	Yes	\$ 7.73	\$ 85.00
6 - 17	Change rooms	Market price	Per room	\$ 18.18	Yes	\$ 1.82	\$ 20.00
6 - 18	Kitchen usage	Market price	Per Day	\$ 231.82	Yes	\$ 23.18	\$ 255.00
6 - 19	Public holiday/weekend/night (6pm - 12am) surcharge	Market price	Per hire fee	25% Surcharge	Yes		25% Surcharge
6 - 20	Deposit to secure booking	Market price	Each	25% of Quote	Yes		25% of Quote
6 - 21	Functions extending beyond contracted finishing time (hourly fee plus labour cost)	Market price	Hour	\$ 300.00	Yes	\$ 30.00	\$ 330.00
6 - 22	Additional staff (per staff member)	Market price	Hour	\$ 51.82	Yes	\$ 5.18	\$ 57.00
6 - 23	Additional staff (per staff member) Saturday, Sunday, public holidays	Market price	Hour	\$ 72.73	Yes	\$ 7.27	\$ 80.00
6 - 24	Excess cleaning charge - Monday - Friday - 8am-6pm	Market price	Hour	\$ 72.73	Yes	\$ 7.27	\$ 80.00
6 - 25	Excess cleaning charge Saturday, Sunday, public holidays	Market price	Hour	\$ 104.55	Yes	\$ 10.45	\$ 115.00
	Additional technical staff - Monday - Friday	Market price	Hour	\$ 81.82	Yes	\$ 8.18	\$ 90.00
6 - 27	Additional technical staff Saturday, Sunday, public holidays	Market price	Hour	\$ 113.64	Yes	\$ 11.36	\$ 125.00
6 - 28	Setup outside venue	Market price	Hour	\$ 51.82	Yes	\$ 5.18	\$ 57.00
6 - 29	Setup outside venue (outside business hours)	Market price	Hour	\$ 72.73	Yes	\$ 7.27	\$ 80.00
6 - 30	Ticket commission	Market price	Ticket	10% of ticket price	Yes		10% of ticket price
6 - 31	Merchandise sales	Market price	Event	10% Gross	Yes		10% Gross

Page 17 of 43

Page 131

	K	EY DIRECTION 2 - OUR	ECONOMY				
		EVENTS AND CONFE	RENCES				
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
6 - 32	Civic Centre bar - commercial	Market price	Per event	100% sales to Civic Centre	Yes		100% sales to Civic Centre
6 - 33	Civic Centre bar - not-for-profit	Cost recovery	Per event	50% profit to Civic Centre 50% profit to not-for- profit organisation	Yes		50% profit to Civic Centre 50% profit to not-for-profit organisation
6 - 34	Breakages	Market price	Each	Actual Cost	Yes		Actual Cost
6 - 35	Testing and tagging of equipment	Market price	Per item	\$ 9.09	Yes	\$ 0.91	\$ 10.00
6 - 36	Three phase power - external connection only	Market price	Per day	At cost plus 12.5%	Yes		At cost plus 12.5%
6 - 37	Laptop computer	Market price	Per day	\$ 50.00	Yes	\$ 5.00	\$ 55.00
6 - 38	Data projector and screen - portable only	Market price	Per day	\$ 50.00	Yes	\$ 5.00	\$ 55.00
6 - 39	Special external equipment hire (includes administration fee)	Market price	Per event	Actual Cost plus 12.5%	Yes		Actual Cost plus 12.5%
6 - 40	Streaming/data upload	Market price	Per day	\$ 90.91	Yes	\$ 9.09	\$ 100.00
6 - 41	Civic Centre teleconferencing	Market price	Hour	\$ 50.00	Yes	\$ 5.00	\$ 55.00
6 - 42	Smoke machine	Market price	Session	\$ 40.91	Yes	\$ 4.09	\$ 45.00
	Steinway piano	Market price	Booking	\$ 250.00	Yes	\$ 25.00	\$ 275.00
	Tea and coffee service 1 - 50 people	Cost recovery	Booking	\$ 125.00	Yes	\$ 12.50	\$ 137.50
6 - 45	Tea and coffee service 51 - 100 people	Cost recovery	Booking	\$ 200.00	Yes	\$ 20.00	\$ 220.00
6 - 46	Tea, coffee and biscuits (continuous) 100 plus people	Cost recovery	Booking	\$ -	Yes	\$ -	POA
6 - 47	Plate Up Kitchen	Cost recovery	Booking	\$ 100.00	Yes	\$ 10.00	\$ 110.00
6 - 48	Crockery Hire 1-50 people	Cost recovery	Booking	\$ 51.82	Yes	\$ 5.18	\$ 57.00
	Crockery Hire 51-100 people	Cost recovery	Booking	\$ 103.64	Yes	\$ 10.36	
6 - 50	Crockery Hire 100 plus people	Cost recovery	Booking	\$ -	Yes	\$ -	POA
6 - 51	Box Office Set Up Non Council Venue	Cost recovery	Cost recovery	51.82 plus 12% commission	Yes	10%	51.82 plus 12% commission
6 - 52	Box Office Set Up Council Venue	Cost recovery	Cost recovery	51.82 plus 10% commission	Yes	10%	51.82 plus 10% commission
6 - 53	Box Office Set Up	Cost recovery	Cost recovery	51.82 plus 5% commission	Yes	10%	51.82 plus 5% commission

Attachment 2 Draft Schedule of Fees and Charges 2019/2020

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Schedule of Fees and Charges 2019/2020

Page 18 of 43

	KEY	DIRECTION 2 - OUR	ECONOMY				
		AIRPORT					
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
7	Airport Operations						
7 - 1	Landing and Passenger Charges: Regular Passenger Transport (RPT) operators that operate on a set timetable regularly landing in Broken Hill more than twice in one week and where Airport facilities are made available to the operator and its passengers, including counter and baggage handling facilities.						
7 - 2	RPT Passenger Charges (arriving and departing). Special arrangements may apply by Council Resolution.	Cost Recovery	Person	Arrangement for Rex fees to be covered under Partnership agreement (Commercial in confidence)	Yes	10%	Arrangement for Rex fees to be covered under Partnership agreement (Commercial in confidence)
7 - 3	Up to 5000kg maximum takeoff weight (MTOW) - account	Cost recovery	per tonne	\$ 15.91	Yes	\$ 1.59	\$ 17.50
7 - 4	5001kg to 15000kg MTOW - account	Cost recovery	per tonne	\$ 27.27	Yes	\$ 2.73	\$ 30.00
7 - 5	15001kg plus MTOW	Cost recovery	per tonne	\$ 40.91	Yes	\$ 4.09	\$ 45.00
7 - 6	Military aircraft	Cost recovery	per tonne	\$ 9.09	Yes	\$ 0.91	\$ 10.00
7 - 7	Military helicopters	Cost recovery	per landing	\$ 4.55	Yes	\$ 0.45	\$ 5.00
7 - 8	Aero Club of Broken Hill (Aircraft owned by Aero Club of Broken Hill)	Community service	per tonne	33% of Fee	Yes	10%	33% of Fee
7 - 9	Operator offering pilot training as major part of operation	Community service	per tonne	33% of Fee	Yes	10%	33% of Fee
7 - 10	Aircraft performing circuits - one landing fee per three touchdowns or part thereof - Landings must be on the same day	Community service	Three landings	Aircraft performing circuits – one landing fee per three touchdowns or part thereof. Landings must be on the same day	Yes	10%	Aircraft performing circuits – one landing fee per three touchdowns or part thereof. Landings must be on the same day
7 - 11	Aircraft deployed by Emergency Services (excl RFDS) responding to emergency	Community service	per tonne	No Charge	Yes	10%	No Charge

Page 19 of 43

	KEY	DIRECTION 2 - OUR E	CONOMY				
		AIRPORT					
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
7 - 12	Hire of pilots meeting room (minimum for two hours) excluding pilots engaged in RPT	Community service	per hour	\$ 31.82	Yes	\$ 3.18	\$ 35.00
7 - 13	Hire of pilots meeting room by pilots engaged in RPT	Community service	per hour	No Charge	Yes	10%	No Charge
7 - 13	Airport reporting officer supervision airside	Cost recovery	per hour	\$ 109.09	Yes	\$ 10.91	\$ 120.00
7 - 14	Airport reporting officer supervision airside outside normal operating hours, weekends public holidays	Cost recovery	per hour	\$ 218.18	Yes	\$ 21.82	\$ 240.00
7 - 15	Royal Flying Doctor Service	Community service	per tonne	50% of Fee	Yes	10%	50% of Fee
7	Aircraft Parking Area						
7 - 16	Aircraft parking allotments – exclusive of landing fees	Cost recovery	Month	\$ 40.91	Yes	\$ 4.09	\$ 45.00
7 - 17	Non-commercial operator's parking allotments – inclusive of landing fees	Cost recovery	Month	\$ 68.18	Yes	\$ 6.82	\$ 75.00
7	Car Parking Hire (Secure car park)						
7 - 18	Permanent space (per space)	Cost recovery	Month	\$ 59.09	Yes	\$ 5.91	\$ 65.00
7 - 19	Casual space (per space)	Cost recovery	Day	\$ 9.09	Yes	\$ 0.91	\$ 10.00
7	Car Parking (Unsecured parking in Public car park)						
7 - 20	First Two Hours	Cost recovery	Per Period	Free	Yes		Free
7 - 21	Two to Three Hours	Cost recovery	Per Period	\$ 1.82	Yes	\$ 0.18	\$ 2.00
7 - 22	Three to Five Hours	Cost recovery	Per Period	\$ 5.45	Yes	\$ 0.55	\$ 6.00
7 - 23	Five plus hours	Cost recovery	Per Day	\$ 9.09	Yes	\$ 0.91	\$ 10.00
7 - 24	Two plus Days	Cost recovery	Per Period	\$9.09 first day \$5.45 for each subsequent day	Yes	10%	\$10 first day \$6 for each subsequent day
7 - 25	Long Term Permit	Cost recovery	Per annum	\$ 500.00	Yes	\$ 50.00	\$ 550.00
7	Airport Terminal Building Advertising - External (Must be tourism linked)	- <u>·</u>		-			
7 - 26	Signage 2.4m x 1.2m	Market price	Year				POA

Page 20 of 43

	KEY DI	RECTION 3 - OUR EN	IVIRONMENT				
		LIVING DESERI	1				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
8	General Admission						
8 - 1	Adult (each)	Cost recovery	Per visit	\$ 5.45	Yes	\$ 0.55	\$ 6.00
8 - 2	Concession (pensioners, student, seniors card, groups)	Community service	Per visit	\$ 5.45	Yes	\$ 0.55	\$ 6.00
	Child under 5 years	Community service	Per visit	No Charge	No	\$-	No Charge
8 - 4	Family with children	Cost recovery	Per visit	\$ 20.00	Yes	\$ 2.00	\$ 22.00
8	Annual Passes						
8 - 5	Residents pass (each adult)	Cost recovery	Per person per year	\$ 20.00	Yes	\$ 2.00	\$ 22.00
8 - 6	Residents pass - concession (each)	Community service	Per person per year	\$ 16.36	Yes	\$ 1.64	\$ 18.00
8	Primitive Camping						
8 - 7	Site fee - adult (each) per night	Cost recovery	Person	\$ 9.09	Yes	\$ 0.91	\$ 10.00
8 - 8	Site fee - child under 16 years (each) per night	Community service	Person	\$ 4.55	Yes	\$ 0.45	\$ 5.00
8 - 9	Entry device deposit (refundable)	Cost recovery	Each	\$ 45.45	Yes	\$ 4.55	\$ 50.00
8	Function Hire						
8 - 10	Up to 100 persons	Cost recovery	Function	\$ 104.55	Yes	\$ 10.45	\$ 115.00
8 - 11	101 - 250 persons	Cost recovery	Function	\$ 259.09	Yes	\$ 25.91	\$ 285.00
8 - 12	251 persons and above	Cost recovery	Function	\$ 513.64	Yes	\$ 51.36	\$ 565.00
8 - 13	Application for Public Liability Insurance Cover (Cost Recovery functions only) Note: This cover does not apply to incorporated bodies, sporting clubs or associations	Cost recovery	Function	\$ 54.55	Yes	\$ 5.45	\$ 60.00
8		WILLYAMA C	COMMON				
8	Pounding and Impounding						
8 - 14	Driving fee	Cost recovery	Beast	\$ 20.00	No	\$ -	\$ 20.00
8 - 15	Impoundment fee	Cost recovery	Beast	\$ 30.00	No	\$ -	\$ 30.00
8 - 16	Release fee	Cost recovery	Beast	\$ 30.00	No	\$ -	\$ 30.00
8 - 17	Deterrent fee	Cost recovery	Beast	\$ 40.00	No	\$ -	\$ 40.00
8 - 18	Total cost per beast \$110.00 - one beast represents one horse or cow and equivalent to ten sheep or goats	Cost recovery	Beast	\$ 110.00	No	\$ -	\$ 110.00
8 - 19	Sustenance fee	Cost recovery	Beast	Actual Cost	Yes		Actual Cost
8	Agistment						
8 - 20	Agistment Fees - up to three horses/cattle (charge per head)	Cost recovery	Week	\$ 19.09	Yes	\$ 1.91	\$ 21.00
8 - 21	Agistment Fees - up to 20 sheep/goats (charge per head)	Cost recovery	Week	\$ 3.64	Yes	\$ 0.36	\$ 4.00
8	Enrolment	,					
8 - 22	Application for enrolment as a commoner	Cost recovery	Each	\$ 14.55	Yes	\$ 1.45	\$ 16.00

Page 21 of 43

Page 135

Attachment 2	aft Schedule of Fees and Charges 2019/2020	
	aft S	

Draft
ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

	KEY DIRECTION 3 - OUR ENVIRONMENT									
	LIVING DESERT									
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)			
8 - 23	Notice of Appeal - local land board against refusal of application for enrolment	Cost recovery	Each	\$ 50.91	Yes	\$ 5.09	\$ 56.00			

	KEY DIR	ECTION 3 - OUR ENV					
	PLANNING	,DEVELOPMENT AND	COMPLIANCE				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
10	Development Consent/Development Application (DA) - Development involving the erection of a building, the carrying out of work or the demolition of a work or a building						
10 - 1	DA fee - estimated cost up to \$5,000	Statutory	Each	\$ 110.00	No	\$ -	\$ 110.00
10 - 2	DA fee - estimated cost between \$5,001 and \$50,000	Statutory	Each	\$170.00 plus an additional \$3.00 for each \$1,000 (or part of \$1,000) of estimated cost	No	\$-	\$170.00 plus an additional \$3.00 for each \$1,000 (or part of \$1,000) of estimated cost
10 - 3	DA fee - estimated cost between \$50,001 and \$250,000	Statutory	Each	\$352.00 plus an additional \$3.64 for each \$1,000.00 (or part of \$1,000.00) by which the estimated cost exceeds \$50,000	No	\$ -	\$352.00 plus an additional \$3.64 for each \$1,000.00 (or part of \$1,000.00) by which the estimated cost exceeds \$50,000
10 - 4	DA fee - estimated cost between \$250,001 and \$500,000	Statutory	Each	\$1,160.00 plus an additional \$2.34 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000	No	\$ -	\$1,160.00 plus an additional \$2.34 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000
10 - 5	DA fee - estimated cost between \$500,001 and \$1,000,000	Statutory	Each	\$1,745.00 plus an additional \$1.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000	No	\$ -	\$1,745.00 plus an additional \$1.64 for each \$1.000 (or part of \$1,000) by which the estimated cost exceeds \$500,000

Page 23 of 43

Page 137

		ECTION 3 - OUR ENV					
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
10 - 6	DA fee - estimated cost between \$1,000,001 and \$10,000,000	Statutory	Each	\$2,615.00 plus an additional \$1.44 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000	No	\$ -	\$2,615.00 plus ar additional \$1.44 for each \$1,000 (or part of \$1,000, by which the estimated cost exceeds \$1,000,000
10 - 7	DA fee - estimated cost more than \$10,000,000	Statutory	Each	\$15,875.00 plus an additional \$1.19 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000	No	\$ -	\$15,875.00 plus an additional \$1.19 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000
	DA fee - new dwelling-house (including alterations/additions/manufactured homes, etc) where estimated cost is \$100,000 or less	Statutory	Each	\$ 910.00	No	\$ -	\$ 910.00
10	Development NOT involving the erection of a building, the carrying out of work or a building						
10 - 9	DA - development for the purpose of one or more advertisements	Statutory	Each	\$285.00 plus \$93.00 for each advertisement in excess of one; OR as per table above, whichever is areater	No	\$ -	\$285.00 plus \$93.00 for each advertisement in excess of one; OR as per table above, whichever is areater
10 - 10		Statutory	Each	\$ 285.00	No	\$-	\$ 285.00
	Subdivision of Land DA fee - subdivisions (not strata) - creation of the same or less number of lots	Statutory	Each	\$ 110.00	No	\$ -	\$ 110.00
10 - 12	DA fee - subdivision (not strata) - not involving the opening of a public road	Statutory	Each	\$330.00, plus \$53.00 for each additional lot created by the subdivision	No	\$ -	\$330.00, plus \$53.00 for each additional lot created by the subdivision

Page 24 of 43

Pa
Pa
trata) -
1
- Add
quiring 1
bited c
evelopr
ans at E
nich red
lopmer
<u>- estim</u>

	KEY DI	ECTION 3 - OUR ENVI	RONMENT	
	PLANNING	DEVELOPMENT AND	COMPLIANCE	
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)
10 - 13	DA fee - subdivision (not strata) - involving the opening of a public road	Statutory	Each	\$665.00 plus \$65.00 for each additional lot created by the subdivision
10 - 14	DA fee - strata subdivision	Statutory	Each	\$330.00 plus \$65.00 for each additional lot created by the subdivision
10	Development Application - Additional Fees			
10 - 15	DA fee - development requiring neighbour notification and/or local advertising under DCP/EPI	Statutory	Each	\$ 300.00
10 - 16	DA fee - advertised/prohibited development advertising fee	Statutory	Each	\$1,105.00 (unspent portion to be refunded)
10 - 17	DA fee - residential flat development requiring referral to design review panel	Statutory	Each	\$ 760.00
10 - 18	DA fee - lodgement of plans at Essential Water	Cost recovery	Each	\$84.03 plus Essential Water Fee
10 - 19	DA fee - development which requires concurrence	Statutory	Each	\$140.00 processing fee, plus \$320.00 for each Concurrence Authority (excess authority fee to be refunded)
10 - 20	DA fee - integrated development	Statutory	Each	\$140.00 processing fee, plus \$320.00 for each approval body (excess approval body fee to be refunded)
10 - 21	DA fee - section 94A levy - estimated cost up to \$100,000	Statutory	Each	No Charge

Page 25 of 43

2019/20 Fees

(inc GST)

\$665.00 plus

\$65.00 for each

additional lot

created by the

subdivision \$330.00 plus

\$65.00 for each

additional lot

created by the subdivision

\$1,105.00

(unspent portion

to be refunded)

\$92.40 plus

Essential Water

Fee

\$140.00

processing fee,

plus \$320.00 for

each

Concurrence

Authority (excess

authority fee to

be refunded)

\$140.00

processing fee, plus \$320.00 for

each approval

body (excess

approval body

fee to be

refunded)

No Charge

300.00

760.00

GST

\$

\$

\$

-

-

-

\$ -

\$

\$ -

\$ -

\$

10%

\$

\$

GST Applicable

No

No

No

No

No

Yes

No

No

No

	KEY DIRECTION 3 - OUR ENVIRONMENT									
	PLANNING	DEVELOPMENT AND	COMPLIANCE							
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)			
10 - 22	DA fee —section 94A levy - estimated cost \$100,001 - \$200,000 (maximum percentage of levy)	Statutory	Each	0.5% of Actual Cost	No	\$-	0.5% of Actual Cost			
10 - 23	DA fee section 94A levy - estimated cost more than \$200,000 (maximum percentage of levy)	Statutory	Each	1% of Actual Cost	No	\$-	1% of Actual Cost			
10 - 24	DA fee - designated development	Statutory	Each	DA Fee, plus \$920.00	No	\$-	DA Fee, plus \$920.00			
10 - 25	DA fee - advertising for designated development (unused portion to be refunded)	Statutory	Each	\$ 2,220.00	No	\$ -	\$ 2,220.00			
10 - 26	Amendment of Local Environmental Plan (LEP) (including rezoning)	Statutory	Each	\$5,105.00 plus Actual Cost	No	\$ -	\$5,105.00 plus Actual Cost			
10 - 27	Fee to scan plans (when no digital copy is provided as required). Refer Fees and Charges Sections 10 and 13.	Cost Recovery	Per Application	POA	Yes	10%	POA			
10	Development Consent - Review of Determination									
10 - 28	Review - DA not involving erection of a building, the carrying out of a work or the demolition of a work or building	Statutory	Each	50% of original DA fee	No	\$-	50% of original DA fee			
10 - 29	Review - DA new dwelling development/alterations/additions/(including transportable and removable dwellings) where estimated cost is \$100,000 or less	Statutory	Each	\$ 190.00	No	\$ -	\$ 190.00			
10 - 30	Review DA - other development - estimated cost up to \$5,000	Statutory	Each	\$ 55.00	No	\$ -	\$ 55.00			
10 - 31	Review DA - other development - estimated cost between \$5001 and \$250,000	Statutory	Each	\$85.00 plus an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	No	\$ -	\$85.00 plus an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost			
10 - 32	Review DA - other development - estimated cost between \$250,001 and \$500,000	Statutory	Each	\$500.00 plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000	No	\$ -	\$500.00 plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000			

Page 26 of 43

Attachment 2 and Charges 2019/2020	
2 2	KEY DI
A Sa	PLANNING
Eee	Item No Particulars
Attachment 2 Draft Schedule of Fees and Charges 2019/2020	10 - 33 Review DA - other development - estimated cost between \$500,001 and \$1,000,000
	10 - 34 Review DA - other development - estimated cost between \$1,000,001 and \$10,000,000
ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020	10 - 35 Review DA - other development - estimated cost more than \$10,000,000
	10 Review of Decision to Reject DA
DELIVERY IONAL PLA ATEMENT FEES ANI	10 - 36 Review decision to reject DA where estimated cost is less than \$100,000
FT D ATIO STA OF I	10 - 37 Review decision to reject DA where estimated cost is \$100,000 or
DRAF PERA ULE 0	10 - 38 Review decision to reject DA where estimated cost is more than \$1,000,000
	10 Application to Modify Consent - Specified Cases
HED HED	10 - 39 Modification of consent - \$96 (1) - to correct a minor error, incorrect description or miscalculation.
ADOPTION OF THE DR INCORPORATING OPE INCLUSIVE OF THE TH AND DRAFT SCHEDUL 2019/2020	Schedule of Fees and Charges 2019/2020

KEY DIRECTION 3 - OUR ENVIRONMENT PLANNING, DEVELOPMENT AND COMPLIANCE

Pricing Policy ID

Statutory

Statutory

Statutory

Statutory

Statutory

Statutory

Statutory

2019/20 Fees

(ex GST)

\$712.00 plus an

additional \$0.50

for each \$1,000

(or part of \$1,000)

by which the

estimated cost

exceeds

\$500,000

\$987.00 plus an

additional \$0.40

for each \$1,000

(or part of \$1,000)

by which the

estimated cost

exceeds

\$1,000,000

\$4,737.00 plus an

additional \$0.27

for each \$1,000

(or part of \$1,000)

by which the

estimated cost

exceeds

\$10,000,000

55.00

150.00

250.00

71.00

\$

\$

\$

\$

GST Applicable

No

No

No

No

No

No

No

Basis

Each

Each

Each

Each

Each

Each

Each

2019/20 Fees

(inc GST)

\$712.00 plus an

additional \$0.50

for each \$1,000

(or part of \$1,000)

by which the

estimated cost

exceeds

\$500,000

\$987.00 plus an

additional \$0.40

for each \$1,000

(or part of \$1,000)

by which the

estimated cost

exceeds

\$1,000,000

\$4,737.00 plus an

additional \$0.27

for each \$1,000

(or part of \$1,000)

by which the

estimated cost

exceeds

\$10,000,000

55.00

150.00

250.00

71.00

GST

\$

\$ -

\$ -

\$

\$

\$

\$

-

\$

\$

\$

\$

Page 27 of 43

5 5			
At s ar			
ee		ltem No	
lule of F		10 - 40	Modification of consent - S96 environmental impact
Att Draft Schedule of Fees an		10 - 41	Modification of consent - S96 environmental impact, origin
DRAFT DELIVERY PROGRAM 2019-2021 PERATIONAL PLAN 2018/2019 THE STATEMENT OF REVENUE POLICY ULE OF FEES AND CHARGES		10 - 42	Modification of consent - S96 environmental impact, origin development does NOT invol carrying out of a work or the
FT DELIVERY PROGRAM ATIONAL PLAN 2018/2019 STATEMENT OF REVENU OF FEES AND CHARGES		10 - 43	Modification of consent - S96 environmental impact, origin development involves new d development/alterations/ad removable dwellings) where
		10	Application to Modify Conser
' DEL 'ION/ F FEE		10 - 44	development - Original Fee > Modification of consent - S96 up to \$5,000
HE DRAFT G OPERAT HE THE S [.] HEDULE O		10 - 45	Modification of consent - \$96 between \$5,001 and \$250,000
ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020	S	chedule of	Fees and Charges 2019/2020

	KEY DIRECTION 3 - OUR ENVIRONMENT									
	PLANNING	DEVELOPMENT AND	COMPLIANCE							
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)			
10 - 40	Modification of consent - S96 (1A) - modification of minimal environmental impact	Statutory	Each	\$645.00 or 50% of original DA fee, whichever is lesser	No	\$ -	\$645.00 or 50% of original DA fee, whichever is lesser			
10 - 41	Modification of consent - S96 (2) - modification NOT of minimal environmental impact, original fee was less than \$100	Statutory	Each	50% of original DA fee, plus \$665.00 if notice is required (unspent portion of \$665.00 to be refunded)	No	\$ -	50% of original DA fee, plus \$665.00 if notice is required (unspent portion of \$665.00 to be refunded)			
10 - 42	Modification of consent - S96 (2) - modification NOT of minimal environmental impact, original fee was \$100 or more and development does NOT involve the erection of a building, the carrying out of a work or the demolition of a work or building	Statutory	Each	50% of original DA fee, plus \$665.00 if notice is required (unspent portion of \$665.00 to be refunded)	No	\$ -	50% of original DA fee, plus \$665.00 if notice is required (unspent portion of \$665.00 to be refunded)			
10 - 43	Modification of consent - S96 (2) - modification NOT of minimal environmental impact, original fee was \$100 or more and development involves new dwelling development/alterations/additions/(including transportable and removable dwellings) where estimated cost is \$100,000 or less	Statutory	Each	\$190.00 plus \$665.00 if notice is required (unspent portion of \$665.00 to be refunded)	No	\$ -	\$190.00 plus \$665.00 if notice is required (unspent portion of \$665.00 to be refunded)			
10	Application to Modify Consent - Non minimal impact - Other development - Original Fee >\$100									
10 - 44	Modification of consent - \$96 (2) - estimated cost of development up to \$5,000	Statutory	Each	\$ 55.00	No	\$ -	\$ 55.00			
10 - 45	Modification of consent - S96 (2) - Estimated cost of development between \$5,001 and \$250,000	Statutory	Each	\$85.00 plus an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	No	\$ -	\$85.00 plus an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost			

		ECTION 3 - OUR ENV					
		DEVELOPMENT AND					
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
	Modification of consent - S96 (2) - Estimated cost of development between \$250,001 and \$500,000	Statutory	Each	\$500.00 plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000	No	\$ -	\$500.00 plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000
	Modification of consent - S96 (2) - Estimated cost of development between \$500,001 and \$1,000,000	Statutory	Each	\$712.00 plus an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000	No	\$ -	\$712.00 plus an additional \$0.50 for each \$1.000 (or part of \$1,000) by which the estimated cost exceeds \$500,000
	Modification of consent - S96 (2) - Estimated cost of development between \$1,000,001 and \$10,000,000	Statutory	Each	\$987.00 plus an additional \$0.40 for each \$1.000 (or part of \$1.000) by which the estimated cost exceeds \$1,000,000	No	\$ -	\$987.00 plus an additional \$0.40 for each \$1.000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000
	Modification of consent - S96 (2) - Estimated cost of development more than \$10,000,000	Statutory	Each	\$4,737.00 plus an additional \$0.27 for each \$1.000 (or part of \$1.000) by which the estimated cost exceeds \$10,000,000	No	\$ -	\$4,737.00 plus an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000
10	Application to Modify Consent - Review						
10 - 50	Application under S96AB to review decision regarding modification application	Statutory	Each	50% of original modification application fee	No	\$-	50% of original modification application fee

Page 29 of 43

	KEY DIR	ECTION 3 - OUR ENV	IRONMENT				
	PLANNING	DEVELOPMENT AND	COMPLIANCE				
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
10	CERTIFICATES - Construction Certificate (CC) and Complying Development Certificate (CDC)						
10 - 51	CC/CDC - estimated cost up to \$5,000	Market price	Each	\$ 45.45	Yes	\$ 4.55	\$ 50.00
10 - 52	CC/CDC - estimated cost more than \$5,000 up to \$250,000	Market price	Each	\$36.36 plus \$3 per \$1000 of estimated value	Yes	10%	\$36.36 plus \$3 per \$1000 of estimated value
10 - 53	CC/CDC - estimated cost more than \$250,000	Market price	Each	\$445.45 plus \$1.20 per \$1000 of estimated value	Yes	10%	\$445.45 plus \$1.20 per \$1000 of estimated value
10 - 54	Construction inspection fee (applicable to re-inspections and inspections where Council is not Principal Certifiying Authority)	Market price	Each	\$ 118.18	Yes	\$ 11.82	\$ 130.00
10 - 55	Construction certificate - amendment	Market price	Each	50% of original CC fee	Yes	10%	50% of original CC fee
10 - 56	Administration charge - construction certificate withdrawal prior to assessment completion	Market price	Each	40% of CC fee (minimum \$50)	Yes	10%	40% of CC fee (minimum \$50)
10	Complying Development Certificates (CDC)	-		-			
10 - 57	For building works up to \$10,000	Market price	Cost Recovery	\$ 250.00	Yes	\$ 25.00	\$ 275.00
10 - 58	For building works valued \$10,001 - \$99,999	Market price	Cost Recovery	\$250 plus \$2.50 per thousand over \$10,000	Yes	10%	\$275 plus \$2.75 per thousand over \$10,000
10 - 59	For building works valued \$100,000 - \$249,999	Market price	Cost Recovery	\$475 plus \$2 per thousand over \$100,000	Yes	10%	\$522.50 plus \$2.20 per thousand over \$100,000
10 - 60	For building works valued \$250,000 or over	Market price	Cost Recovery	\$775 plus \$1.50 per thousand over \$250,000	Yes	10%	\$852.50 plus \$1.65 per thousand over \$250,000
10 - 61	For demolition works	Market price	Cost Recovery	\$ 250.00	Yes	\$ 25.00	\$ 275.00
10	Principal Certifying Authority Fees (Council as PCA)						
10 - 62	Minor Structures - carport, verandah, shed/garage with no internal lining, aboveground pools (includes up to two inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 181.82	Yes	\$ 18.18	\$ 200.00
10 - 63	Residential Alterations/Additions - no wet areas; lined garage/shed (includes up to three inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 272.73	Yes	\$ 27.27	\$ 300.00

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Page 30 of 43

		ECTION 3 - OUR ENV					
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
10 - 64	Residential Alterations/Additions with wet area; in-ground swimming pools (includes up to four inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 351.82	Yes	\$ 35.18	\$ 387.0
10 - 65	New Dwelling (includes up to five inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 436.36	Yes	\$ 43.64	\$ 480.0
10 - 66	Commercial/Industrial/Public Building with no increase in floor area (includes up to three inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 286.36	Yes	\$ 28.64	\$ 315.0
10 - 67	Commercial/Industrial/Public Building with total floor area up to 200m2 (includes up to four inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 409.09	Yes	\$ 40.91	\$ 450.0
10 - 68	Commercial/Industrial/Public Building with total floor area between 201 and 500m2 (includes up to five inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 454.55	Yes	\$ 45.45	\$ 500.0
10 - 69	Commercial/Industrial/Public Building with total floor area between 500m2 and 2000m2 (includes up to five inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 613.64	Yes	\$ 61.36	\$ 675.0
10 - 70	Commercial/Industrial/Public Building with total floor area over 2000m2 (includes up to five inspections and one Occupation Certificate application)	Market price	Cost Recovery	\$ 818.18	Yes	\$ 81.82	\$ 900.0
10 - 71	Additional Inspection	Market price	Cost Recovery	\$ 81.82	Yes	\$ 8.18	\$ 90.0
10 - 72	Occupation Certificate Application (in addition to the one included with PCA services fee)	Market price	Cost Recovery	0.1% of estmated value of works (minimum \$100)	Yes	10%	0.1% of estmate value of works (minimum \$100
10 - 73	Occupation Certificate for Change of Building use (no building work carried out)	Market price	Cost Recovery	\$ 181.82	Yes	\$ 18.18	\$ 200.0
10	Subdivision Certificate (SC)		-			-	
	Subdivision certificate (LGA Act) - 1 - 10 lots	Market price	Each	\$ 109.09	Yes	\$ 10.91	
	Subdivision certificate (LGA Act) - more than 10 lots	Market price	Each	\$ 150.91	Yes	\$ 15.09	\$ 166.0
10 10 - 76	Compliance Certificates Compliance certificate (under Part 4A of EP&A Act 1979) per hour (or part hour) - minimum one hour	Market price	Hour	\$ 115.45	Yes	\$ 11.55	\$ 127.0
10 - 77	Critical Stage inspeciton where Council is not PCA	Market price	Hour	\$ 136.36	Yes	\$ 13.64	\$ 150.0
10	Lodgement of Certificate						
10 - 78	CDC or part 4A certificate registration fee (cost recovery certifiers)	Statutory	Each	\$ 32.73	Yes	\$ 3.27	\$ 36.0
10	Section 10.7 (formerly Section 149) Planning Certificates					-	
10 - 79	Section 10.7 (5) (formerly Section 149 (5))	Statutory	Each	\$ 80.00	No	\$ -	\$ 80.0

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Page 31 of 43

		ECTION 3 - OUR ENV					
ltem No	PLANNING, Particulars	DEVELOPMENT AND Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
	Section 10.7 (2) (formerly Section 149 (2))	Statutory	Each	\$ 53.00	No	\$ -	\$ 53.0
10 - 81	Section 10.7 (formerly Section 149) urgent fee (additional to normal fee)	Cost recovery	Each	\$ 75.45	Yes	\$ 7.55	\$ 83.0
10 - 82	Section 10.7 (formerly Section 149) administration charge (cancellation of application)	Cost recovery	Each	50% of the original fee	Yes	10%	50% of the original fee
10 - 83	Section 10.7 (formerly Section 149) certificate - certified copy	Statutory	Each	\$ 53.00	No	\$ -	\$ 53.0
10	Division 6.7 Building Information Certificate						
	Building certificate - class 1 building (together with any class 10 buildings on the site) or a class 10 building	Statutory	Per dwelling in building or on allotment	\$ 250.00	No	\$ -	\$ 250.0
10 - 85	Building certificate - part of a building consisting of an external wall only or does not otherwise have a floor area	Statutory	Each	\$ 250.00	No	\$ -	\$ 250.0
	Building certificate - class 2-9 building - floor area of building or part not exceeding 200 sq. metres	Statutory	Each	\$ 250.00	No	\$-	\$ 250.0
10 - 8/	Building certificate – class 2-9 building - floor area between $200m^2$ and 2,000 m^2	Statutory	Each	\$250.00 plus \$0.50 per square metre over 200	No	\$-	\$250.00 plus \$0. per square met over 200
10 - 88 -	Building certificate - class 2-9 building - floor area exceeding 2,000 sq. metres	Statutory	Each	\$1,165.00 plus additional \$0.075 per square metre over 2000	No	\$-	\$1,165.00 plus additional \$0.0 per square met over 2000
	Division 6.7 Building Information Certificate - class 2 building that comprises two dwellings only	Statutory	Each	As per class 1 building	No	\$ -	As per class 1 building
10 - 90	Building certificate where DA/CC/CDC was required for the erection of the building and no such consent or certificate was obtained (where applicant erected the building) - REF Cl260 EP&A Reg 2000	Statutory	Each case	Applicable Building Certificate Fee, plus applicable DA & CC (or CDC) fee	No	\$-	Applicable Building Certificate Fee plus applicable DA & CC (or CDC) fee
10 - 91	Building certificate - additional fee where more than one inspection is necessary	Statutory	Each application	\$ 90.00	No	\$-	\$ 90.0
10 - 92	Copy of building certificate	Statutory	Each	\$ 13.00	No	\$ -	\$ 13.0
10	Certificates as to Notices / Orders						
	Local Government Act 1993, \$735(A) certificate application	Cost recovery	Each	\$ 73.00	No	\$ -	\$ 73.0
10 - 94	Environmental Planning and Assessment Act 1979 , \$121ZP certificate application	Cost recovery	Each	\$ 73.00	No	\$-	\$ 73.0

Page 146

	KEY DIF	RECTION 3 - OUR ENV	IRONMENT				
	PLANNING	DEVELOPMENT AND	COMPLIANCE				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
10	OTHER - PLANNING, BUILDING AND COMPLIANCE						
10	Manufactured Homes, Relocatable dwellings and associated structures						
10 - 95	Application (under S68 of Local Government Act 1993) to install manufactured home or other moveable dwelling (includes two inspections)	Cost recovery	Each	\$ 545.45	No	\$ -	\$ 545.45
10 - 96	Additional Inspection for Manufactured home, Moveable dwelling or associated structure	Cost recovery	Each	\$ 81.81	No	\$ -	\$ 81.81
10	Other Local Governement Act s68 Approvals		-		-		-
10 - 97	Part C 2 or C3 - Place waste/waste storage container in a public place other than a road	Cost recovery	\$100 per application and \$20 per week or part thereof	\$100 per application and \$20 per week or part thereof	No		\$100 per application and \$20 per week or part thereof
10 - 98	Part E 1 - Swing or hoist goods across or over any part of a public road by means of a lift, hoist or tackle projecting over the footway	Cost recovery	\$50 per annum	\$ 50.00	No	\$ -	\$ 50.00
10 - 99	Part E 2- Expose or allow to be exposed (whether for sale or otherwise) any article in or on or so as to overhang any part of the road or outside a shop window or doorway abutting the road, or hang an article beneath an awning over the road	Cost recovery	\$50 per annum	\$ 50.00	No	\$ -	\$ 50.00
10 - 100	manufactured home estate	Cost recovery	\$250 per application (approval valid for 5 years)	\$ 250.00	No	\$ -	\$ 250.00
10 - 101	Amusement devices - small devices (defined in the Local Government (General) Regulation 2005)	Statutory	Each	Exempt	No	\$ -	Exempt
10 - 102		Cost recovery	Each	\$ 50.00	No	\$ -	\$ 50.00
10 - 103	Amusement devices - application fee for approval children's devices <10 seats	Cost recovery	Each	Exempt	No	\$-	Exempt
10	Fire Safety	_					-
10 - 104	Fire safety inspection service (for existing and new buildings) initial inspection	Market price	Hour	\$ 109.09	Yes	\$ 10.91	\$ 120.00
10 - 105	Fire safety inspection service (for existing and new buildings) additional inspection	Market price	Hour	\$ 118.18	Yes	\$ 11.82	\$ 130.00
10 - 106	Late fire safety statement processing fee	Cost recovery	Each	\$ 78.18	Yes	\$ 7.82	\$ 86.00
10	Septic Tanks, AWTS, Waste Water / Grey Water Treatment Systems						
10 - 107	Application to install septic system (includes registration)	Cost recovery	Each	\$ 288.00	No	\$ -	\$ 288.00

Attachment 2 Draft Schedule of Fees and Charges 2019/2020

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Schedule of Fees and Charges 2019/2020

Page 33 of 43

	KEY DIR	ECTION 3 - OUR ENV	IRONMENT				
	PLANNING	DEVELOPMENT AND	COMPLIANCE				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
10 - 108	Application to install aerobic wastewater treatment system (includes registration)	Cost recovery	Each	\$ 349.00	No	\$ -	\$ 349.00
10 - 109	Amended application to install septic or AWTS	Cost recovery	Each	\$ 92.00	No	\$ -	\$ 92.00
10 - 110	Onsite sewerage management inspections - low, medium and high categories	Cost recovery	Each	\$ 123.00	No	\$ -	\$ 123.00
10 - 111	Application to register a septic tank AWTS or onsite water treatment	Cost recovery	Each	\$ 41.00	No	\$-	\$ 41.00
10	Swimming Pools			-		_	
10 - 112	First inspection since person became owner or since a certificate of compliance ceased to be valid	Statutory	Each	\$ 150.00	No	\$ -	\$ 150.00
10 - 113	Any or all subsequent inspections since person became owner or since a certificate of compliance ceased to be valid	Statutory	Each	\$ 100.00	No	\$ -	\$ 100.00
	Application for exemption - S22 Swimming Pools Act 1992	Statutory	Each	\$ 250.00	No	\$ -	\$ 250.00
	Registration - S30B Swimming Pools Act 1992	Statutory	Each	\$ 10.00	No	\$ -	\$ 10.00
I	Public pool registration fee - \$35(2) Public Health Act 2010	Statutory	Each	\$ 100.00	No	\$ -	\$ 100.00
	Public Swimming Pool Inspection - Public Health Act 2010	Cost recovery	Each	\$ 78.00	No	\$ -	\$ 78.00
10 - 118	Swimming Pool Safety signage (CPR Charts)	Cost recovery	Each	\$ 22.73	Yes	\$ 2.27	\$ 25.00
10	Registered Premises						
10 - 119	Food premises inspection	Cost recovery	Hour or part thereof	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 120	Inspection - animal establishments (including pet food shops)	Cost recovery	Each	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 121	Inspection - boarding and lodging house	Cost recovery	Hour or part thereof	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 122	Inspection - hawkers, street vendors	Cost recovery	Each	\$ 50.00	Yes	\$ 5.00	\$ 55.00
10 - 123	Inspection - skin penetration, acrylic nails, tattooing	Cost recovery	Hour or part thereof	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 124	Inspection - jamboree, pop festival etc.	Cost recovery	Hour or part thereof	\$ 50.00	Yes	\$ 5.00	\$ 55.00
10 - 125	Inspection - caravan park	Cost recovery	Hour or part thereof	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 126	Inspection fee - construction for food premises (where no DA required) (hourly rate - minimum fee - pro rata thereafter)	Cost recovery	Hour or part thereof	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 127	Cooling tower inspection	Cost recovery	Hour or part thereof	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 128	Inspection - mortuary and crematorium	Cost recovery	Hour or part thereof	\$ 97.00	Yes	\$ 9.70	\$ 106.70
10 - 129	Inspection - footpath restaurants (includes administration charges for public liability follow ups) (annual charge per setting)	Cost recovery	Year	\$ 97.00	Yes	\$ 9.70	\$ 106.70

Page 34 of 43

Page 148

	KEY DIR	ECTION 3 - OUR ENVI	RONMENT				
	PLANNING,	DEVELOPMENT AND	COMPLIANCE				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
10	Administration Charges					-	-
10 - 130	Search of building/development records (minimum fee $\frac{1}{2}$ hour)	Cost recovery	Hour	\$ 67.27	Yes	\$ 6.73	\$ 74.00
10 - 131	Copy of building plans (architect consent required)	Cost recovery	Each	\$100 plus copying charges	Yes	10%	\$110 plus copying charges
10 - 132	Local Environmental Plan (LEP) (bound copies)	Cost recovery	Each	POA	Yes		POA
10 - 133	Local Environmental Plan maps	Cost recovery	Each	POA	Yes		POA
10	Companion Animals: (Exemptions as in Section 9 of the Companion Animals Regulation 1999)						
10 - 134	Lifetime registration dog or cat (not desexed)	Statutory	Each	\$ 210.00	No	\$ -	\$ 210.00
10 - 135	Dog or cat - desexed	Statutory	Each	\$ 58.00	No	\$ -	\$ 58.00
10 - 136	Dog or cat owned by an eligible pensioner - desexed	Statutory	Each	\$ 25.00	No	\$ -	\$ 25.00
10 - 137	Dog or cat kept by a recognised breeder for breeding purposes	Statutory	Each	\$ 58.00	No	\$-	\$ 58.00
10 - 138	Animal kept at the premises of an accredited research establishment under the Animal Research Act 198 5 for the purposes of animal research in accordance with the Act	Statutory	Each	nil	No	\$ -	nil
10 - 139	Greyhound formerly registered under the Greyhound Racing Act 2002	Statutory	Each	nil	No	\$ -	nil
10 - 140	Animals classified as assistance animal (fees payable on declassification)	Statutory	Each	nil	No	\$-	nil
10 - 141	Animals in service of State instrumentality	Statutory	Each	nil	No	\$ -	nil
10 - 142	Release of animals from pound facility	Third party	Each	Broken Hill Pound Fee Schedule	No	\$ -	Broken Hill Pound Fee Schedule
10 - 143	Dog offences and penalties	Statutory	Each	As per Regulations	No	\$-	As per Regulations
10 - 144	Desexed dog or cat sold by eligible pound or shelter - registration fee	Statutory	Each	\$ 29.00	No	\$ -	\$ 29.00
10	Dog Pound Facility						
10 - 145	Daily sustenance/release fee (not applicable if animal is microchipped and registered and collected on the same day)	Cost recovery	Day	\$ 16.00	No	\$ -	\$ 16.00
10 - 146	Daily sustenance/release fee for dangerous/aggressive dogs	Cost recovery	Day	\$ 32.00	No	\$-	\$ 32.00
10 - 147	Microchipping fee	Cost recovery	Each	\$ 20.00	No	\$ -	\$ 20.00
10 - 148	Adoption fee	Cost recovery	Each	\$ 20.00	No	\$ -	\$ 20.00
10 - 149	Call out fee for dog attacks after hours to be charged to owner or complainant in the event of false dog attack claim	Cost recovery	Each	\$ 310.00	No	\$-	\$ 310.00

Page 35 of 43

Page 149

	KEY D	IRECTION 3 - OUR EN	VIRONMENT				
		CULTURAL SERVIC	CES				
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
11	Albert Kersten Mining & Minerals Museum						
11 - 1	Admission - Gold Coin Donation	Community Service	Each	Gold Coin	No		Gold Coin
11 - 2	Hire Fee - Albert Kersten Mining & Minerals Museum - Exhibition Hall	Cost recovery	Day	POA	Yes	10%	POA
11	Broken Hill Regional Art Gallery						
11 - 3	Admissions - (donation box available)	Community Service	Each	Gold Coin	No		Gold Coin
11 - 4	Membership - One year adult	Cost recovery	Each	\$ 34.55	Yes	\$ 3.45	\$ 38.00
11 - 5	Membership - Two year adult	Cost recovery	Each	\$ 63.64	Yes	\$ 6.36	\$ 70.00
11 - 6	Membership - One year family with children under 18 years	Cost recovery	Year	\$ 54.55	Yes	\$ 5.45	\$ 60.00
11 - 7	Membership - Two year family with children under 18 years	Cost recovery	Year	\$ 100.00	Yes	\$ 10.00	\$ 110.00
11 - 8	Membership - Student and concession	Cost recovery	Year	\$ 25.45	Yes	\$ 2.55	\$ 28.00
11 - 9	Membership - Two year student and concession	Cost recovery	Year	\$ 45.45	Yes	\$ 4.55	\$ 50.00
11 - 10	Membership - Sponsorship Package				Yes		POA
11 - 11	The Pro Hart Outback Art Prize - Entry fee	Community Service	Entry	\$ 36.36	Yes	\$ 3.64	\$ 40.00
11 - 12	Hire Fees - Gallery photographic	Cost recovery	Each		Yes		POA
11 - 13	Hire Fees - Piano hire	Cost recovery	Each	\$ 59.09	Yes	\$ 5.91	\$ 65.00
11 - 14	Hire Fees - Artist shed - community groups by application	Cost recovery	Hour	\$ 9.09	Yes	\$ 0.91	\$ 10.00
11 - 15	Hire Fees - Artist shed - commercial by application	Cost recovery	Hour	\$ 18.18	Yes	\$ 1.82	\$ 20.00
11 - 16	Hire Fees - Artist shed package	Cost recovery	Hour		Yes		POA
11 - 17	Chair hire - per chair	Cost recovery	Each	\$ 1.82	Yes	\$ 0.18	\$ 2.00
11 - 18	Hire Fees - Urn, crockery and cutlery	Cost recovery	Each	\$ 27.27	Yes	\$ 2.73	\$ 30.00
11 - 19	Gallery hire - minimum 3 hours during business hours, includes one casual staff member	Cost recovery	Per hour	\$ 90.91	Yes	\$ 9.09	\$ 100.00
11 - 20	Gallery hire minimum 3 hours outside of business hours, includes one casual staff member	Cost recovery	Per hour	\$ 136.36	Yes	\$ 13.64	\$ 150.00
11 - 21	Gallery hire package	Cost recovery	Event		Yes		POA
11 - 22	Sale of artwork on commission	Market price	Artwork	30%	Yes	10%	33%
11 - 23	Postage on artwork freight	Cost recovery	Artwork	Actual Cost	Yes	10%	Actual Cost
11 - 24	Hire Fees - Use of audio visual equipment	Cost recovery	Each	\$ 86.36	Yes	\$ 8.64	\$ 95.00

Attachment 2 Draft Schedule of Fees and Charges 2019/2020

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

Schedule of Fees and Charges 2019/2020

Page 36 of 43

	KEY D	IRECTION 3 - OUR EN						
		WASTE MANAGEN	IENI	1 20	19/20 Fees			2019/20 Fees
ltem No	Particulars	Pricing Policy ID	Basis		ex GST)	GST Applicable	GST	(inc GST)
12	Waste Delivered to Broken Hill Waste Management Facility							
	Radioactive material cannot be disposed of in Broken Hill.							
	Mixed Waste, household waste, builders waste, mining waste excluding specific category waste listed below:							
12 - 1	Car/Station Wagon /MGB	Cost recovery	Per Load	\$	4.55	Yes	\$ 0.45	\$ 5.
	Van/Ute/ Trailer Level Load	Cost recovery	Per Load	\$	9.09	Yes		\$ 10.
	Van/Ute/ Trailer Heaped Load	Cost recovery	Per Load	\$	13.64	Yes	\$ 1.36	\$ 15.
	Vehicle/Trailer greater than 1 Tonne Capacity (Excl Skip Bins)	Cost recovery	Per Tonne	\$	60.00	Yes	\$ 6.00	\$ 66.
	Mixed waste from outside Broken Hill Local Government Area	Cost recovery	Per Tonne	\$	153.64	Yes	\$ 15.36	\$ 169.
12 - 6	Specific Category Waste	,						
12 - 7	Commingled Recyclables	Cost recovery			Free		\$ -	Free
12 - 8	E-Waste	Cost recovery			Free		\$ -	Free
12 - 9	Ferrous (iron or steel)	Cost recovery			Free		\$ -	Free
12 - 10	Greenwaste (Up to 1 Tonne)	Cost recovery			Free		\$ -	Free
12 - 11	Greenwaste (Greater Than 1 Tonne)	Cost recovery	Per Tonne	\$	9.09	Yes	\$ 0.91	\$ 10
12 - 12	Wood, Trees or timber (Greater than 1 tonne)	Cost recovery	Per Tonne	\$	9.09	Yes	\$ 0.91	\$ 10
12 - 13	Bricks or concrete (Greater than 1 tonne)	Cost recovery	Per Tonne	\$	18.18	Yes	\$ 1.82	\$ 20
2 - 14	Mattresses	Cost recovery	Each	\$	9.09	Yes	\$ 0.91	\$ 10
12 - 15	Oil	Cost recovery	Per Tonne	\$	31.82	Yes	\$ 3.18	\$ 35
12 - 16	Soil (not contaminated or VENM) (Greater than 1 tonne)	Cost recovery	Per Tonne	\$	9.09	Yes	\$ 0.91	\$ 10
2 - 17	Soil Contaminated	Cost recovery	Per Tonne	\$	281.82	Yes	\$ 28.18	\$ 310
12 - 18	Asbestos (N220)	Cost recovery	Per Tonne	\$	408.18	Yes	\$ 40.82	\$ 449
12 - 19	Tyre - Passenger Vehicle/Motorcycle/Scooter	Cost recovery	Each	\$	6.36	Yes	\$ 0.64	\$ 7
2 - 20	Tyre - Light Truck	Cost recovery	Each	\$	10.91	Yes	\$ 1.09	\$ 12
12 - 21	Tyre - Truck	Cost recovery	Each	\$	18.18	Yes	\$ 1.82	\$ 20
12 - 22	Tyres - bulk	Cost recovery	Per Tonne	\$	181.82	Yes	\$ 18.18	\$ 200
	Loader, tractor or mining tyres will not be accepted.							
12 - 23	Offal/meat products/bones	Cost recovery	Per Tonne	\$	68.18	Yes	\$ 6.82	\$ 75
2 - 24	Dead animals - large	Cost recovery	Per animal	\$	50.00	Yes	\$ 5.00	\$ 55
2 - 25	Dead animals - medium	Cost recovery	Per animal	\$	22.73	Yes	\$ 2.27	\$ 25
	Dead animals - cat or dog	Cost recovery	Per animal	\$	4.55	Yes	\$ 0.45	\$ 5
	Broken Hill Hospital -(FWLHD) - disposal up to 70 x 10 litre bags	Cost recovery	Week	\$	280.00	Yes	\$ 28.00	\$ 308
12 - 27	Broken Hill Hospital - (FWLHD) - disposal each additional 10 bags or part thereof	Cost recovery	Week	\$	62.73	Yes	\$ 6.27	\$ 69
2 - 28	Sewerage/Sludge Grease trap Waste/Mud (prior arrangement only)	Cost recovery	Tonne	\$	20.00	Yes	\$ 2.00	\$ 22

Page 37 of 43

Page 151

		WASTE MANAGEN	ENT				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
12 - 29	Vehicle Tare Weight (Ticket with weight supplied)	Cost recovery	Service	\$ 20.00	Yes	\$ 2.00	\$ 22.00
12	Waste Services						
12 - 30	Garbage removal - Domestic Administration \$496	Cost recovery	Year	\$ 47.00	No	\$ -	\$ 47.00
	Garbage removal - Domestic per bin \$502	Cost recovery	Year	\$ 273.00	No	\$ -	\$ 273.00
	Garbage removal - Commercial three MGBs	Cost recovery	Year	\$ 406.00	No	\$ -	\$ 406.00
	Garbage removal - Commercial 600 Litre Bin	Cost recovery	Year	\$ 373.00	No	\$ -	\$ 373.00
	Garbager removal - Cardboard 600 Litre Bin	Cost recovery	Year	\$ 373.00	No	\$ -	\$ 373.00
	Garbage removal - Commercial (additional MGB)	Cost recovery	Year	\$ 144.00	No	\$ -	\$ 144.00
	Trade Waste Lease (per bin) Plus Trade Waste Service Fee	Cost recovery	Year	\$ 555.45	Yes	\$ 55.55	\$ 611.00
12 - 37	Trade Waste - Trade Waste Service (Single Bin) – 1.5m ³	Cost recovery	Service	\$ 46.36	Yes	\$ 4.64	\$ 51.00
12 - 38	Trade Waste - Trade Waste Service (Single Bin) – 2.0m ³	Cost recovery	Service	\$ 49.09	Yes	\$ 4.91	\$ 54.00
12 - 39	Trade Waste - Trade Waste Service (Single Bin) – 3.0m ³	Cost recovery	Service	\$ 52.73	Yes	\$ 5.27	\$ 58.00
12 - 40	Trade Waste - Trade Waste Service (Multiple Bins) – 1.5m ³	Cost recovery	Service	\$ 41.82	Yes	\$ 4.18	\$ 46.00
12 - 41	Trade Waste - Trade Waste Service (Multiple Bins) – 2.0m ³	Cost recovery	Service	\$ 46.36	Yes	\$ 4.64	\$ 51.00
12 - 42	Trade Waste - Trade Waste Service (Multiple Bins) – 3.0m ³	Cost recovery	Service	\$ 49.09	Yes	\$ 4.91	\$ 54.00
	Trade Waste - Mobile Garbage Bins (MGBs) only available when commercial service is not a viable option - Collection is weekly only	Cost recovery	Service	\$ 6.36	Yes	\$ 0.64	\$ 7.00
12 - 44	Special Trade Waste Service - single bin hire rate per week or part thereof	Cost recovery	Service	\$ 176.36	Yes	\$ 17.64	\$ 194.00
12 - 45	Special Trade Waste Service - single bin hire rate per month or part thereof	Cost recovery	Service	\$ 230.00	Yes	\$ 23.00	\$ 253.00
12 - 46	Special Trade Waste Service - single bin service rate – per service	Cost recovery	Service	\$ 53.64	Yes	\$ 5.36	\$ 59.00
12 - 47	Special Trade Waste Service - cleaning fee per bin	Cost recovery	Service	\$ 62.73	Yes	\$ 6.27	\$ 69.00
12 - 48	Cardboard collection/additional service/per service (600 litre bin)	Cost recovery	Service	\$ 29.09	Yes	\$ 2.91	\$ 32.00
12 - 49	Trade Waste - service fee (cardboard collection) - 2m ³	Cost recovery	Service	\$ 39.09	Yes	\$ 3.91	\$ 43.00
12 - 50	Trade Waste - service fee (cardboard collection) - 3m ³	Cost recovery	Service	\$ 41.82	Yes	\$ 4.18	\$ 46.00
	Paper shredding - hourly rate	Cost recovery	Service	\$ 100.00	Yes	\$ 10.00	\$ 110.00
12 - 52	Major - community events (St Pats, Ag-Fair, etc) including supply and servicing of up to 10 dumper bins and up to 100 MGBs	Cost recovery	Service	\$ 2,933.64	Yes	\$ 293.36	\$ 3,227.0
12 - 53	Minor - community events including supply and servicing of a maximum of five dumper bins and 50 MGBs	Cost recovery	Service	\$ 1,754.55	Yes	\$ 175.45	\$ 1,930.0
12 - 54	Other community events including provision of MGBs and dumper bins	Cost recovery	Service	By Quotation	Yes		By Quotation

Page 38 of 43

	KEY D	IRECTION 3 - OUR EN	VIRONMENT							
	WASTE MANAGEMENT									
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)			
12 - 55	Chemical toilet - \$502 annual fee (domestic entitled to one pump service/month)	Cost recovery	Year	\$ 1,252.73	Yes	\$ 125.27	\$ 1,378.00			
12 - 56	Chemical toilet - special pump out services	Cost recovery	Each	\$ 106.36	Yes	\$ 10.64	\$ 117.00			
12 - 57	Placement of container/skip bins on public spaces - annual permit	Cost recovery	Service	\$ 1,590.00	Yes	\$ 159.00	\$ 1,749.00			
1 - 58	Use of machinery and labour for excavation, stockpiling and providing cover	Cost recovery	Hour	\$ 322.73	Yes	\$ 32.27	\$ 355.00			
12 - 59	MGB Replacement Charge-Garden Organics Green Bio Insert (for loss or damage by ratepayer), including delivery - complete unit	Cost recovery	Service	\$ 63.64	Yes	\$ 6.36	\$ 70.00			
12 - 60	MGB Replacement Charge(for loss or damage by ratepayer), including delivery - complete unit	Cost recovery	Service	\$ 60.91	Yes	\$ 6.09	\$ 67.00			

Page 39 of 43

	KEY	DIRECTION 4 - OUR LI	EADERSHIP				
	POLICY,	PLANNING AND AD	MINISTRATION				
ltem No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
13	Access to Information. Government Information (Public Access) Act						
13 - 1	Access to Information - Application Fee	Statutory	Each	\$ 30.00	No	\$ -	\$ 30.00
	Access to Information - Processing Fee	Statutory	Hour	\$ 30.00	No	\$ -	\$ 30.00
13 - 3	Access to Information - Processing Fee (non personal affairs)	Statutory	Each	\$ 30.00	No	\$ -	\$ 30.00
13 - 4	Access to Information - Advance Deposit of Processing Fee (requested where Council estimates processing fees will be significant)	Statutory	Each	Up to 50% of estimated processing fee	No	\$ -	Up to 50% of estimated processing fee
13 - 5	Access to Information - Internal Review	Statutory	Each	\$ 40.00	No	\$ -	\$ 40.00
13 - 6	Amendment of Records	Statutory	Each	No charge	No	\$-	No charge
	Note: Reductions as provided Sections 65 and 66; Refunds as provided Section 86; Advanced Deposits as provided Section 71 of the GIPA Act .						
13	Facsimile, Photocopier, Printer and Scanner Fees		-	1			
		Cost recovery	Page	\$ 0.91	Yes	\$ 0.09	
	Fax Sent (first page)	Cost recovery	Page	\$ 1.82	Yes	\$ 0.18	\$ 2.00
	Fax Sent (subsequent page)	Cost recovery	Page	\$ 0.91	Yes	\$ 0.09	\$ 1.00
	Photocopying Fee: A4 - Black and White	Cost recovery	Page	\$ 0.91	Yes	\$ 0.09	\$ 1.00
	Photocopying Fee: A4 - Colour	Cost recovery	Page	\$ 1.82	Yes	\$ 0.18	\$ 2.00
	Photocopying Fee: A3 - Black and White	Cost recovery	Page	\$ 2.73	Yes	\$ 0.27	\$ 3.00
	Photocopying Fee: A3 - Colour	Cost recovery	Page	\$ 3.64	Yes	\$ 0.36	\$ 4.00
	Printing Fee: A4 - Black and White	Cost recovery	Page	\$ 0.91	Yes	\$ 0.09	\$ 1.00
	Printing Fee: A4 - Colour	Cost recovery	Page	\$ 1.82	Yes	\$ 0.18	\$ 2.00
	Printing Fee: A3 - Black and White	Cost recovery	Page	\$ 2.73	Yes	\$ 0.27	\$ 3.00
	Printing Fee: A3 - Colour	Cost recovery	Page	\$ 3.64	Yes	\$ 0.36	\$ 4.00
	Printing Fee: Microfilm	Cost recovery	Page	\$ 1.82	Yes	\$ 0.18	\$ 2.00
13 - 19	Scanning Fee	Cost recovery	Page	\$ 0.91	Yes	\$ 0.09	\$ 1.00
13	FINANCIAL SERVICES						
13 - 20	Supply copy Tax Invoice/Rates Notice	Cost recovery	Each	\$ 9.09	Yes	\$ 0.91	\$ 10.00
13	Rates (Properties)						
	Section 603 Certificate (additional to normal fee)	Statutory	Each	\$ 85.00	No	\$ -	\$ 85.00
13 - 22	Section 603 Certificate - Urgent Fee (additional to normal fee)	Cost recovery	Each	\$ 48.18	Yes	\$ 4.82	\$ 53.00
13 - 23	Search Fee - Searching of old records for ownership/location of land for personal records (minimum ½ hour charge)	Cost recovery	Hour	\$ 67.27	Yes	\$ 6.73	
13 - 24	Enquiry - Search of Rights of Way (and ownership of old records and addition to Search Fee)	Cost recovery	Each	\$72.73 plus LPI Search Fee	Yes	10%	\$72.73 plus LPI Search Fee
13 - 25	Property Search with printouts - Solicitor/Financial Institution (includes e-mailing or faxing of document)	Cost recovery	Each	\$ 64.00	No	\$-	\$ 64.00

Page 40 of 43

	KEY	DIRECTION 4 - OUR I	.EADERSHIP								
	POLICY, PLANNING AND ADMINISTRATION										
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)				
13 - 26	Interest on Unpaid Rates and Charges	Statutory	Year	7.50%	No	\$ -	7.5%				
13 - 27	Refund on Rates Overpayment (where Council is not the cause for the credit balance on an assessment)	Cost recovery	Each	\$ 16.00	No	\$-	\$ 16.00				
13 - 28	Payment Dishonour Fee - direct debit	Cost recovery	Each	\$ 16.00	No	\$ -	\$ 16.00				
13 - 29	Payment Dishonour Fee - Australia Post	Cost recovery	Each	\$ 27.00	No	\$ -	\$ 27.00				
13 - 30	Payment Dishonour Fee - cheque	Cost recovery	Each	\$ 21.00	No	\$ -	\$ 21.00				
13 - 31	Administration Fee for Sale of Land for Unpaid Rates	Cost recovery	Each	\$ 1,445.45	Yes	\$ 144.55	\$ 1,590.00				
13 - 32	Debt Recovery	Cost recovery	Each	Actual Cost	No	\$ -	Actual Cost				
13	Hire Fees										
13 - 33	Council Chambers - Full Day	Cost recovery	Day	\$ 340.91	Yes	\$ 34.09	\$ 375.00				
13 - 34	Additional Service surcharge (Meeting room/Council Chamber) (additional to Hire Fee)	Cost recovery	Each	\$ 50.00	Yes	\$ 5.00	\$ 55.00				
13	Subpoenas and Summons										
13 - 35	Subpoenas - research and supply of information	Cost Recovery	Each	Actual Cost		\$ -	Actual Cost				
13 - 36	Summons	Cost Recovery	Each	Actual Cost		\$ -	Actual Cost				

Page 41 of 43

	BROKE	N HILL REGIONAL AC	QUATIC CENTRE				
		Admission Fe	es				
		Recreational Swir	nming				
	Refer to YMCA Broken Hill Regional Aquatic Centre website	http://www.ymcc	nsw.org.au/centre	s/broken-hill-regior	nal-aquatic-centre/	join-now/	
Item No	Particulars	Pricing Policy ID	Basis	2019/20 Fees (ex GST)	GST Applicable	GST	2019/20 Fees (inc GST)
14							
14 - 1	Persons aged 4 and over	Third Party	Each	\$ 4.18	Yes	\$ 0.42	
14 - 2	Aqua Aerobics Casual Visit	Third Party	Each	\$ 7.27	Yes	\$ 0.73	\$ 8.00
14 - 3	Aqua Aerobics Pensioner	Third Party	Each	\$ 5.91	Yes	\$ 0.59	\$ 6.50
14 - 4	Children aged 3 and under (must be accompanied by a responsible adult)	Third Party	Each	No Charge	No	\$	No Charge
14 - 5	Family Swim	Third Party	Five members of the family	\$ 18.18	Yes	\$ 1.82	\$ 20.00
14 - 6	School Carnival Entry	Third Party	Each	\$ 4.18	Yes	\$ 0.42	\$ 4.60
14 - 7	Spectator	Third Party	Each	\$ 2.27	Yes	\$ 0.23	\$ 2.50
14 - 8	School PE Casual Visit	Third Party	Each	\$ 4.18	Yes	\$ 0.42	\$ 4.60
14 - 9	YMCA Swimming Lessons (Group)	Third Party	Each	\$ 13.18	Yes	\$ 1.32	\$ 14.50
14 - 10	YMCA Swimming Lessons (Cost Recovery)	Third Party	Each	\$ 38.18	Yes	\$ 3.82	\$ 42.00
14 - 11	Health Club Adult Visit	Third Party	Each	\$ 10.91	Yes	\$ 1.09	\$ 12.00
14 - 12	Health Club Pensioner Visit	Third Party	Each	\$ 9.09	Yes	\$ 0.91	\$ 10.00
14 - 13	Water Slide / Inflatable (Public Use)	Third Party	Each	No Charge	No	\$ -	No Charge
14 - 14	Multi x 10	Third Party	10	\$ 40.00	Yes	\$ 4.00	\$ 44.00
14 - 15	Multi x 20	Third Party	20	\$ 74.55	Yes	\$ 7.45	\$ 82.00
14 - 16	Multi x 10 - Concession	Third Party	10	\$ 37.27	Yes	\$ 3.73	\$ 41.00
14 - 17	Multi x 20 - Concession	Third Party	20	\$ 69.09	Yes	\$ 6.91	\$ 76.00
14 - 18	Free Day - Australia Day	Third Party	Each	No Charge	No	\$ -	No Charge
14 - 19	Swimming Club Exclusive Use - Lane allocation approved by prior arrangement	Third Party	Month	\$ 45.45	Yes	\$ 4.55	\$ 50.00
14 - 20	Lane Hire 25m or 50m Pool (plus Entry Fee)	Third Party	Hour	\$ 27.27	Yes	\$ 2.73	\$ 30.00
14 - 21	School Programs (by prior arrangement during school hours)	Third Party	Additional lane hire fee after the first	No charge for First Lane. Fee applies to additional lane only	Yes		No charge for First Lane. Fee applies to additional lane only
14 - 22	Water slide - Public Use	Third Party	Each	No Charge	No		No Charge
14 - 23	Water Slide - Exclusive Use - by prior arrangement, minimum hire of two hours	Third Party	Hour	\$200.00 first hour and \$100.00 for each additional hour	Yes		\$200.00 first hour and \$100.00 for each additional hour

Page 42 of 43

Attachment 2 Draft Schedule of Fees and Charges 2019/2020			
At of Fees ar	14	-	24
ale e	14	-	25
Ibər	14	-	26
Draft Scł			

ADOPTION OF THE DRAFT DELIVERY PROGRAM 2019-2021 INCORPORATING OPERATIONAL PLAN 2018/2019 INCLUSIVE OF THE THE STATEMENT OF REVENUE POLICY AND DRAFT SCHEDULE OF FEES AND CHARGES 2019/2020

	BROKEN HILL REGIONAL AQUATIC CENTRE										
14 - 24	Buccaneer	Third Party	Hour	\$250.00 first hour (includes setup) and \$100.00 for each additional hour	Yes		\$250.00 first hour (includes setup) and \$100.00 for each additional hour				
14 - 25	Carnivals - Swimming Club (25m or 50m pool) - does not include Entry Fee	Third Party	Per Day	No Charge	No		No Charge				
14 - 26	Carnivals - Schools (25m or 50m pool) during school hours - does not include Entry Fee	Third Party	Per Day	No Charge	No		No Charge				

Page 43 of 43

ORDINARY MEETING OF THE COUNCIL

June 18, 2019

ITEM 4

BROKEN HILL CITY COUNCIL REPORT NO. 86/19

SUBJECT: ADOPTION OF DRAFT LONG TERM FINANCIAL PLAN 2020-2024 18/194

Recommendation

- 1. That Broken Hill City Council Report No. 86/19 dated June 18, 2019, be received.
- 2. That Council adopts the Draft Long Term Financial Plan 2020-2029 as a Plan of Council.

Executive Summary:

Council considered the Draft Long Term Financial Plan 2020-2029 at its Extraordinary Meeting held 14 May 2019.

Council resolved (Minute No. 46066) to place the Draft Plan on public exhibition for a period of 28 days concluding on 14 June 2019. At the conclusion of the public exhibition period Council received zero submissions from the public.

The Long-Term Financial Plan has been updated accordingly with minor changes made due to amendments made to the 2019/20 operational plan, but this has not materially affected the Long Term Financial Plan. A return to surplus is still expected in 2022/2023, subject to the assumptions in the plan being carried out.

Report:

Council faces a number of challenges in terms of financial sustainability. Our Council administers the largest regional centre in the western half of New South Wales.

As per the 2016 NSW Population Projection, the population of the Far West Region is projected to decrease by 10% between 2016 and 2036. As a result, the Broken Hill Local Government Area's population is forecast to decrease from 18,700 in 2016 to 16,150 in 2036. This population decline puts pressure on the affordability of services by the ratepayers. Council currently operates on an annual income of around \$30 million, with a substantial percentage being derived from government grants which cannot be guaranteed into the future.

A combination of too many non-productive assets, poor asset management and a failure to address this over successive council periods in conjunction with government cost shifting onto Local Government and reduced government funding has meant our public infrastructure has significantly declined across the City; this includes roads, park and gardens, buildings, footpaths, stormwater, airport infrastructure and Council's plant and equipment. In this year's review of the Long Term Financial Plan, a focus on asset renewals has again been a main focus.

It is forecast that asset renewals will be maintained at a rate equal to or greater than 125% of asset consumption throughout the review period. This is a significant step forward for Council's financial and asset sustainability as it begins to ensure that quality infrastructure is maintained and available for future generations. This will however only be sustainable ongoing if the key assumptions and plans mentioned in the attached document are carried out. This includes asset rationalisation, market based commercial rent decisions and/or a special rate variation. If neither of these initiatives are implemented within the next few years, Council will be facing financial peril, resulting in reduced service delivery and a position where Council will not be able to fund basic amenities.

Council achieved an operating surplus before capital grants and contributions in 2015/2016, this was the first time Council had achieved an operating surplus before capital in this millennia. This was a result of strong decisions and hard work in achieving the outcomes and strategies in the Long Term Financial Plan. However, as highlighted in the Long Term Financial Plan, this hard work needs to continue to ensure Council's long term financial sustainability and the break-even point is achieved in 2022/2023 as well as maintaining a healthy cash reserve. If the strategies put in place in the Balanced Scenario are not achieved and Council continues to deliver services without finding efficiencies, rationalising assets and services or increasing revenue, Council will not be forecasting a surplus within the planning period, would rapidly deplete it's liquidity and community assets would further deteriorate.

Key points Included in the Proposed Long Term Financial Plan

- Surplus projected for 2023
- asset renewals projected at a rate greater than 110%, estimated at 125% over the planning period
- expectation of continued efficiencies
- Increase in investment return due to smarter investment management and increased cash reserves.
- sustainable expenditure increases in line with revenue increases
- Asset service level reviews to commence with a view of asset and service rationalization. This is a key step to ensure Council's financial sustainability, without asset rationalisation or a special rate variation occurring within the first few years of the planning period, Council will be financially unsustainable and will not be able to deliver the required services to the community.

The Balanced Scenario is ambitious but achievable, affordable and significantly improves the financial position of Broken Hill City Council allowing Council to continue to meet the expectations of the community and maintain service levels.

Council must continue to develop and implement strategies during 2019/20 to ensure the forecast efficiency gains and productivity improvements are realised and this will be monitored annually.

Community service level reviews are set to commence this financial year to better understand community expectations, priorities and the overall ability and desire to pay for services.

Broken Hill City Council remains committed to ensuring internal efficiencies are realised before considering increasing the financial burden on the community.

A Long Term Financial Plan is one of the three key Resourcing Strategies required by the NSW Integrated Planning & Reporting legislation.

Local Government operations are vital to its community, and it is important stakeholders can understand the financial implications arising from its Community Strategic Plan, Delivery Program and annual Operational Plan. A long term financial plan provides a framework in which a council can assess its revenue building capacity to meet the activities and level of services outlined in its Community Strategic Plan. It also:

- establishes greater transparency and accountability of council to the community;
- provides an opportunity for early identification of financial issues and any likely impacts in the longer term;
- provides a mechanism to
 - solve financial problems as a whole;
 - see how various plans fit together
 - understand the impact of some decisions on other plans or strategies;
- provides a means of measuring council's success in implementing strategies; and,
- confirms that council can remain financially sustainable in the longer term.

The Long Term Financial Plan includes:

- projected income and expenditure
- balance sheet
- cash flow statement
- planning assumptions used to develop the plan
- sensitivity analysis highlight factors most likely to affect the plan
- financial modelling for different scenarios
- methods of monitoring financial performance

The Long Term Financial Plan contains a core set of assumptions. These assumptions are based on Consumer Price Index forecasts, interest rate expectations, employee award increases, loan repayment schedules, other special income and costs.

On 25 June 2014, Council endorsed a Balanced Scenario Long Term Financial Plan to ensure financial sustainability and strengthen Council to serve the community of Broken Hill into the future. This plan has been reviewed and now covers the period 2020/2029. The plan recognises Council's current and future financial capacity, to continue delivering quality services, facilities and infrastructure to the community, while commencing new initiatives and projects to achieve the goals set down in the Broken Hill 2033 Community Strategic Plan.

Financial planning over a 10-year time horizon is difficult and relies on a variety of assumptions that will undoubtedly change during this period. The LTFP is therefore closely monitored, and regularly revised, to reflect these changing circumstances.

The aims of Broken Hill City Council's Long Term Financial Plan are to:

- Set out the assumptions upon which Council's Financial Plans and budgets have been structured.
- Identify the Key Performance Indicators upon which Council can benchmark its financial performance.
- Set the framework so that the impact of future policy decisions can be identified.
- Evaluate the impact of future scenarios upon Council's financial position.
- Provide a basis for future informed decision making.
- Identify issues which impact upon the financial sustainability of Council including known opportunities and threats.
- Achieve a balanced budget on a funding basis over time, acknowledging that financially responsible service delivery and urgent asset renewal are current priorities where working fund deficits are forecast.
- Seek to reduce the current working fund deficits by reducing operating costs in real terms or expanding the revenue base of Council.

In November 2016 and as part of the Far West Initiative model NSW Government were pursuing for Western Councils, the Office of Local Government (OLG) initiated a fit for the future assessment on all western Councils with the view to assessing their ongoing financial sustainability.

This was a follow on from the work undertaken by the OLG in 2013 which established a financial sustainability rating (FSR) for Broken Hill City Council at that time of very weak with an outlook of neutral. The April 2017 report has assessed Council as having an FSR of Weak with an outlook of positive which represents a significant improvement over the last few years.

This represents a significant improvement from the initial FSR of Very Weak and an Outlook of Neutral provided to Council in April 2013, and is reflective of major changes undertaken by Council especially with improved cost control. TCorp believe that Council has the appropriate strategies in place to continue to improve its sustainability in the medium to long term.

Assuming Council achieves its forecast performance (through service level reviews, continual efficiencies and additional revenue streams), TCorp would expect Council to achieve a FSR of Moderate within the next one to two years.

The Draft Long Term Financial Plan 2020-2029, which includes the abovementioned amendments, is now presented to Council for consideration of adoption as a Plan of Council.

Strategic Direction:

Key Direction:	4. Our Leadership
Objective:	4.2 Our Leaders Make Smart Decisions
Function:	Financial Management
DP Action:	4.2.1.08 Implement strategies to address Council's financial
	sustainability

Relevant Legislation:

The LTFP must contain the essential elements as outlined in the IP&R Guidelines:

Must be used to inform the decision making during the finalisation of the Community Strategic Plan and the development of the Delivery Program.

Must be for a minimum of 10 years

Must be updated at least annually as part of the development of the Operational Plan, and

Must be reviewed in detail as part of the four yearly review of the Community Strategic Plan.

The basic structure of the LTFP is outlined in the IP&R Guidelines at point 2.6 under the section on Resourcing Strategy and must include:

- Projected income and expenditure, balance sheet and cash flow statement;
- Planning assumptions used;
- Methods of monitoring financial performance;
- Sensitivity analysis;
- Financial modelling for different scenarios.

Financial Implications:

A long term financial plan provides a framework in which a council can assess its revenue building capacity to meet the activities and level of services outlined in its Community Strategic Plan.

Attachments

1. J Draft Long Term Financial Plan -2020-2029

JAY NANKIVELL CHIEF FINANCIAL OFFICER

JAMES RONCON GENERAL MANAGER

LONG TERM FINANCIAL PLAN 2020-2029



CITY COUNCIL

AUSTRALIA'S FIRST HERITAGE LISTED CITY

QUALITY CONTROL								
TRIM REFERENCES	D19/21201							
KEY DIRECTION	4 Our Leadership							
OBJECTIVE	4.2 Our Leaders make Smart D	pecisions						
FUNCTION	Financial Management							
STRATEGY	4.2.1 Support leaders through the process of making difficult decisions							
PHONE NUMBER	08 8080 3300							
EMAIL ADDRESS FOR ENQUIRIES ONLY	<u>council@brokenhill.nsw.gov.au</u>							
DATE	ACTION	MINUTE NO.						
DATE April 2019	ACTION Document Developed	MINUTE NO.						
April 2019	Document Developed	N/A						
April 2019 14 May, 2019	Document Developed Public Exhibition	N/A 46066 s Image Library						

Draft Long Term Financial Plan 2020-2029

Page 2 of 26

TABLE OF CONTENTS

ntroduction	4
Dverview	4
inancial Position	7
Dur Progress Towards Financial Sustainability	9
he Balanced Scenario Reviewed	10
mproving Our Financial Position Further	18
cenarios And Sensitivity	19
Measuring Performance	23
Conclusion	25

Draft Long Term Financial Plan 2020-2029

Page 3 of 26

INTRODUCTION

MESSAGE FROM YOUR MAYOR

The 2019-20 financial year will see Council make some adjustments to its Long Term Financial Plan to ensure we remain financially viable well into the future.

Council remains committed to returning to surplus in 2023 and continuing to find internal efficiencies by reviewing our whole operation via the ongoing Service Review process.

While Service Reviews have uncovered numerous avenues through which Council can operate more efficiently, it has also uncovered areas that require urgent attention to ensure Council's finances are not adversely affected.

As has been mentioned by Council previously, there has been an underspend of approximately \$43 million on asset and infrastructure renewal across the past 15 years.

The impact of this underspend is now being fully realised as Council undertakes the first significant review of assets in many years and begins to fully understand the cost required to bring them up to standard and maintain them into the future.

Put simply, the initial asset review has revealed that Council cannot afford to maintain the vast assets it currently holds, and must look to rationalise assets if we wish to avoid significant financial hardship.

Council initially endorsed the rationalisation of assets in the 2016-17 Long Term Financial Plan and has now reached a point where those measures should be enacted.



I understand that this will not be an easy process as our many buildings, parks, ovals and other facilities are used by numerous groups within the community.

It is however, a necessary and financially responsible step to ensure Council's assets are commensurate with the city's population and needs.

Any rationalisation of assets would of course include consultation with the community, and we look forward to receiving input from the public when the process begins.

I commend this plan to you and trust that residents will understand that any asset rationalisation will not be undertaken lightly and our decision to take this course of action represents our commitment to providing a financially viable Council for our city.

Mayor Darriea Turley AM

Draft Long Term Financial Plan 2020-2029

Page 4 of 26

OVERVIEW

A Long Term Financial Plan (LTFP) is one of the three key Resourcing Strategies required by the NSW Integrated Planning and Reporting legislation. Local Government operations are vital to its community and it is important stakeholders can understand the financial implications arising from its Community Strategic Plan, Delivery Program and Annual Operational Plan.

The Integrated Planning and Reporting Guidelines support preparation of the LTFP for Local Government in NSW issued by the Division of Local Government.

The LTFP includes:

- projected income and expenditure
- balance sheet
- cash flow statement
- planning assumptions used to develop the plan
- sensitivity analysis used to highlight factors most likely to affect the plan
- financial modelling for different scenarios
- methods of monitoring financial performance



The LTFP contains a core set of assumptions. These assumptions are based on Consumer Price Index (CPI) forecasts, interest rate expectations, employee award increases, loan repayment schedules and other special income and costs. Broken Hill City Council's revised LTFP covers the period 2019/20 to 2028/29. It recognises Council's current and future financial capacity, to continue delivering high quality services, facilities and infrastructure to the community, while commencing new initiatives and projects to achieve the goals set down in the Broken Hill 2033 Community Strategic Plan.

The LTFP was first adopted 25 June 2014.

Financial planning over a 10-year time horizon is difficult and relies on a variety of assumptions that will undoubtedly change during the period. The LTFP is therefore closely monitored and regularly revised, to reflect these changing circumstances.

This revision takes into consideration a number of significant decisions which have been implemented to improve Council's financial sustainability over the past year.

A number of scenarios and sensitivities were considered during the development of the LTFP to demonstrate Council's sensitivity to internal and external drivers.

"The Long Term Financial Plan is the point where long-term community aspirations and goals are tested against financial realities."

DLG Manual, 2013

Draft Long Term Financial Plan 2020-2029

Page 5 of 26

The aims of Council's LTFP are to:

- Set out the assumptions upon which Council's Financial Plans and budgets have been structured.
- Identify the Key Performance
 Indicators upon which Council can
 benchmark its financial
 performance.
- Set the framework so that the impact of future policy decisions can be identified.
- Evaluate the impact of future scenarios upon Council's financial position.
- Provide a basis for future informed decision making.
- Identify issues which impact upon the financial sustainability of Council including known opportunities and threats.

- Achieve a balanced budget on a funding basis over time, acknowledging that efficient service delivery and urgent asset renewal are current priorities where working fund deficits are forecast.
- Seek to reduce the current working fund deficits by reducing operating costs in real terms or expanding the revenue base of Council.





Draft Long Term Financial Plan 2020-2029

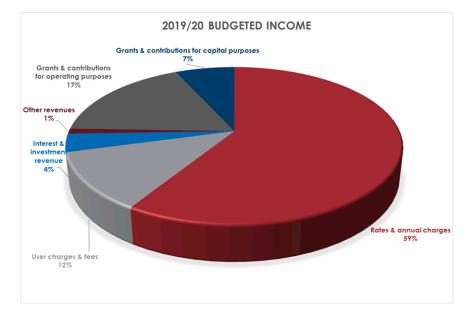
Page 6 of 26

FINANCIAL POSITION

Council faces a number of challenges in terms of financial sustainability. Our Council administers the largest regional centre in the western half of New South Wales.

As per the 2016 NSW Population Projection, the population of the Far West Region is projected to decrease by 10% between 2016 and 2036. As a result, the Broken Hill Local Government Area's population is forecast to decrease from 18,700 in 2016 to 16,150 in 2036. This population decline puts pressure on the affordability of services by the ratepayers.

Council currently operates on an annual income of around \$30 million, with a substantial percentage being derived from government grants which cannot be guaranteed into the future. The graph below shows sources of income:



In 2013, the Division of Local Government appointed New South Wales Treasury Corporation (TCorp) to undertake an assessment of the financial sustainability of all New South Wales councils.

The report by TCorp, which considered both historic financial information and a 10-year financial forecast, determined Council to be in a very unstable financial position and unsustainable.

Overall, the financial sustainability of Council was assessed as 'Very Weak'. A rating of 'Very Weak' was given to only five New South Wales councils and can be described as follows:

Draft Long Term Financial Plan 2020-2029

- A Local Government with limited capacity to meet its financial commitments in the short to medium term and a very limited capacity long term.
- It has a record of reporting significant operating deficits. It is highly unlikely to be able to address its operating deficits, manage unforeseen financial shocks and any adverse changes in its business without the need for structural reform and major revenue and/or expense adjustments.

Page 7 of 26

- The expense adjustments are likely to result in significant changes to the range of and/or quality of services offered and it may need the assistance from higher levels of government.
- It has difficulty in managing its core business risks.

For the period 1999 to 2016, Council accumulated annual operating losses in excess of \$65 million which resulted in an underspend on infrastructure renewals of about \$54 million. This is evident by the deteriorating nature of Broken Hill City Council's infrastructure and the urgent need for renewal across the City.

Council has since achieved significant improvement and taken steps in the right direction towards becoming financially sustainable. Since Council received the report it has undertaken the following key actions:

Council undertook a major review of its 10-year LTFP in FY2015 with the aim to guide Council towards achieving a balanced budget through cost reduction strategies, whilst prioritising service delivery and asset renewals.

In December 2014 Council resolved to cease operations of a financially unsustainable aged care facility – the Shorty O'Neil Village. In October 2016, Council successfully transitioned out of community services avoiding the loss of block funding by the introduction of the National Disability Insurance Scheme (NDIS).

Council has adopted a rating strategy that progressively redistributes some mining rates to the residential and business rating categories. This ensures that if there is a reduction in mining operations and/or the land valuation of mining properties, the impact will be less significant on Council's revenue stream and on its ratepayers. Prior to commencement of this initiative mining income was 27.3% of total rates revenue in FY2013. At the time of writing this plan, mining income is 14% of total rates revenue which has reduced the financial risk on Council considerably.

Given the positive outlook of both mining companies in Broken Hill, the current mining income and Council's current financial position, it is recommended that this progressive transfer is frozen for the next two financial year and revisited in the 2021/2022 financial year.

In November 2016, the Office of Local Government initiated a review of all western councils with the view to reassess their ongoing financial sustainability.

Due to the actions taken after the last review and the significant improvements made, TCorp have made the assessment that Council now has a Financial Sustainability Ratio of 'Weak' with an outlook of positive, with further improvements likely based on key planning assumptions.

Council must now review its service levels with the community and understand the priority areas and not only the capacity but the desire of paying for these services.

The strength of Local Government is important when considering the quality of life for residents within a community and our community cannot afford major revenue adjustments in the form of high rating increases for the purpose of balancing the bottom line. It is therefore important that we only spend what we can afford, what our community can afford.

Local Government decisions impact not only the current generation but the next. In order to ensure services and infrastructure adapt to the changing needs of our generations, we must ensure our financial position and our asset management practices are strong.

It is clear that in order to continue to meet the needs of current and future residents of Broken Hill; that Council must address financial sustainability.

Draft Long Term Financial Plan 2020-2029

Page 8 of 26

OUR PROGRESS TOWARDS FINANCIAL SUSTAINABILITY

Since the adoption of the Balanced Scenario LTFP in 2014, Council has made a number of decisions that have improved our financial outlook. This section outlines some of those improvements.

IMPROVING EFFICIENCY OF COUNCIL OPERATIONS

Although operational efficiencies alone are unlikely to provide the level of additional funding required to achieve financial sustainability, there is scope to improve Council's financial position by undertaking a full review of operations. This includes reviewing the organisational structure and business systems, exploring opportunities for out-sourcing activities and improving project management capabilities.

At the March 2017 Ordinary Council Meeting Council adopted a Service Review Framework and methodology. During the next term of Council, management will oversee more than 65 internal and external service reviews to generate efficiencies and savings throughout the organisation. This review is not all about financial savings, it is about ensuring Council is delivering the services that the Community requires at the level the Community expects. In some instances this may mean further resources are dedicated to some areas where other areas may have resources reduced. Most importantly it will ensure that all services are delivered in the most effective and efficient way possible.

In October 2017 Council adopted a Smart Community Framework to improves quality of life, prosperity and sustainability for its people, by using technology in optimising processes, solving challenges proactively, building intelligence and productivity, and facilitating proactive and meaningfully engagement between all stakeholders.

Council has successfully implemented a number of technologies to increase efficiency and sustainability throughout the city. Examples of this include, smart bins which reduce the number of bin collections, smart solar and wind lighting, which has enabled Council to remove the

Draft Long Term Financial Plan 2020-2029

lighting for Sturt Park, Patton Park and the Administrative Centre Grounds from the electrical grid. This has not only enabled a financial savings but is a sustainable option for the community. Further implementation of similar technologies is planned through the reporting period.



IMPROVING ASSET MANAGEMENT

Council is in the process of undertaking a review of all infrastructure assets to ensure that it is providing services and infrastructure that meets the community needs and is within the community's ability to pay. As a result of this process, it is anticipated that Council will generate significant replacement savings and associated running costs.

During this year's review of the LTFP, Council is continuing to budget for a greater than or equal to 125% asset renewal. This is a direct impact of the prior year's decisions in improving Council's financial position, and beginning to understand the renewal requirement to reduce the backlog. This enables Council to continually renew and maintain assets as they are required, as well as ensuring quality infrastructure is in place for future generations. The ongoing success of this is dependent on ensuring that we are only renewing required and utilised assets.

REVIEW OF COMMUNITY EXPECTATIONS AND SERVICE LEVELS

It is imperative that service level reviews occur throughout the 2019/2020 financial year with consultation with the community.

It is expected that a detailed plan of community expectations and priorities will be achieved and factored into service

Page 9 of 26

levels and capital expenditure throughout further reviews of the LTFP. This is a significant piece of work that will be required to ensure the future financial sustainability of Council and balancing the budget within the reporting period. Council is approaching the crossroads where a decision will need to be made in regard to asset rationalisation or a special rate variation (SRV). If either one of these solutions is not adopted, the Council will be in financial peril.

IMPROVING FINANCIAL CONTROL

Improving staffing understanding and capacity, systems controls, procedures and reporting for Council's finance function has been imperative to achieve improvements in Council's financial position.

Savings have been generated throughout the year as a result of a concerted effort by staff to reduce expenditure.

A review of procurement practices has facilitated improved governance resulting in greater value for money.

An internal audit function was implemented in the 2018/19 financial year to ensure greater governance and transparency and has already achieved a number of process imporvements and identified lost revenue oppurtunitie.

INCREASING INCOME

Throughout the past year, Council has proactively sought private works including

THE BALANCED SCENARIO REVIEWED

On 25 June 2014, Council endorsed a Balanced Scenario to ensure financial sustainability and to strengthen Council to serve the community of Broken Hill into the future.

The Balanced Scenario incorporated organisational efficiencies, decreasing expenditure and increasing revenue to achieve a surplus operating position by the end of the plan.

As outlined in this review, significant progress has been made in relation to Council's financial position throughout

Draft Long Term Financial Plan 2020-2029

Roads and Maritime Services (RMS) contracts. Increasing our income in this area allows more effective use of Council resources, contributing to an improved financial position.

Improved capacity to bid for State and Federal funding has resulted in competitive grants being awarded to Council.

Council is also currently reviewing all fees and charges to ensure appropirate costs recovery and additional areas of revenue generation.

CASHFLOW MANAGEMENT

Close monitoring in relation to the timing of expenditure and level of cash reserves throughout the year has resulted in efficiencies, generating savings.

RECRUITMENT SUCCESS

Leadership, experience and technical skills are of shortage across Local Government in general. Throughout the year, Council has been successful in attracting a number of professional staff that have commenced playing a key position in creating efficiencies and continuing to move Council towards financial sustainability.

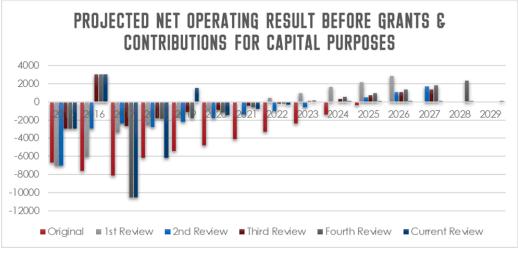
The importance of key positions within the organisational structure on the financial fortunes of a Council cannot be underestimated.

2018/2019. This has strengthened Council's financial position, however further improvements can only be made by adjusting service levels to the community to a more realistic and feasible level.

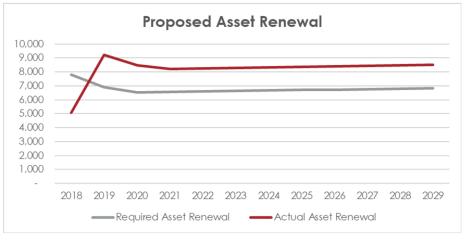
The following chart demonstrates the improvement in Council's financial position, over the previous four reviews. Council is still anticipating to breakeven in 2023. Whilst returning to surplus is achievable earlier than 2023, a slower transition to surplus has been recommended so that service levels to the

Page 10 of 26

community are not drastically reduced and there is no additional rate increase above the statutory peg.



Over the 10 year period, Council will spend in excess of \$83m on infrastructure renewals and upgrades. This will cover the required amount to meet Infrastructure renewal from ongoing consumption of assets as well as investing in reducing the Infrastructure backlog due to Infrastructure replacement neglect due to insufficient cash reserves and operating practices during the past decade. This is a significant step forward for Council in achieving sustainable assets, reducing ongoing operational maintenance costs and ensuring quality Infrastructure for future generations. The previous plan had Council achieving Infrastructure renewal at a rate equal to or greater than the benchmark in 2025, this is now being achieved from 2017/2018 onwards.



The Balanced Scenario adopted 25 June 2014 decreases operating expenditure and increases revenue to achieve a

Draft Long Term Financial Plan 2020-2029

surplus operating position by the end of the planning period.

Page 11 of 26

This scenario has now been reviewed considering strategies implemented over the past five years and Council is now expected to achieve a surplus operating position in 2022/2023. This is two years ahead of the original plan. This positive result also means the number of years projected to require above rate peg increases of 2% has been reduced to zero years (originally 10 years, revised down to four years in the first review). In addition, during the entirety of the planning period, Council's capacity to renew assets is strong.

To achieve these results, the Balanced Scenario assumes that Council:

- undertakes additional operating changes to generate productivity improvements and efficiency gains thus reducing employment costs and materials and contracts;
- undertakes service level reviews to determine the communities service needs and what they are willing to pay; and
- undertakes a review of assets held and where appropriate adopts a rationalisation strategy to reduce overall operating costs.

It is assumed that a 2.5% annual efficiency gain is made for materials, contracts and other expenditure for the next two years and then 2% for the remainder of the planning period. The scenario assumes an underlying CPI index of 2.5% therefore the annual efficiency gain does not completely absorb the indexation.

This is an ambitious plan, requiring savings in operational expenditure and increases in revenue to contribute \$720K in financial improvement in 2020/2021 alone.

If successful, all financial indicators (other than the operating indicator) will be maintained within the benchmarks throughout the planning period.

A review of asset management plans to align with updated financial projections are currently being undertaken along with revised asset valuations to better analyse Council's asset ratios. Based upon planned asset expenditure and cash and investments, Council's available funds for asset renewals over the planning period under the balanced scenario is equal to over 100% of the rate of asset consumption via depreciation.



Draft Long Term Financial Plan 2020-2029

Page 12 of 26

				INCOME	BTATEMENT								
\$ '000	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	Actual	Actual	Adopted Budget	Proposed Budget	Forecast	Forecas							
Income from Continuing Operations			beugei	bouger									
Revenue:													
Rates & annual charges	17,498	17,068	17,781	18,354	18,850	19,359	19,881	20,418	20,970	21,536	22,117	22,714	23,328
User charges & fees	3,985	3,840	10,685	3,707	3,799	3,894	3,992	4,091	4,194	4,298	4,406	4,516	4,629
Interest & investment revenue	831	924	600	1,167	1,282	1,231	1,208	1,203	1,203	1,202	1,202	1,203	1,205
Other revenues	829	518	550	327	335	344	352	361	370	380	389	399	409
Grants & contributions for operating purposes	9,403	6,283	5,804	5,510	5,620	5,733	5,600	5,712	5,826	5,942	6,061	6,182	6,306
Grants & contributions for capital purposes	4,287	97	1,826	2,110	2,152	2,195	2,239	2,284	2,330	2,376	2,424	2,472	2,522
Other Income:													
Net gains from disposal of assets	-	29	220	-	-	-	-	-	-	-	-	-	-
Net share of interests in joint ventures	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL INCOME FROM CONTINUING OPERATIONS	36,833	28,759	37,466	31,175	32,039	32,756	33,272	34,070	34,892	35,734	36,599	37,487	38,398
Expenses from Continuing Operations													
Employee benefits & costs	14,384	13,748	14,793	14,311	14,442	14,637	14,697	15,005	15,320	15,642	15,971	16,306	16,649
Borrowing costs	493	629	605	582	549	523	501	478	454	428	402	374	344
Materials & contracts	6,138	8,550	7,848	5,056	5,053	5,049	5,072	5,303	5,544	5,797	6,060	6,336	6,624
Depreciation & amortisation	6,623	7,799	6,902	6,532	6,566	6,599	6,632	6,665	6,698	6,732	6,765	6,799	6,833
Impairment	887	-	-	-	-	-	-	-	-	-	-	-	-
Other expenses	4,116	4,117	3,937	4,053	4,050	4,048	4,066	4,251	4,445	4,647	4,858	5,079	5,310
Net losses from disposal of assets	10,430	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL EXPENSES FROM CONTINUING OPERATIONS	43,071	34,843	34,085	30,534	30,660	30,856	30,968	31,702	32,461	33,245	34,056	34,894	35,760
OPERATING RESULT FOR THE YEAR	(6,238)	(6,084)	3.382	642	1.380	1.900	2.304	2.367	2.431	2,489	2.543	2.593	2,638
OPERATING RESULT FOR THE TEAK	(0,230)	(8,084)	3,362	042	1,300	1,700	2,304	2,307	2,431	2,407	2,545	2,373	2,030
NET OPERATING RESULT FOR THE YEAR BEFORE GRANTS &													
CONTRIBUTIONS FOR CAPITAL PURPOSES	(10,525)	(6,181)	1,556	(1,468)	(773)	(296)	65	83	101	113	119	120	117
Assumptions													
Rate Peg General Index	1.80% 2.50%	1.50% 2.50%	2.30% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70% 2.50%	2.70%
Employee Cost Index	3.00%	2.50%	2.50%	2.50%	2./U%	2.10%	2.10%	2.10%	2.10%	2.10%	2.10%	2.10%	2.105
Grant Index Investment Interest rate	0.00% 2.50%	0.00%	1.00% 3.00%	2.00% 3.50%	2.00%	2.00%	2.00%	2.00%	2.00% 5.00%	2.00%	2.00%	2.00%	2.00%
	8.00%		7.50%	7.50%	8.00%		8.00%						

\$ '000	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	20
	Actual	Actual	Adopted Budget	Proposed Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forec
Assets													
Current Assets:													
Cash & cash equivalents	19,800	27,509	12,001	9,741	8,691	8,203	10,081	10,993	10,937	10,909	10,903	10,915	10,9
Investments	2,000	1,000	15,000	15,000	15,000	15,000	13,000	12,000	12,000	12,000	12,000	12,000	12,0
Receivables	2,942	4,766	5,254	5,318	5,812	6,597	7,314	7,906	8,370	9,112	9,760	10,343	10,9
Inventories	84	115	83	85	87	89	92	94	96	99	101	104	1
Other	229	155	355	364	373	382	392	402	412	422	433	443	4
Non-current assets classified as 'held for sale'	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL CURRENT ASSETS	25,055	33,545	32,693	30,508	29,963	30,272	30,879	31,394	31,815	32,542	33,196	33,805	34,4
Non-Current Assets:													
nvestments	-	-	-	-	-	-	-	-	-	-	-	-	-
Receivables	128	75	93	68	43	18	-	-	-	-	-	-	
nventories	-	-		-	-	-	-	-		-	-	-	
Infrastructure, property, plant & equipment	216,869	213,974	219,181	221,111	222,768	224,428	226,091	227,757	229,427	231,101	232,777	234,457	236,1
Investments accounted for using the equity method	-	-	-	-	-	-	-	-	-	-	-	-	
Investment property	-	-	-	-	-	-	-	-	-	-	-	-	
Intangible assets	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL NON-CURRENT ASSETS	216,997	214,049	219,274	221,179	222,811	224,446	226,091	227,757	229,427	231,101	232,777	234,457	236,1
TOTAL ASSETS	242,052	247,594	251,967	251,687	252,774	254,718	256,970	259,152	261,243	263,642	265,973	268,262	270,5
Liabilities													
Current Liabilities:	0.500	5.007	2,915	2,988	2.0/2	2.120	2.010	2.000	2 201	2.475	2.550	2 / 10	3.7
Payables	2,588 734	5,897 628	2,713	552	3,063 492	3,139 514	3,218 537	3,298 562	3,381 587	3,465 614	3,552 641	3,640 670	
Borrowings Provisions	4,928	4,269	4,069	4,171	492	4,373	4,465	4,559	4,655	4,752	4,852	4,954	6 5,0
TOTAL CURRENT LIABILITIES	8,250	10,794	7,575	7,711	7,838	4,373 8,026	4,465 8,220	4,559 8,419	4,635 8,622	8,831	4,652 9,045	9,265	9,4
IOTAL CORRENT LIABILITIES	8,250	10,794	7,575	7,711	7,838	8,026	8,220	8,419	8,622	8,831	9,045	9,265	9,4
Non-Current Liabilities:													
Payables	-	-	-	-	-	-	-	-	-	-	-	-	
Borrowings	3,576	13,064	12,492	11,940	11,448	10,934	10,397	9,835	9,248	8,634	7,993	7,323	6,6
Provisions	6,557	6,141	10,701	12,870	14,942	17,078	19,171	21,293	23,396	25,512	27,619	29,732	31,8
TOTAL NON-CURRENT LIABILITIES	10,133	19,205	23,193	24,810	26,390	28,012	29,568	31,128	32,644	34,146	35,612	37,055	38,4
TOTAL LIABILITIES	18,384	30,000	30,768	32,520	34,227	36,038	37,788	39,547	41,266	42,977	44,657	46,320	47,9
NET ASSETS	223,668	217,594	221,199	219,167	218,547	218,679	219,182	219,605	219,976	220,665	221,316	221,943	222,6
	220,000	217,074		217,107	210,047	210,077	217,102	217,000	217,770	220,000	221,010	221,740	222,0
Equity													
Retained earnings	114,851	108,767	110,070	106,108	103,831	102,304	101,143	99,899	98,601	97,616	96,591	95,537	94,5
Revaluation reserves	108,817	108,817	111,129	113,059	114,716	116,376	118,039	119,705	121,375	123,049	124,725	126,405	128,0
Council equity interest	223,668	217,584	221,199	219,167	218,547	218,679	219,182	219,605	219,976	220,665	221,316	221,943	222,6
Non-controlling interest	-		-	-	-	-	-	-	-	-	-	-	-
TOTAL EQUITY	223,668	217,584	221,199	219,167	218,547	218,679	219,182	219,605	219,976	220,665	221,316	221,943	222,6

LONG TERM FINANCIAL PLAN - BALANCED SCENARIO

Cash Flows from Operating Activities	_
Receipts:	
Rates & annual charges	
User charges & fees	
Investment & interest revenue received	
Grants & contributions	
Bonds, deposits & retention amounts received	
Other	
Payments:	
Employee benefits & costs	
Materials & contracts	
Borrowing costs	
Bonds, deposits & retention amounts refunded	
Other	
NET CASH PROVIDED (OR USED IN) OPERATING ACTIVITIES	
Cash Flows from Investing Activities	
Receipts:	
Sale of investment securities	
Sale of infrastructure, property, plant & equipment	
Deferred debtors receipts	
Other investing activity receipts	
Payments:	
Purchase of investment securities	
Purchase of infrastructure, property, plant & equipment	
Deferred debtors & advances made	
NET CASH PROVIDED (OR USED IN) INVESTING ACTIVITIES	_
Cash Flows from Financing Activities	
Receipts:	
Proceeds from borrowings & advances	
Payments:	
Repayment of borrowings & advances	
NET CASH PROVIDED (OR USED IN) FINANCING ACTIVITIES	
NET INCREASE/(DECREASE) IN CASH & CASH EQUIVALENTS	
plus: CASH & CASH EQUIVALENTS - beginning of year	
CASH & CASH EQUIVALENTS - end of year	

10,909

10,903

10,903

10,915

10,915

10,937

2018	2019	2020	2021	2022	2023	2024	2025	2020	2027	2028	2029
Actual	Adopted Budget	Proposed Budget	Forecast	Forecas							
17,060	17,248	17,804	18,284	18,778	19,285	19,806	20,340	20,890	21,454	22,033	22,628
2,097	10,364	3,595	3,685	3,777	3,872	3,969	4,068	4,169	4,274	4,381	4,490
888	693	984	1,280	1,228	1,205	1,200	1,200	1,199	1,199	1,200	1,202
6,380	7,401	7,392	7,539	7,690	7,604	7,756	7,911	8,069	8,230	8,395	8,563
2	-	-	-	-	-	-	-	-	-	-	-
3,652	534	317	325	334	342	350	359	368	377	387	396
(13,568)	(14,349)	(13,882)	(14,009)	(14,198)	(14,256)	(14,555)	(14,861)	(15,173)	(15,492)	(15,817)	(16,149)
(10,689)	(7,613)	(4,904)	(4,901)	(4,898)	(4,920)	(5,144)	(5,378)	(5,623)	(5,878)	(6,146)	(6,426)
(530)	(605)	(582)	(549)	(523)	(501)	(478)	(454)	(428)	(402)	(374)	(344)
-	-	-	-	-	-	-	-	-	-	-	-
(3,152)	(3,818)	(3,931)	(3,929)	(3,926)	(3,944)	(4,124)	(4,311)	(4,507)	(4,712)	(4,927)	(5,151)
2,140	9,855	6,793	7,725	8,262	8,687	8,780	8,874	8,964	9,050	9,132	9,209
1,004	-	-	-	-	2,000	1,000	-	-	-	-	-
196	220		-	-	-	-	-	-	-	-	-
47	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
(5,071)	(9,214)	(8,462)	(8,222)	(8,259)	(8,295)	(8,331)	(8,368)	(8,405)	(8,442)	(8,479)	(8,516)
-	-	-	-	-	-	-	-	-	-	-	-
(3,824)	(8,994)	(8,462)	(8,222)	(8,259)	(6,295)	(7,331)	(8,368)	(8,405)	(8,442)	(8,479)	(8,516)
13,400	-	-	-	-	-	-	-	-	-		-
13,400	-	-	-	-	-	-	-	-	-	-	-
(4,007)	(628)	(591)	(552)	(492)	(514)	(537)	(562)	(587)	(614)	(641)	(670)
9,393	(628)	(591)	(552)	(492)	(514)	(537)	(562)	(587)	(614)	(641)	(670)
7,709	233	(2,260)	(1,050)	(488)	1,878	912	(56)	(28)	(6)	12	23

LONG TERM FINANCIAL PLAN - BALANCED SCENARIO STATEMENT OF CASH FLOWS

2021

2020

2022

2023

2024

2025

2026

2027

2028

2029

2017

Actual

17,232

3,608

13,690

(14,756)

(6,591)

(3,210)

12,169

378

1,817 -

-

(2,189)

(9,166)

(9,165)

(1,547)

(1,547)

1,457

18,343

19,800

(5)

(434)

19,800

27,509

11,768

12,001

12,001

9,741

9,741

8,691

8,691

8,203

8,203

10,081

10,081

10,993

10,993

10,937

10,937

10,909

571

24 2,036 2018

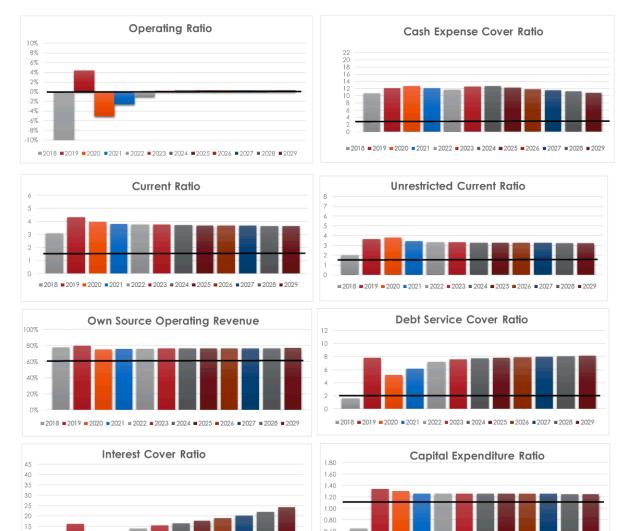
2019

Page 177

Attachment 1 Draft Long Term Financial Plan - 2020-2029	
Term	Operating Rat This ratio measur operating revenu Benchmark - Gree
, gu	(operating reven expenses) / oper
9	Cash Expense
ft l	This ratio indicate immediate exper
Dra	Benchmark - Gree (current year's co interest costs) *
	Current Ratio
	This ratio represent should be noted to operating funds of liabilities.
0	Benchmark - Gree
502	current assets / o
CIAL PLAN 2020-	Unrestricted C To assess the ade short term for the
2	Benchmark - Gree
NL F	current assets le: l'abilities
CIF	Own Source O

		LONG T	ERM FINA		AN – BAL Il ratios	ANCED SC	ENARIO						
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecas
Operating Ratio This ratio measures Council's ability to contain operating expenditure within operating revenue	-0.88%	-21.71%	4.36%	-5.05%	-2.58%	-0.97%	0.21%	0.26%	0.31%	0.34%	0.35%	0.34%	0.32%
Benchmark - Greater than 0% (operating revenue excl. capital grants and contributions - operating expenses) / operating revenue excluding capital grants and contributions													
Cash Expense Cover Ratio													
This ratio indicates the number of months Council can continue paying for its immediale expenses without addilional cash inflow	9.86	10.71	12.19	12.68	12.07	11.73	12.63	12.70	12.30	11.92	11.56	11.22	10.89
Benchmark - Greater than 3.0 months [current year's cash and cash equivalents / [total expenses - depreciation - interest casts] * 12													
Current Ratio													
This railio represents Council's ability to meet debt payments as they fail due. It should be noted that Council's externally restricted assets will not be available as operating funds and as such can significantly impact Council's ability to meet its													
liabilities. Benchmark - Greater than 1.5	3.04	3.11	4.32	3.96	3.82	3.77	3.76	3.73	3.69	3.68	3.67	3.65	3.64
current assets / current liabilities													
Unrestricted Current Ratio To assess the adequacy of working capital and its ability to satisfy obligations in the short term for the unrestricted activities of Council.	1.80	1.97	3.66	3.81	3.48	3.34	3.33	3.31	3.28	3.29	3.28	3.27	3.27
Benchmark - Greater than 1.5 current assets less all external activities/ current liabilities, less specific purpose (labilities													
Own Source Operating Revenue													
This ratio measures the level of Council's fiscal flexibility. It is the degree of reliance on external funding sources such as operating grants and contributions. Council's financial flexibility improves the higher the level of its own source revenue	62.64%	77.79%	79.63%	75.56%	75.74%	75.80%	76.44%	76.53%	76.63%	76.72%	76.82%	76.91%	77.01%
Benchmark - Greater than 60%	0210110		7710010	1010070	1017 110	70.0070	10.1170	70.0070	10.0070	100.20	10.0270		
rates, utilities and charges / total operating revenue (inclusive of capital grants and contributions)													
Debt Service Cover Ratio													
This ratio measures the availability of cash to service debt including interest, principal, and lease payments	3.78	1.54	7.85	5.12	6.05	7.16	7.61	7,71	7.80	7.90	7.98	8.07	8.15
Benchmark - Greater than 2.0													
operating result before interest and depreciation (EBITDA) / principal repayments +borrowing interest costs													
Interest Cover Ratio													
This ratio indicates the extent to which Council can service its interest bearing debt and take on additional borrowings. It measures the burden of the current interest expense upon Council's operating cash	-0.90	1.26	16.01	10.32	12.14	13.90	15.43	16.38	17.46	18.74	20.16	21.89	24.03
Benchmark - Greater than 4.0													
operating result before interest and depreciation (EBITDA) / Interest expense													
Capital Expenditure Ratio													
This ratio indicates the extent to which Council is forecasting to expand its asset base with capital expenditure spent on both new assets and replacement and renewal of existing assets	1.38	0.65	1.33	1.30	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Benchmark - Greater than 1.1													
annual capital expenditure / annual depreciation													

KEY FINANCIAL RATIOS CONTINUED



0.60

0.40

0.00

Draft Long Term Financial Plan 2020-2029

=2018 =2019 = 2020 = 2021 = 2022 = 2023 = 2024 = 2025 = 2026 = 2027 = 2028 = 2029

10

5

Page 17 of 26

=2018 = 2019 = 2020 = 2021 = 2022 = 2023 = 2024 = 2025 = 2026 = 2027 = 2028 = 2029

IMPROVING OUR FINANCIAL POSITION FURTHER

Whilst significant improvements have been made over the past number of years, Council still has a long way to go in ensuring a strong financial position.

Council is committed to assisting the community achieve the objectives outlined in the community's Broken Hill 2033 Community Strategic Plan. This includes addressing current goals while planning to meet the requirements for the future. To do this, Council must be strong.

A strong Council is one that has the financial capacity to meet its short and long term needs. A Council that can withstand financial shocks without burdening the community with increased rates or reduced services. Council is carrying out and will continue to review the following initiatives to maximise the ability to meet the community's needs in service provision.

IMPROVING EFFICIENCY OF COUNCIL OPERATIONS

Council will adopt a continuous improvement approach to achieving greater efficiency in service delivery. This will include monitoring of performance, targeted reviews of current processes and procedures, the introduction of new technology and an emphasis on staffing capacity development.

IMPROVING ASSET MANAGEMENT

Council currently manages a large number of assets, some of which may be surplus to community needs. Undertaking a review and possible rationalisation of assets will assist in reducing operational costs.

REVIEW OF COMMUNITY EXPECTATIONS AND SERVICE LEVELS

Council needs to ensure that it is providing services and infrastructure that meets community needs and is within the community's ability to pay.

To ascertain community expectations, service levels reviews are being undertaken.

INCREASING STATE AND FEDERAL FUNDING

Council needs to continue to aggressively pursue all avenues for State and Federal grants which may improve its position. This includes lobbying Local Members and Government Ministers for additional funding.

INCREASING RATE REVENUE

To maintain services at their expected level, the community may consider an increase in rates is appropriate. This option will not be imposed without significant community consultation and consideration of affordability.



Draft Long Term Financial Plan 2020-2029

Page 18 of 26

SCENARIOS AND SENSITIVITY

Long term planning is critical for effective delivery of Local Government services, perhaps more critical than many other organisations due to Council's role in infrastructure provision. At Broken Hill, Council manages over \$400m in infrastructure assets with varying lifecycles, all requiring investment to ensure continued service to our community.

When planning for the long term, we rely on assumptions and we rely on strategies being successful. For example, Council is reliant on grants and contributions for 20% of its overall income and our plan assumes that these grants will continue into the future. We assume that we will be successful in our strategies to reduce costs. We assume our rate base will remain the same and we assume that we will not be faced with any financial shocks.

Long term planning provides decision makers and stakeholders in our community with a view how our goals can be achieved, but what if things don't go as planned?

Our plan is sensitive to a number of internal and external drivers including: Council decisions, operational performance, the

external economic environment, State

and Federal Government decisions including changes to legislation. The following examples demonstrate some of Councils main sensitivities and outline the impact of various scenarios on Council's long term financial position.

SCENARIO 1 – 'Business as Usual'

Let's assume that Council stopped the hard work and strategies in place to increase revenue and reduce expenditure by way of service reviews and Council continues the way the business currently operates and continued to provide services without creating efficiencies, reducing expenditure or increasing income.

The chart below shows Council's operating losses continuing to increase. Council would be unsustainable and unable to renew assets, resulting in reduced service levels through significant deterioration which may render some assets unusable or unsafe. If capital expenditure is maintained at an acceptable rate, Council under this scenario would have a cash reduction of more than \$16m as opposed to the balanced scenario, would not be able to renew assets at an appropriate rate and would not return to surplus within the planning period.



Draft Long Term Financial Plan 2020-2029

Page 19 of 26

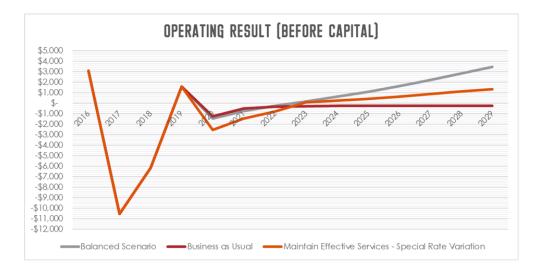
SCENARIO 2 – Special Rate Variation

This scenario assumes that current service levels across the city are maintained adequately and effectively throughout the city for the planning period and that service levels are not reviewed.

Council currently does not maintain all services and assets across the city to the standard that is necessary for ongoing asset and financial sustainability. Council does what it can do with the resources available, however is fast learning (through data collection and the development of asset management plans) that this is not even close to what is required for adequate maintenance of upkeep of Council assets. To achieve adequate maintenance and upkeep of Council's assets, Council would be required to initiate a 'special rate variation' (SRV) for three consecutive years.

The SRV required is based upon the assumption that to maintain current service levels effectively that there will be no ongoing savings in employee costs, materials or contracts.

A SRV for three consecutive years will be required to ensue appropriate cash reserves are held and sustainable asset renewals are maintained throughout the planning period.

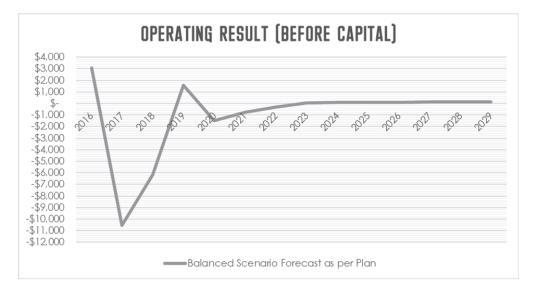


Draft Long Term Financial Plan 2020-2029

Page 20 of 26

SENSITIVITY ANALYSIS

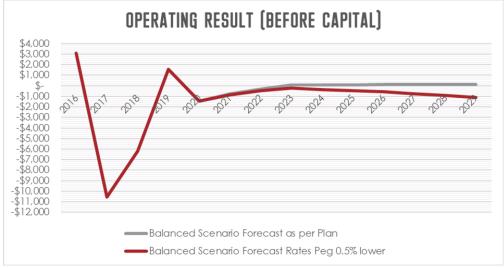
The LTFP Balanced Scenario (proposed) is demonstrated below.



The below section illustrates the financial effect on Council's result if certain assumptions were to change.

Rates

Rate income comprises of 51% of Council's total operating income. Rates are capped by the State Government and Council can only increase rates above the rate pegging percentage if a special rate variation is submitted and approved.



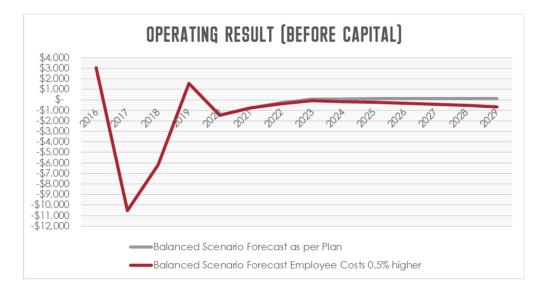
If rates are held 0.5% pa below the predicted rate pegging percentage, the effect on the LTFP Balanced Scenario operating result before capital grants and contributions is shown below.

Draft Long Term Financial Plan 2020-2029

Page 21 of 26

Employee Costs

Employee costs comprise of 46% of Council's operating expenditure. Salary growth is largely subject to the Broken Hill City Council Consent Award. Council has factored in the current award increase annually for employee expenses in the Balanced Scenario. If the award increases by a further 0.5% in future years, the effect on the LTFP Balanced Scenario operating result before capital grants and contributions is shown below.



Combined Impact

The chart below shows the combined impact of a 1% unfavourable variance in our assumptions for both Rates and Employee Costs.



Draft Long Term Financial Plan 2020-2029

Page 22 of 26

MEASURING PERFORMANCE

Council will continue to report on and monitor its financial performance based on standard financial indicators.

These indicators include:

Operating Ratio

This measures the capacity of Council to contain its operating expenditure within its operating revenue allowing for asset renewals funded through depreciation. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than 0%. The current operating ratio based on the proposed 2019/2020 budget is -5.05. It is forecast that this ratio will be above the benchmark in 2023, when an operating surplus is achieved.

Cash Expense Ratio

This liquidity ratio indicates the number of months a Council can continue paying for its immediate expenses without additional cash-flow. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than 3 months. The current cash expense ratio based on the proposed 2019/2020 budget is 12.68 months.

Current Ratio

This ratio represents Council's ability to meet debt repayments as they fall due. It should be noted that Council's externally restricted assets will not be available as operating funds and as such can significantly impact Council's ability to meet its liabilities. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than 1.5. The current ratio based on the proposed 2019/2020 budget is 3.96.

• Unrestricted Current Ratio

This ratio measures the adequacy of working capital and its ability to satisfy the

obligations in the short term for the unrestricted activities of Council. The minimum benchmark for this ratio as advised TCorp and the Local Government Accounting Code for NSW is greater than 1.5. The unrestricted current ratio based on the proposed 2019/2020 budget is 3.81.

Own Source Operating Revenue Ratio

This ratio measures fiscal flexibility. It is the degree of reliance that Council places on external funding sources such as operating grants and contributions to fund its day to day operations. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than 60%. The own source operating revenue ratio based on the proposed 2019/2020 budget is 75.56%.

Debt Service Cover Ratio

This ratio measures the availability of operating cash to service debt including interest, principal and lease payments. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than 2. The debt service cover ratio based on the proposed 2019/2020 budget is 5.12.

Interest Cover Ratio

This ratio indicates the extent to which Council can service its interest bearing debt and take on additional borrowing. It measures the burden of the current interest expense upon Council's operating cash. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than 4. The interest cover ratio based on the proposed 2019/2020 budget is 10.32.

Draft Long Term Financial Plan 2020-2029

Page 23 of 26

Building and Infrastructure Backlog Ratio

This ratio shows what proportion the backlog is against the total value of Council's infrastructure. Council is in the process of revaluations for all building and infrastructure assets as well as an in-depth review of all assets to calculate the current backlog.

Asset Maintenance Ratio

This ratio compares actual vs required annual asset maintenance. A ratio above 1.0 indicates Council is investing enough funds to stop the infrastructure backlog growing. Council's ratio based on the proposed 2019/2020 budget is 1.0.

Building and Infrastructure Asset Renewal Ratio

This ratio is used to assess the rate at which these assets are being renewed relative to the rate at which they are depreciating. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than or equal to 100%. Council's ratio based on the proposed 2019/2020 budget is 130%.

Capital Expenditure Ratio

This ratio assess the extent to which a Council is expanding its asset base through capital expenditure on both new assets and the replacement and renewal of existing assets. The minimum benchmark for this ratio as advised by TCorp and the Local Government Accounting Code for NSW is greater than 1.10. The capital expenditure ratio based on the proposed budget for 2019/2020 is 1.30.

We will also ensure compliance with the accounting and reporting requirements of the Local Government Code of Accounting Practice, including annual auditing of accounts and provision of information to the community and the Division of Local Government.

Draft Long Term Financial Plan 2020-2029

QUARTERLY REPORTING

Performance in regard to Operational Plan budgets will be monitored and reported to Council each quarter. Reports will include budget variations and reviews.

ANNUAL REPORTING

Council will prepare annual reports to the community, in accordance with the requirements of the Local Government Act 1993 and the Integrated Planning and Reporting Guidelines. The report will include a summary of financial performance and achievements against delivering the outcomes of the Operational Plan and Delivery Program.

REVIEW OF THE LONG TERM FINANCIAL PLAN

The LTFP will be reviewed annually, in conjunction with the review of the Operational Plan 2019/2020 and Delivery Program 2019 - 2021 and financial projections will be revised and updated.





Page 24 of 26

CONCLUSION

The Balanced Scenario is ambitious but achievable, affordable and significantly improves the financial position of Council allowing Council to continue to meet the expectations of the community and maintain service levels.

It is proposed that further community engagement be carried out to discuss service level expectations and affordability to maintain or provide additional services. These reviews began in 2016/2017 and will continue through the current term of Council. It is expected significant efficiencies will be found through this process as well as ensuring service delivery meets community expectations within the financial constraints in which Council operates.

There is currently a heavy reliance on the rates revenue generated from the mining sector. To minimise the risk of Council's exposure to a downturn in the local mining industry, a shift of the percentage allocation from the mining sector to the residential sector has been factored into the rating structure. As TCorp and the Office of Local Government have highlighted in previous reports, this is an important factor in ensuring the financial future for Council as it mitigates the impact of any sudden mining downturns/cessations as well as preparing Council and the community for the end of mine life.

Council must develop strategies during 2019/2020 to ensure the forecast efficiency gains and productivity improvements are realised and this will be monitored annually.

Council remains committed to ensuring internal efficiencies are realised before considering increasing the financial burden on the community.



Draft Long Term Financial Plan 2020-2029

Page 25 of 26



www.brokenhill.nsw.gov.au

ORDINARY MEETING OF THE COUNCIL

April 18, 2019

ITEM 5

BROKEN HILL CITY COUNCIL REPORT NO. 87/19

SUBJECT: ADOPTION OF DRAFT SUSTAINABILITY STRATEGY 2018-2023 18/41

Recommendation

- 1. That Broken Hill City Council Report No. 87/19 dated April 18, 2019, be received.
- 2. That Council adopts the draft Sustainability Strategy 2018–2023 as a Strategy of Council.

Executive Summary:

Council at its Ordinary Monthly Meeting held 17 April 2019 adopted the draft Sustainability Strategy 2018–2023 for the purpose of public exhibition for a 28 day period.

The draft Strategy was placed on public exhibition ending 21 May 2019 during which time Council received one submission. The submission was more of an input for new ideas regarding sustainability aspect of water use and building methods.

Submission Date: 10/05/2019

1. Waterless toilets from wheelie bins

2. Cotton Vs Hemp: "Convince the cotton people at the head of the Darling River up north to look at moving to growing hemp which has far more uses and needs way less water, grows faster."

3. Strawbale Housing

Report:

Broken Hill City Council is committed to developing a sustainable and liveable City. As a result, Council faces a number of challenges within this space to ensure energy, procurement, carbon footprint, water, waste, environmental impacts and built environment are managed so future generations can enjoy the City in which we live in.

This Strategy provides a direction for Council about how to consider everything we do so we can start working in a more sustainable way. It identifies 11 action plans which include energy, water, waste, transport and the built environment.

The Sustainability Strategy was developed in response to Council's Broken Hill 2033 Community Strategic Plan (CSP).

In 2010, during the development of the CSP, the community was consulted about their aspirations for Broken Hill. The community told Council they had the following aspirations:

- A cleaner and greener City
- Reliable and affordable water and electricity
- Increased social investment in environment and community by the mining sector
- Improved recycling programs

Further community engagement in 2013 resulted in additional aspirations:

- Council to play a greater advocacy/lobbyist role
- Management of health impacts associated with environmental lead

Among the highest priority issues identified by the community were a 'sustainable economy' and 'Trees, parks and open spaces'. The importance the community gives to the environment is reflected in Key Direction 3 in the CSP.

The draft Sustainability Strategy was placed on public exhibition for a 28 day period ending 21 May 2019, during which time Council received one submission.

The draft Sustainability Strategy is now presented to Council for consideration of adoption as a Strategy of Council.

Strategic Direction:

Key Direction:	Our Environment
Objective:	Our environmental footprint is minimised
Function:	Environmental Footprint
DP Action:	Increase use and innovation of renewable resources and decrease the use of non-renewable resources

Relevant Legislation:

N/A

Financial Implications:

Initiatives coming to fruition because of the strategy, will be budgeted as per available funding and usual approval process.

Attachments

1. Uraft Sustainability Strategy 2018 - 2013

ANTHONY MISAGH CHIEF OPERATIONS OFFICER

JAMES RONCON GENERAL MANAGER

DRAFT SUSTAINABILITY STRATEGY 2018 - 2023



AUSTRALIA'S FIRST HERITAGE LISTED CITY

BROKEN HILL

QUALITY CONTRO	IL		
KEY DIRECTION	3. Our Env	ironment	
OBJECTIVE	3.1 Our En	vironmental footprin	t is minimised
FUNCTION	Environme	ental Footprint	
STRATEGY			tion of renewable resources renewable resources
FILE REFERENCE No	18/41	EDRMS No	D18/61326
	Chief Ope	erations Officer	
REVIEW DATE	Decembe	er 2023	
DOUMENT HISTORY	ACTION		DATE
DOUMENT HISTORY Draft Sustainability Strategy	ELT Consul	Itation	DATE 18 February 2019
Draft Sustainability			
Draft Sustainability Strategy	ELT Consul		18 February 2019
Draft Sustainability Strategy	ELT Consul		18 February 2019
Draft Sustainability Strategy	ELT Consul		18 February 2019
Draft Sustainability Strategy	ELT Consul		18 February 2019
Draft Sustainability Strategy	ELT Consul		18 February 2019

Draft Sustainability Strategy 2018 - 2023

Page 2 of 22

TABLE OF CONTENTS

1.	INTRO	DDUCTION
2.	PLAN	INING AND REPORTING FRAMEWORK 6
3.	SUSTA	AINABLE DEVELOPMENT GOALS (SDGs)
5.	SUSTA	AINABILITY ACTION PLANS 2018 – 2023
	5.1	Energy Efficiency Plan
	5.2	Renewable Energy Plan11
	5.3	Gas Consumption Plan
	5.4	Transport Energy Plan
	5.5	Sustainable Procurement Plan14
	5.6	Carbon Emissions Plan
	5.7	Water Plan16
	5.8	Waste Plan
	5.9	Plan for Minimising the Environmental Impacts of Mining
	5.10	Plan for Enhancing and Protecting the Natural Flora and Fauna20
	5.11	Built Environment Plan

Draft Sustainability Strategy 2018 - 2023

Page 3 of 22

1. INTRODUCTION

Broken Hill City Council is committed to developing a sustainable and liveable City.

We recognise that we must protect and enhance our natural and built environments if we want a sustainable, vibrant and liveable future.

Council faces a number of challenges within its fiscal climate to ensure energy, procurement, carbon footprint, water, waste, environmental impacts and built environment are managed so future generations can enjoy the City in which we live in.

Our daily routines are changing so we can plan for tomorrow and use innovation to become more sustainable. We all must do our bit to help.

This Strategy provides a direction for Council about how to consider everything we do so we can start working in a more sustainable way. It identifies 11 action plans which include energy, water, waste, transport and the built environment.

The Sustainability Strategy was developed in response to Council's Broken Hill 2033 Community Strategic Plan (CSP).

In 2010, during the development of the CSP, the community was consulted about their aspirations for Broken Hill. The community told Council they had the following aspirations:

- A cleaner and greener City
- Reliable and affordable water and electricity
- Increased social investment in environment and community by the mining sector
- Improved recycling programs

Further community engagement in 2013 resulted in additional aspirations:

- Council to play a greater advocacy/lobbyist role
- Management of health impacts associated with environmental lead

Among the highest priority issues identified by the community were a 'sustainable economy' and 'Trees, parks and open spaces'. The importance the community gives to the environment is reflected in Key Direction 3 in the CSP.

Key Direction 3 - Our Environment

The Community Strategic Plan identifies four key directions for our community. Key Direction 3 is 'Our Environment' and relates to the conservation and preservation of the natural environment and greater reduction of the human impact on the surrounding environment to ensure a sustainable and healthy community. It contains a number of strategies to better manage and use the natural resources within the Broken Hill region.

Our Vision for Our Environment

We value our wide streetscapes, quality of life and stunning vistas; we are committed to conservation and preservation of the natural environment and greater reduction of the human impact to ensure a sustainable and healthy community.

As part of Key Direction 3 - Our Environment, three objectives were identified:

- 3.1 Our environmental footprint is minimised;
- 3.2 Natural flora and fauna environments are enhanced and protected;
- 3.3 Proactive, innovative and responsible planning that supports the community, the environment and beautification of the City.

Draft Sustainability Strategy 2018 - 2023

Page 4 of 22

Each objective is further broken up into goals.

Objective 3.1 – Our Environmental Footprint Is Minimised

The goals under Objective 3.1 are the following:

- 3.1.1 Reduce resource consumption and minimise waste
- 3.1.2 Increase use and innovation of renewable resources and decrease the use of nonrenewable resources
- 3.1.3 Change consumer behaviour to reduce impacts on the environment without affecting quality of life
- 3.1.4 Reuse and recycling of resources is embraced by the community
- 3.1.5 Secure a permanent clean, reliable and sustainable water supply for the area
- 3.1.6 Investigate and plan for the minimisation of environmental impacts associated with mining activity on the City
- 3.1.7 Secure the water supply in the Menindee Lakes system to provide protection to cultural and ecological interests and social and recreational opportunities for the City's residents and visitors to our region

Objective 3.2 - Natural Flora and Fauna Environments are Enhanced and Protected

The goals under Objective 3.2 are the following:

- 3.2.1 Protect and enhance regeneration areas for the benefit of the City
- 3.2.2 Increase awareness and understanding of the natural environment
- 3.2.3 Increase involvement in actively protecting the natural environment
- 3.2.4 Manage the impact of pests and weeds on Broken Hill's natural environment

Objective 3.3 – Proactive, Innovative and Responsible Planning Supports the Community, the Environment and Beautification of the City

The goals under Objective 3.3 are the following:

- 3.1 Encourage environmentally sustainable building and subdivision design
- 3.3.2 Preserve the heritage and streetscapes of Australia's First Heritage Listed City
- 3.3.3 Reuse and repurposing of the existing built environment is managed in a sustainable manner

This strategy aims to make Broken Hill more sustainable to not only preserve our way of life but also ensure our natural assets are available for future generations.

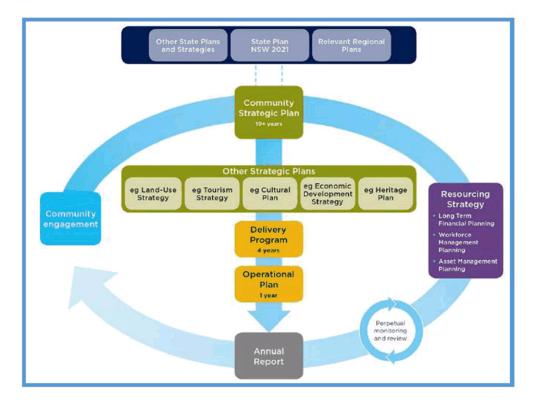
Draft Sustainability Strategy 2018 - 2023

Page 5 of 22

2. PLANNING AND REPORTING FRAMEWORK

Under the Integrated Planning and Reporting Framework, Broken Hill City Council uses the CSP to determine which goals and strategies can be implemented at Council. This Sustainability Strategy forms part of Council's 'Other Strategic Plans'.

Goals and actions of this Sustainability Strategy are included in a four-year Council Delivery Program. Every four years, Council develops a Delivery Program that sets the targets for the Council term in line with objectives of the Community Strategic Plan. The Annual Operational Plan is a plan which focuses on the short-term and details which activities and projects from the Delivery Program will be implemented.



Goals and actions within this Sustainability Strategy will be embedded within the Delivery and Operational Plans, and progress reported through Council's Annual Report.

Draft Sustainability Strategy 2018 - 2023

Page 6 of 22

3. SUSTAINABLE DEVELOPMENT GOALS (SDGs)

The SDGs are a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity. The SDGs build on the successes of the Millennium Development Goals, eight targets identified in the United Nations Millenium Declaration adopted in September 2000, while including new areas such as climate change, economic inequality, innovation, sustainable consumption, peace and justice, among other priorities.

The SDGs were agreed and adopted by the United Nations in September 2015 as part of the 2030 Agenda for Sustainable Development. Each of the 17 Goals are underpinned by targets.



Broken Hill City Council has identified the SDGs and the actions in this strategy which it can contribute to. Going forward, we will make sure to incorporate the SDGs into all strategies and plans in organisational planning. We will also align our strategy and communication material with the SDGs.

Goal 3: Ensure healthy lives and promote well-being for all at all ages



SDG Goal 6: Ensure availability and sustainable management of water and sanitation for all



SDG Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all.



Goal 8: Promote inclusive and sustainable economic growth, employment and decent work

Draft Sustainability Strategy 2018 - 2023

Page 7 of 22



Goal 11: Make cities inclusive, safe, resilient and sustainable



Goal 12: Ensure the sustainable consumption and production patterns



Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss



Draft Sustainability Strategy 2018 - 2023

Page 8 of 22

5. SUSTAINABILITY ACTION PLANS 2018 – 2023

The Sustainability Strategy is underpinned by 11 action plans. The plans were developed to achieve the goals under the CSP's Key Direction 3 – Our Environment.

- 1. Energy Efficiency
- 2. Renewable Energy
- 3. Gas Consumption
- 4. Transport Energy
- 5. Sustainable Procurement
- 6. Carbon Emissions
- 7. Water
- 8. Waste
- 9. Minimising the Environmental Impacts of Mining
- 10. Enhancing and Protecting the Natural Flora and Fauna
- 11. Built Environment

Draft Sustainability Strategy 2018 - 2023

Page 9 of 22

5.1 Energy Efficiency Plan

Reduce energy use, costs and greenhouse gas emissions



Initiative	Action	Timing	Who	Targets
Energy Audits	Contract energy audits for the Administration Building, Art Gallery and Civic Centre, including solar feasibility studies and recommendations for sub metering.	2019/2020	COO	Energy audits completed for Administration Building, Art Gallery and Civic Centre.
Lighting	Plan and implement LED lighting upgrades for all Council buildings and facilities.	2022/2023	COO	All Council buildings and facilities have LED lighting installed.
	Investigate, plan and install lighting controls such as timers, sensors and master switches for the Administration Building, Art Gallery and Civic Centre. Install lighting controls.	2019/2020	COO	Lighting controls installed in Administration Building, Art Gallery and Civic Centre.
Sub-metering	Develop implementation plan and install sub-metering, based on recommendations in the energy audit reports, at the Administration Building, Art Gallery and Civic Centre.	2020/2021	COO	Installation of sub-meters complete as per implementation plan.
Maintenance plans	Review, update or develop maintenance plans for all Council buildings and facilities.	2021/2022	COO	All Council buildings and facilities have asset management plans that are 100% compliant with maintenance schedules.
Council new buildings and building upgrades	Develop guideline for including energy efficiency in the planning for all new Council buildings or Council building upgrades.	2019/2020	COO/CFO	Energy efficiency guideline developed. Planning for all Council buildings include energy efficiency measures.
Streetlighting	Continue with the Southern Lights Project	2020/2021	CFO	All streetlights upgraded to LEDs

Draft Sustainability Strategy 2018 - 2023

Page 10 of 22

5.2 Renewable Energy Plan

Produce energy from renewable sources to reduce costs and greenhouse gas emissions



Initiative	Action	Timing	Who	Targets
100% Renewable Status – Broken Hill City Council (Cities Power Partnership Pledge)	Investigate opportunities for Council buildings and facilities to achieve 100% renewable status.	2022/2023	COO/CFO	100% renewable energy plan complete for Council buildings and facilities.
100% renewable status - City of Broken Hill by 2030 (Cities Power Partnership Pledge)	Set city-level renewable energy or emissions reduction targets and sustainable energy policies to provide a common goal and shared expectation for local residents and businesses.	Ongoing	COO	Increased annual uptake of renewables by the community and businesses.

Page 201

Attachment 1 Draft Sustainability Strategy 2018 -2013

Draft Sustainability Strategy 2018 - 2023

Page 11 of 22

Page 202

5.3 Gas Consumption Plan

Reduce energy use, costs and greenhouse gas emissions



Initiative	Action	Timing	Who	Targets
Energy Audits	Contract energy audits on the Administration Building, Art Gallery and Civic Centre, including recommendations on reducing gas consumption.	2019/2020	COO	Energy audits completed for Administration Building, Art Gallery and Civic Centre.

Page 12 of 22

5.4 Transport Energy Plan

Reduce fuel consumption and promote active transport (reduce Greenhouse Gases)



Initiative	Action	Timing	Who	Targets
Council Light Fleet Efficiency (Cities Power Partnership Pledge)	Introduction of digital technology to monitor the use of Council light fleet.	2019/2020	CFO	Investigation performed and introduction of digital technology. Ongoing efficiency in fuel consumption.
	Staff awareness around the use of Council light fleet (eg discourage idling).	2019/2020	CFO	Staff consultation undertaken. Efficient use of light fleet achieves a reduction in fuel consumption.
	The introduction of hybrid vehicles to Council's light fleet as part of fleet replacement.	2022/2023	CFO/COO	100% of light fleet to hybrid by 2023.
Active Transport - Staff	Promote walking and cycling to work.	Ongoing	HR	Survey undertaken on staff which shows increased uptake of staff using active transport options like walking or cycling.
City's Liveability (Cities Power Partnership Pledge)	Renew and improve our cycling, walking and mobility connections by providing adequate cycle lanes (both space and connectivity) in road design and supporting cyclists through providing parking, and end-of-date-ride facilities (covered, secure bike storage, showers, bicycle maintenance and incentives).	2018/2019	COO	Investigation performed and mobility connections implemented.
	Improved road maintenance.	Ongoing	COO	Annual reduction in complaints on road conditions.

Draft Sustainability Strategy 2018 - 2023

Page 13 of 22

5.5 Sustainable Procurement Plane

Use procurement to support positive environmental, social and economic outcomes



Initiative	Action	Timing	Who	Targets
Procurement policy	Review of the existing procurement policy and procedure to align with ISO 20400 Standard - Sustainable Procurement.	2020/2021	CFO/COO	Procurement policy includes environmental and social sustainability.

Page 204

ent polic 20400 ent.

5.6 Carbon Emissions Plan

Measure and reduce greenhouse gas emissions



Initiative	Action	Timing	Who	Targets
Carbon Emissions reporting	Report carbon emissions for electricity annually (Council Annual Report).	2018/2019	COO	Emissions from electricity annually and reported in Council's Annual Report.
	Investigate opportunities to report carbon emissions for water, fuel and gas consumption, as well as air travel and waste.	2020/2021	COO	Emissions from water, fuel and gas, air travel and waste being measured and reported in Council's Annual Report.
Partnerships	Maintain and build a relationship with Cities Power Partnership (CPP) and monitor progress against CPP pledges.	Ongoing	COO	Membership with CPP. Pledges achieved.
Carbon neutrality	Undertake feasibility study for Carbon neutrality for Council operations.	2022/2023	C00	Feasibility study undertaken and implementation plan developed.

5.7 Water Plan

Reduce water use, costs and have a positive impact on liveability

3 GOOD HEALTH AND WELL-BEING	6 CLEAN WATER AND SANITATION	11 SUSTAINABLE CITIES	12 RESPONSIBLE CONSUMPTION AND PRODUCTION
---------------------------------	---------------------------------	-----------------------	---

Initiative	Action	Timing	Who	Targets
Water efficiency - Council	Investigate water efficiency, grey water, water-sensitive design, smart technology actions for Council buildings and facilities.	2018/2019	COO	Reduction in water consumption.
	Ensure the efficient use of water through staff education programs.	2019/2020	C00	Reduction in water consumption.
	Develop maintenance programs to ensure that water infrastructure is maintained to optimum efficiency (leaks, etc).	2019/2020	COO	Maintenance Program Developed.
	Monitor maintenance programs to ensure that water infrastructure is maintained to optimum efficiency (leaks, etc).	Ongoing	COO	Reduction in water consumption.
Fair water pricing	Advocate to ensure water price parity for Broken Hill - State Government/IPART.	Ongoing	GM	Water prices consistent with other NSW jurisdictions.
Environmental flows	Continue to advocate for the ecological/environmental improvement of Menindee Lakes (State/Federal Government), to have a positive impact on the liveability of the Broken Hill community.	Ongoing	GM	Continual advocacy to ensure environmental flows to Menindee Lakes.
Water efficiency - Community	Investigate water efficiency, grey water, water-sensitive design standards into the Council's Development Control Plan (DCP).	2018/2019	COO	Water reduction standards included in DCP.

Draft Sustainability Strategy 2018 - 2023

Page 16 of 22

Attachment 1 Draft Sustainability Strategy 2018 -2013

ADOPTION OF DRAFT SUSTAINABILITY STRATEGY 2018-2023

5.8 Waste Plan

Reduce waste to landfill, increase recycling and re-use of resources



Initiative	Action	Timing	Who	Targets
Waste strategy	Review Waste Strategy	2018/2019	COO	Waste strategy review completed
Reduce waste at Council buildings and facilities	Incorporate waste initiatives for Council buildings and facilities to avoid and reduce waste, and increase recycling or reuse.	2019/2020	СОО	Increase recycling and reuse and decreased cost of resource purchases.
	Staff awareness program developed for new and existing staff to reduce waste in the workplace (to be included in induction program).	2019/2020	COO/HR/ Comms	Staff awareness program developed.
	Training/Induction of staff on Waste Reduction Program.	2019/2020 Ongoing	HR	All staff (existing and new) have attended training on waste reduction in the workplace.
	Operations manuals for all Council facilities updated to include waste reduction initiatives.	2019/2020	COO	Operations manuals updated with waste reduction initiatives.
	Develop a plan to increase the collection of green/organic material from Council Parks and Gardens to be processed for use in Council Facilities.	2019/2020	СОО	A plan developed to increase the use of green/organic material. Material being used at Council Facilities.
Landfill management	Undertake full-service review for the landfill.	2018/19	CFO	Service review completed. Actions approved by Service Review Steering Group.
Waste collection	Undertake full-service review for waste collection (domestic and commercial).	2018/19	CFO	Service review completed. Actions approved by Service Review Steering Group.
Partnerships	Develop/formalise partnerships with the Container Deposit Scheme, Lifeline, Green	Ongoing	C00	Reduction in waste to landfill.

Draft Sustainability Strategy 2018 - 2023

Page 17 of 22

Attachment 1 Draft Sustainability Strategy 2018 -2013

ADOPTION OF DRAFT SUSTAINABILITY STRATEGY 2018-2023

Initiative	Action	Timing	Who	Targets
	Waste, food and organic waste; investigate opportunities for a Circular Economy.			Creating economic benefits and jobs in Broken Hill.
Development Control Plan (DCP)	DCP to include waste reduction initiatives for new-builds and renovations (Construction and Demolition waste).	2018/2019	COO	DCP updated with waste reduction initiatives included.
Community awareness of waste at non Council events	Develop a Hire Agreement for non-Council event organisers to hire out recycle bins for use at community events.	2018/2019	COO	Hire Agreement developed.
	Engage with Non-Council event organisers to increase recycling at non-Council events.	2018/19	COO/Com ms	Increase uptake of non-Council events hiring recycle bins to divert waste from landfill.
Materials Recovery Facility (MRF) in Broken Hill	Advocate (State/Federal Governments) for Broken Hill to be the location of choice for a large-scale MRF to manage Australia's waste.	Ongoing	GM	MRF in Broken Hill planned.
Create a circular economy	Investigate opportunities for small-scale commercial operators to manufacture products from Broken Hill's waste.	Ongoing	COO	Establish factory. Economic benefits and local jobs created.

Draft Sustainability Strategy 2018 - 2023

Page 18 of 22

5.9 Plan for Minimising the Environmental Impacts of Mining

Improve the liveability of Broken Hill



Initiative	Action	Timing	Who	Targets
Bypass for heavy vehicles	Advocate (State and Federal Government) to divert mining trucks out of the CBD.	Ongoing	GM	Broken Hill bypass for heavy vehicles planned.
Broken Hill Lead Reference Group	Advocate to ensure the continuation of the Broken Hill Lead Reference Group (State Government).	2018/2019	GM	Broken Hill Lead Reference Group work funded by the State Government.
	Continue to facilitate the Broken Hill Lead Reference Group to address the effects of lead contamination on the City of Broken Hill.	Ongoing to 2021	COO	Organisations involved in lead management achieve their functions as captured in the annual report. Annual report by Council on the ongoing management of lead contamination.

Page 209

5.10 Plan for Enhancing and Protecting the Natural Flora and Fauna

Improve the liveability of Broken Hill



Initiative	Action	Timing	Who	Targets
Bypass for heavy vehicles	Advocate (State and Federal Government) to divert mining trucks out of the CBD.	Ongoing	GM	Broken Hill bypass for heavy vehicles planned.
Broken Hill Lead Reference Group	Advocate to ensure the continuation of the Broken Hill Lead Reference Group (State Government).	2018/2019	GM	Broken Hill Lead Reference Group work funded by the State Government.
	Continue to facilitate the Broken Hill Lead Reference Group to address the effects of lead contamination on the City of Broken Hill.	Ongoing to 2021	COO	Organisations involved in lead management achieve their functions as captured in the annual report. Annual report by Council on the ongoing management of lead contamination.

Draft Sustainability Strategy 2018 - 2023

Page 20 of 22

5.11 Built Environment Plan

Increase the liveability of Broken Hill



Initiative	Action	Timing	Who	KPIs/Targets
Development Control Plan (DCP)	Review the DCP to enhance the natural environment and landscaped areas in new develop applications for industrial land.	2019/2020	COO	Increased vegetation with a set minimum percentage of land requiring landscaping within the development.
Increase the liveability of Broken Hill	Develop a Concept Plan to beautify Argent Street with a focus on increasing vegetation.	2018/2019	COO	Concept Plan developed.



www.brokenhill.nsw.gov.au

ORDINARY MEETING OF THE COUNCIL

June 14, 2019

ITEM 6

BROKEN HILL CITY COUNCIL REPORT NO. 88/19

SUBJECT:BROKEN HILL ACTIVE TRANSPORT PLAN11/318

Recommendation

- 1. That Broken Hill City Council Report No. 88/19 dated June 14, 2019, be received.
- 2. That Council adopts the Broken Hill Active Transport Plan as a Sub-Plan to Council's adopted Asset Management Plans and the recommended priorities within this report are considered for planning purposes and development of a ten-year delivery program.

Executive Summary:

Broken Hill City Council (Council) identified the need to prepare a Pedestrian Access and Mobility Plan (PAMP) and Bike Plan to improve the community's health, liveability and sustainability. A PAMP and Bike Plan are regularly combined in regional areas as an integrated Active Transport Plan (ATP).

In December 2018 Cardno Pty Ltd was engaged to develop the Active Transport Plan for Council through undertaking stakeholder and community consultation activities. Having an Active Transport Plan including specific priority projects enables Council to seek funding opportunities from other agencies such as Roads and Maritime Services (RMS). Projects can be co-funded or fully funded, depending on the particular program.

Report:

Cardno Pty Ltd (Cardno) has submitted the *Broken Hill Active Transport Plan June 2019* (The Report) to Council for inclusion in its Roads Asset Management and Renewal Program and to assist with the development of a ten-year delivery program.

Consultation was a key aspect in developing the ATP to ensure ideas are obtained from the community and stakeholders. Cardno and Council worked collaboratively in identifying the stakeholders, conducting surveys and running a public exhibitions, the ATP's objectives include:

- Improve the level and priority of pedestrian access, particularly in areas where the community congregates such as the Central Business District, shopping centres, schools and health care facilities;
- To reduce pedestrian access and enhance safe and convenient crossing opportunities on major roads;
- Establish improvement opportunities on level of movement and safety with a focus on mobility impairments and the elderly.
- Plan for pedestrian facilities that are consistent and appropriate in New South Wales (NSW); that ensures cycling facilities comply with relevant technical standards.

- Planning for the development and provision of safe and accessible amenities for the community via pedestrian and cycling network;
- To fulfil Council's obligations under the *Disability Inclusion Act 2014* in providing *Disability Discrimination Act (DDA)* compliant infrastructure;
- To facilitate improvement in cycling safety, particularly in cycling to work and school;
- To design a 'bicycle network' as opposed to 'bicycle routes', and plan the network along roads favorable for cycling use;
- To provide a safe, coherent and connected cycling network for use by all members of the community;

The Report has recommended improvement works in the order of \$43M over the next tenyears under 'High', 'Medium' and 'Low' priority categories. Priority was against a range of criteria in view of the compliance, as well as proximity to the CBD, educational institutions, health and services.

Score		Priority			Timeframe	
7.0>		High Priority			0-2 years	
<+ 7.0 and >=5.0		Medium Priority			3-5 years	
<5.0		Low Priority			6-10 years	
Cost Summary						
	High		High - shared path route	Medium	Low	Total
Construct pedestrian refuge	\$275,000)	\$225,000	\$175,000		\$675,000
Construct splitter island	\$125,000)	\$87,500	\$12,500		\$225,000
Provide bicycle stencils	\$12,445			\$3,423	\$1,971	\$17,838
Provide footpath 1.2m	\$5,707,5	52		\$8,916,500		\$14,624,052
Provide kerb ramp	\$794,250	C	\$472,500	\$1,539,000		\$2,805,750
Provide shared path 2.5m	\$128,78 ⁻	1	\$5,786,233	\$20,814		\$5,935,829
Provide TGSI	\$22,500		\$36,000	\$61,500	\$24,000	\$144,000
Reconstruct kerb ramp	\$30,000		\$380,000	\$335,000	\$862,500	\$1,607,500
Reconstruct pedestrian refuge	\$156,250	C	\$1,843,750	\$968,750	\$1,781,250	\$4,750,000
Reconstruct signalised crossing					\$6,875,000	\$6,875,000
Reconstruct splitter island			\$431,250	\$112,500	\$281,250	\$825,000
Replace footpath 1.2m	eplace footpath 1.2m \$14,620			\$191,069	\$838,779	\$1,044,468
Replace shared path 2.5m			\$3,101,498	\$90,669	\$148,362	\$3,347,651
Remove obstruction	\$313		\$938	\$313		\$1,563
Remove vegetation	\$4,688		\$1,875	\$3,125		\$9,688
Remove/relocate utility					\$37,500	\$37,500
Repaint existing zebra crossing			\$10,000		\$10,000	\$20,000
Other					\$7,122	\$68,750
GRAND TOTAL	\$7,271,3	99	\$12,376,544	\$12,430,162	\$10,867,734	\$42,945,838

Priority Rating

Summary

As a result of poor asset management practices and a failure to address the declining state of Council infrastructure over a long period of time, the current infrastructure back-log is approximately \$54m. The back-log ratio for roads and footpaths alone is in excess of \$27M.

Council is currently in the process of verifying all asset condition data to determine the backlog ratio based on ensuring all assets are brought into category three (satisfactory condition) as opposed to the previously determined category two (good condition). This will reduce the overall backlog to a figure that Council can work with and manage.

In addition to this, it is recommend in the 2019/20 Operational Budget that council commence asset service levels review, with the view to rationalise underperforming and undertulised assets and deliver services in line with community needs and expectations, to further address Council's asset and financial sustainability.

The additional funding required annually to address the backlog within a desirable time period is not possible given the current financial position of Council and the amount of Council owned underutilised and underperforming assets. The backlog is being addressed throughout the Long Term Financial Plan with an asset renewal allocation of 125% or circa \$8m annually for all asset classes. Councils ability to perform these capital works utilising its own staffing resources also remains a key challenge that continues to threaten its financial sustainability.

The ATP Report recommends the following works totaling \$43M for improvements to footpaths and cycle paths alone. These are:

- high priority improvement works of \$7.2M
- high priority shared path \$12.4M over the next two-years;
- medium priority works \$12.4M over 3 5 year period; and,
- Low priority works \$10.8M over 6 10 years totaling

There are funding opportunities through the RMS, State and Federal Government for High Priority <u>Shared</u> Path Route works for up to 50%, this may bring Council's out-of-pocket funding requirement for high priority shared path from \$12.4M to 6.2M.

Considering the current proposed funding requirements of \$8.2M per annum, additional funding of \$43M is not currently realistic for a Council of this size and financial capability.

Hence, this Report recommends that Council adopts only the high priority works for \$7.2M and High Priority Shared Path Route works for \$6.2M and integrate it with the annual works program over the next 10 years.

Upon approval by Council, the integrated planning and delivery program for Roads, Pedestrian Access and Mobility and Bicycle Paths for the next 10 years will be developed.

Strategic Direction:

Key Direction:	1 Our Community
Objective:	1.4 Our built environment supports our quality of life
Function:	Local Transport
DP Action:	Prioritise and implement actions from the Pedestrian Access Mobility
	Plan (PAMP)

Relevant Legislation:

Disability Discrimination Act (DDA): is the primary legislation in Australia addressing discrimination against people with disabilities. Enacted in 1992 by the Commonwealth

Government, the DDA seeks to eliminate discrimination 'as far as possible' against people with a disability.

Financial Implications:

The above proposed prioritisation, will allow council to plan for a ten year delivery program based on identified significances that will be achievable with in the frameworks of budgetary constraints.

Attachments

1. J. Broken Hill Active Transport Plan

ANTHONY MISAGH CHIEF OPERATIONS OFFICER

JAMES RONCON GENERAL MANAGER

Broken Hill Active Transport Plan

Active Transport Plan



Prepared for Broken Hill City Council

13 June 2019

Cardno[®]

13 June 2019

Cardno

ii

Contact Information	Document Inform	ation
Cardno (NSW/ACT) Pty Ltd ABN 95 001 145 035	Prepared for	Broken Hill City Council
ADN 55 001 145 035	Project Name	Active Transport Plan
Level 9 - The Forum 203 Pacific Highway St Leonards NSW 2065 Australia	File Reference	1906013 Broken Hill Active Transport Plan - Final Report.docx
www.cardno.com	Job Reference	80019037
Phone +61 2 9496 7700	Date	13 June 2019
Fax +61 2 9439 5170	Version Number	1
Author(s):		
Jane Parker	Effective Date	13/06/2019
Approved By:		
Name: Chris Slenders Job title: Senior Transport Planner	Date Approved	13/06/2019
Document History		

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	13/06/2019	Final	Jane Parker	Chris Slenders

Cover page image source: Cardno site audit, 21 February 2019

© Cardno. Copyright in the whole and every part of this document belongs to Cardno and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Cardno.

This document is produced by Cardno solely for the benefit and use by the client in accordance with the terms of the engagement. Cardno does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

80019037 | 13 June 2019 | Commercial in Confidence

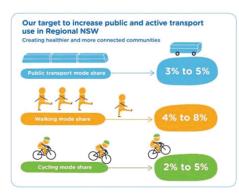
Page 218

iii

Executive Summary

The Broken Hill Active Transport Plan (ATP) lays the foundation for the future of walking and cycling in Broken Hill. The ATP uses analysis and community feedback to determine a suite of improvements and initiatives for Broken Hill City Council (Council) to enable safer access to key destinations and encourage more people to walk and cycle for everyday trips.

The ATP provides Council with a strategy to seek full or co-funding opportunities for active transport infrastructure. The benefits of walking and cycling are gaining recognition not only in metropolitan areas, but also in regional areas. The Regional NSW Services and Infrastructure Plan (Transport for NSW, 2018) notes that active transport is a great option for people who cannot drive (temporarily or permanently), particularly in areas with limited public transport such as Broken Hill.





Source: Regional NSW Services and Infrastructure Plan, TfNSW, 2018, (p.49)

Source: Cardno site visit, 5 December 2018

Journey to Work census data from 2016 shows that in Broken Hill, less people cycle and take public transport than the national average, while pedestrian and vehicle driver numbers are notably higher. This points to opportunities to improve cycling infrastructure to encourage more bicycle riding, and demonstrates a high demand for safe, accessible, and connected walking links.

Objectives

The ATP has a number of objectives, with a focus on providing safe and compliant infrastructure, and building an accessible network for pedestrians and bicycle riders which enables them to move to, from, and between key land uses. The key objectives of the ATP include:



Opportunities for improvement

Face-to-face and online community consultation, and analysis of existing conditions in Broken Hill, highlighted a number of important opportunities to be leveraged. These include:

- > More footpaths;
- > Enhanced accessibility;
- > Improved amenity;
- > Animal control;
- > Implementation of bike tracks and/or a continuous walking and cycling loop track around Broken Hill;
- > Community engagement with walking and cycling events; and
- > Increased bicycle parking.

Network development

Council wants to develop a network that is connected and legible, links to key land uses, caters to both walking and cycling, is accessible to different types of people such as mobility scooter users, and makes it safe for kids to walk and cycle to school.

Based on the audit of existing facilities, the feedback from the community, and Council's strategic direction, a walking and cycling network was developed to address the following principles:

- > Connectivity to key destinations;
- Accessibility;
- > Distribution of the network across all areas of Broken Hill;
- > Catering for future demand;
- > Stakeholder and community comments; and
- > Value for money.

The active transport network considers existing and missing facilities, shown in **Figure 8-5** and **Figure 8-13**, and the best use of Council's resources to deliver a connected and legible network. A shared path network was developed to integrate walking and cycling connectivity and provide a cost effective solution for Council, as shown in **Figure 10-1**.

Improvements and initiatives

The opportunities identified by the community and from the review of existing conditions in Broken Hill were leveraged to develop a suite of improvements and initiatives to improve and promote walking and cycling. The improvements and initiatives cover infrastructure recommendations, suggested changes to operations and policy at Council, and behaviour change initiatives to encourage active transport adoption. Some of the key improvements and initiatives are:



Prioritisation and cost estimates

The proposed active transport network improvements were prioritised based on the following criteria:



Each identified improvement has been categorised as high, medium, and low priority based on its score according to these criteria. Section 10.2 includes a schedule of works detailing all recommended improvements and their priority.

A focus on improvement works along the identified shared path network will provide the best value for money, as it will deliver greater connectivity and accessibility for both pedestrians and cyclists. The network is divided into 12 separate routes to facilitate co-funding applications, as shown in Figure 10-1.



Source: Cardno

Next steps

Implementation of the ATP is a long term project for Council, it will be delivered based on priority and available funding. Council will complete the following steps as part of this implementation:

- > Finalise infrastructure improvement priorities;
- Review the schedule of works to integrate these works within Council's asset management and operational planning over the next 10 years;
- Work with Roads and Maritime Services (Roads and Maritime) to fund delivery of the shared path > network in Broken Hill; and
- Review the list of improvements and initiatives to select those which can be completed by Council in the > short, medium, and long term.

Table of Contents

	Objectiv	/es	iii
	Opportu	unities for improvement	iv
	Network	< development	iv
	Improve	ements and initiatives	iv
	Prioritis	ation and cost estimates	v
	Next ste	eps	v
1	Introduc	ction	1
	1.1	Purpose of the Active Transport Plan	1
	1.2	Key objectives	1
	1.3	Study area	2
	1.4	Report structure	4
2	Backgro	bund review	5
	2.1	Federal Government	5
	2.2	State Government	7
	2.3	Local Government	11
	2.4	Funding opportunities	17
3	Populat	ion and travel behaviour	19
	3.1	Census data	19
	3.2	Climatic records	20
4	Existing	conditions	22
	4.1	Land use and key destinations	22
	4.2	Pedestrian facilities	22
	4.3	Cycling facilities	25
	4.4	Public transport	27
	4.5	Road network	30
	4.6	Crash analysis and road safety	32
5	Consult	ation	35
	5.1	Stakeholder identification	35
	5.2	Consultation activities	35
	5.3	Survey summary	35
	5.4	Key issues summary	35
	5.5	Key opportunities summary	37
	5.6	Broken Hill personas	38
6	Network	< development	39
	6.1	Introduction	39
	6.2	Network development	39
	6.3	Network demand and investment overview	40
7	Site auc	dit	41
	7.1	Network standards	41
007140		ammarcial in Confidence	

8	Identified	lissues	45
	8.1	Path issues	45
	8.2	Crossing issues	52
9	Improve	ments and initiatives	58
	9.2	Infrastructure and operations actions	59
	9.3	Policy and development actions	62
	9.4	Behaviour change actions	64
10	Prioritisa	tion and cost estimates	67
	10.1	Prioritisation	67
	10.2	Cost estimates	68
11	Summar	у	70

Appendices

Appendix A	Consultation Summary
Appendix B	Project sheets

Tables

Table 3-1	Journey to work	19
Table 4-1	Key destinations	22
Table 4-2	Condition assessment by construction material (in metres)	23
Table 4-3	Summary of Cardno strategic assessment	23
Table 4-4	Local public bus services for Broken Hill as provided by BusLink	28
Table 4-5	Intercity rail and coach services to Broken Hill (Including SA and Victorian connections)	30
Table 4-6	Road Classification Local Context	30
Table 4-7	Pedestrian crashes	32
Table 4-8	Cyclist crashes	33
Table 4-9	Comparison of estimated impact speeds and injury severity for pedestrian and cyclist cras	hes 34
Table 7-1	Zebra and raised zebra crossings assessment and improvements	41
Table 7-2	Signalised intersection assessment and improvements	41
Table 7-3	Pedestrian refuges assessment and improvements	42
Table 7-4	Splitter island assessment and improvements	42
Table 7-5	Kerb ramp assessment and improvements	42
Table 7-6	Lack of crossing infrastructure assessment and improvements	43
Table 7-7	Footpath assessment and improvements	43
Table 7-8	Shared path assessment and improvements	44
Table 7-9	On-road cycle path assessment and improvements	44
Table 8-1	Footpath network	45
Table 8-2	Shared path network	48
Table 8-3	On-road cycling network	49
80019037 13	3 June 2019 Commercial in Confidence	vii

viii

Path obstructions	51
Kerb ramps	52
Pedestrian refuges	53
Splitter islands	54
Zebra crossings	55
Infrastructure and operations improvements and initiatives	58
Policy and development improvements and initiatives	58
Behaviour change improvements and initiatives	58
Prioritisation criteria and weighting	67
Priority rating	68
Shared path network cost estimates	68
	Kerb ramps Pedestrian refuges Splitter islands Zebra crossings Infrastructure and operations improvements and initiatives Policy and development improvements and initiatives Behaviour change improvements and initiatives Prioritisation criteria and weighting Priority rating

Figures

Figure 1-1	Study area	3
Figure 2-1	Economic benefits of walking	6
Figure 2-2	Economic benefits of cycling	6
Figure 2-3	Urban road hierarchy	7
Figure 2-4	Transport targets in regional NSW	9
Figure 2-5	Safe System – responses to various initiatives	11
Figure 2-6	Proposed Broken Hill cycling network	13
Figure 2-7	Satisfaction with infrastructure and traffic	14
Figure 2-8	Interpretation of quadrants	14
Figure 2-9	Service perception	15
Figure 2-10	Funding programs and eligibility	18
Figure 3-1	Observed and projected population of LGA	20
Figure 3-2	Climatic chart	21
Figure 4-1	Strategic footpath assessment	24
Figure 4-2	Mobility scooter use	25
Figure 4-3	Existing cycling routes	26
Figure 4-4	Strava cycling heat map	27
Figure 4-5	Bus routes	29
Figure 4-6	State and regional roads	31
Figure 4-7	Crashes and casualties by year	34
Figure 5-1	Online map comments	36
Figure 5-2	Broken Hill personas	38
Figure 8-1	Argent Street - compliant width and cracked (major)	46
Figure 8-2	Bromide Street - Compliant width and cracked (minor)	46
Figure 8-3	Oxide Street - Compliant width and not cracked	46
Figure 8-4	Cobalt Street - Missing footpath	46

ix

Figure 8-5	Pedestrian network facilities	47
Figure 8-6	Wolfram Street - Compliant width and not cracked	48
Figure 8-7	Brazil Street - Missing shared path	48
Figure 8-8	Blende Street - Non-compliant width and not cracked shared path	48
Figure 8-9	Piper Street - Compliant width	49
Figure 8-10	Kanandah Road - Missing path	49
Figure 8-11	Wolfram Street - Faded line markings	49
Figure 8-12	Iodide Lane - Faded line markings	49
Figure 8-13	Bicycle network facilities	50
Figure 8-14	Cobalt Street - Vegetation	51
Figure 8-15	Gypsum Street - Maintenance required	51
Figure 8-16	Williams Street - Utility	51
Figure 8-17	Sulphide Street - General obstruction	51
Figure 8-18	Argent Street - Compliant kerb ramp	52
Figure 8-19	Kaolin Street - Missing kerb ramp	52
Figure 8-20	Bromide Street - Path level with road	52
Figure 8-21	Wolfram Street - Non-compliant kerb ramp	52
Figure 8-22	Iodine Street - Compliant pedestrian refuge	53
Figure 8-23	Zebina Street - Minor non-compliant pedestrian refuge	53
Figure 8-24	Williams Street - Non-compliant pedestrian refuge	53
Figure 8-25	Chapple Street - Non-compliant pedestrian refuge	53
Figure 8-26	Bromide Street - Minor non-compliant signalised crossing leg	54
Figure 8-27	Argent Street - Minor non-compliant signalised crossing leg	54
Figure 8-28	Gossan Street - Compliant splitter island	55
Figure 8-29	Patton Street - Minor non-compliant splitter island	55
Figure 8-30	Bromide Street - Non-compliant splitter island	55
Figure 8-31	Oxide Street - Missing splitter island	55
Figure 8-32	Argent Street - Compliant zebra crossing	56
Figure 8-33	Crystal Street - Minor non-compliant zebra crossing	56
Figure 8-34	Wolfram Street - Missing crossing	57
Figure 8-35	Oxide Street - Missing crossing	57
Figure 8-36	Lane Street - Missing crossing	57
Figure 8-37	Iodine Street - Missing crossing	57
Figure 10-1	Proposed shared path network	69

80019037 | 13 June 2019 | Commercial in Confidence

Page 225

1 Introduction

Broken Hill City Council (Council) identified the need to prepare a Pedestrian Access and Mobility Plan (PAMP) and Bike Plan to improve the community's health, liveability and sustainability. This plan will also help to address the existing and future transport needs of Broken Hill. A PAMP and Bike Plan are regularly combined in regional areas as an integrated Active Transport Plan (ATP).

1.1 **Purpose of the Active Transport Plan**

The purpose of the ATP is to develop an integrated strategy to support walking and cycling mode share in Broken Hill. This can be facilitated by providing new and upgraded infrastructure, resolving specific safety issues and developing a range of initiatives which support walking and cycling. This plan develops an infrastructure schedule for implementation over a period of 10 years and informs Council's asset management plan.

Having an Active Transport Plan including specific priority projects enables Council to seek funding opportunities, from other agencies such as Roads and Maritime Services (Roads and Maritime). Projects can be co-funded or fully funded, depending on the particular program. Funding opportunities are summarised in **Figure 2-10**.

1.2 Key objectives

The objectives of the PAMP include:

- > To improve the level of pedestrian access and priority, particularly in areas of pedestrian concentration such as the Central Business District (CBD), shopping centres, schools and health care facilities;
- > To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads;
- > To facilitate improvements in the level of personal mobility and safety for pedestrians with a mobility impairment and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians;
- > To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with relevant technical standards;
- > To plan pedestrian facilities that are consistent and appropriate throughout New South Wales (NSW);
- > Take into consideration and link existing plans to the PAMP to achieve an integrated pedestrian network;
- > To ensure that pedestrian facilities are appropriate and relevant to the surrounding land use and pedestrian user groups;
- > To plan, develop and provide safe and accessible amenities for the community along the pedestrian network; and
- > To fulfil Council's obligations under the Disability Inclusion Act 2014 in providing DDA compliant infrastructure.

The objectives of the Bike Plan include:

- > To document existing and future key land uses within Broken Hill;
- > To facilitate improvement in cycling mode share, particularly in cycling to work and school;
- > To design a 'bicycle network' as opposed to 'bicycle routes', and plan the network along roads favourable for cycling use, for example, with separation from roads with high proportions of heavy vehicle movements;
- > To provide a safe, coherent and connected cycling network for use by all members of the community;
- > To plan, develop and provide safe and accessible amenities for the community along the cycling network; and,
- > To ensure that cycling facilities comply with relevant technical standards.

80019037 | 13 June 2019 | Commercial in Confidence

1.3 Study area

Broken Hill is located in remote western New South Wales. The Council area covers an area of approximately 170sq.km and there are no other towns or communities within the local government area (LGA). The Broken Hill LGA is home to 17,708 people as of the 2016 census. The population is in a long term decline due to changing industries and centralisation, reducing traditional employment opportunities.

Broken Hill is a large, historic mining town located hundreds of kilometres from most other regional centres and connects the Barrier Highway (A32) with the Silver City Highway (B79) and Menindee Road. Its location at the junction of these cross-regional roads ensures its ongoing function as an essential stop-and-trade centre for tourists and freight operators travelling longer distances. A prominent central mining operation and railway line bi-sects Broken Hill, which are connected by three major road corridors.

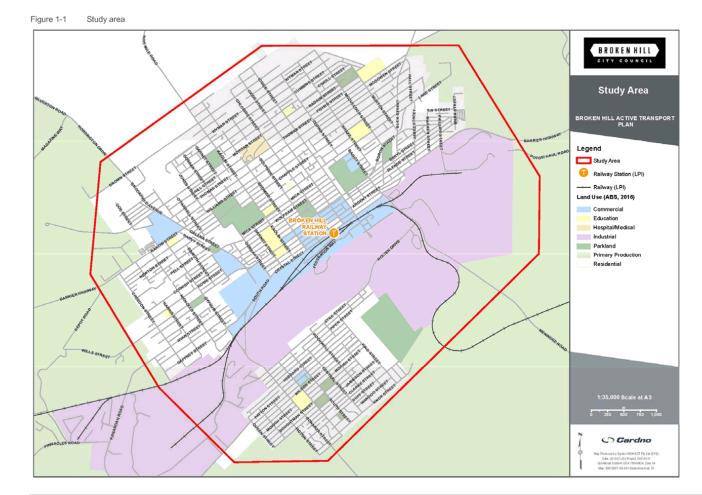
Broken Hill is also served by a regional airport, railway station, rail marshalling yard and bus terminal, which provide important passenger connectivity with regional and urban centres across NSW, South Australia and Victoria and provide support to passing freight services. A fleet of local taxis and buses serve locals through Broken Hill's grid street network.

Sydney is located approximately 900 kilometres to the east, and Adelaide is located 400 kilometres to the south west. In closer vicinity, Mildura is located approximately 250 kilometres to the south, Menindee is located 100 kilometres to the south east, Cobar is located 420 kilometres to the east and Bourke is located 475 kilometres to the north east.

A study area map is shown in Figure 1-1.

80019037 | 13 June 2019 | Commercial in Confidence

BROKEN HILL ACTIVE TRANSPORT PLAN



4

1.4 Report structure

The report is comprised of the following sections:

- > Section 1 Introduction: An overview of the study area and the purpose of the study;
- > Section 2 Background review: A review of policy documents which guide the study;
- > Section 3 Population and travel behaviour: A review of demographic data;
- Section 4 Existing conditions: A review of existing transport networks and land use patterns in Broken Hill;
- > Section 5 Consultation: An overview of consultation activities which were completed to support the study;
- Section 6 Network development: An overview of a future active transport network developed for the study;
- > Section 7 Site audit: An overview of existing standards for active transport infrastructure;
- > Section 8 Identified issues: An overview of auditing activities undertaken on-site;
- > Section 9 Improvements and initiatives: Outline of actions developed to support active transport options;
- > Section 10 Prioritisation and cost estimates: An overview of costs to implement the improvements; and
- > Section 11 Summary: A summary of the findings of the report.

2 Background review

2.1 Federal Government

2.1.1 National Road Safety Action Plan 2018-2020¹ (Department of Infrastructure, Regional Development and Cities)

Road safety implementation has traditionally been the responsibility of state governments, with funding grants from the federal government. This has resulted in inconsistent targets and guidelines across state and territory bodies. Over the past decade, there have been increasing attempts to manage road safety at a federal level to ensure a consistent road safety framework for the respective states and territories to work towards.

This plan was developed collaboratively between the Commonwealth, state and territory transport agencies, and endorsed in May 2018 by the Ministers of the Transport and Infrastructure Council, and supports the broader agenda of the National Road Safety Action Plan 2018-2020 (p.iii).

The plan outlines "pedestrians and cyclists are vulnerable road users, as they have little or no protection in the event of a collision. Certain groups of pedestrians are particularly vulnerable, such as the elderly, the young and those who are impaired (for example by alcohol or drugs)" (p. 19).

The report notes the reduction in the default urban speed limit from 60km/h to 50km/h, and the movement to 40km/h in activity centres and CBDs. There is a growing movement internationally which argues that 40km/h is still too fast and results in adverse safety outcomes for pedestrians and cyclists, and the report recommends investigating 30km/h speed limits in high risk areas.

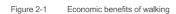
2.1.2 Walking, Riding and Access to Public Transport² (Department of Infrastructure and Transport)

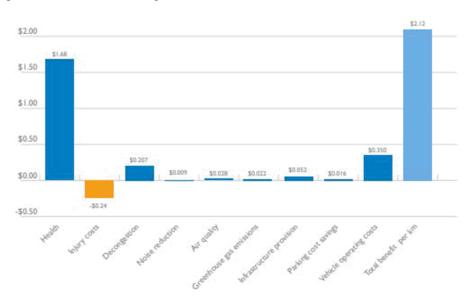
The Department of Infrastructure and Transport outlines a national approach for collaboration across all levels of government, business, and the community, to support active travel and public transport.

Economic benefits of walking and cycling are well documented in positive health outcomes. Every kilometre walked or cycled by the population has been estimated to deliver net benefits to the economy of up to \$1.43 and \$2.12 respectively, as shown in **Figure 2-1** and **Figure 2-2**.

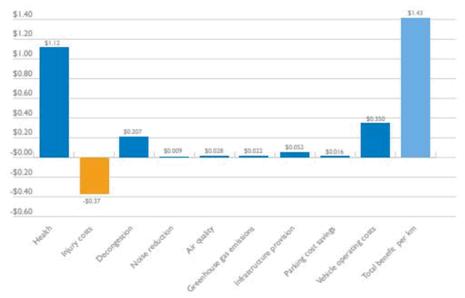
80019037 | 13 June 2019 | Commercial in Confidence

¹ https://roadsafety.gov.au/action-plan/files/National Road Safety Action Plan 2018 2020.pdf, accessed 14 November 2018 ² https://infrastructure.gov.au/infrastructure/pab/active_transport/files/Infra1874_mcu_active_travel_report_final.pdf, accessed 14 November 2018









Source: https://infrastructure.gov.au/infrastructure/pab/active transport/files/infra1874 mcu active travel report final.pdf, p. 7

80019037 | 13 June 2019 | Commercial in Confidence

Urban road hierarchy

Figure 2-3

7

The report also suggests road hierarchies to consider, noting that pedestrians, bicycles and public transport should always be considered first in urban settings. This urban road hierarchy is highlighted in **Figure 2-3**.

		æ**. **.			
Street or road type	Shared Zone with mixed traffic considered on a case by case basis	High pedestrian activity areas	Most urban roads	Urban arterial roads	Motorways and national highway network
Vehicle speed	< 20km/h			60-90km/h	90-110km/h
				Pedestrians + bicycles fully separated from vehicles	Pedestrians + bicycles fully separated from road environment
Consider first	Pedestrians	Pedestrians	Pedestrians on footpaths		
	Bicycles	Bicycle lane on road	Wide bicycle lane on road or shared path**		
	Public transport	Public transport	Public transport	Public transport	Freight vehicles
I.	Service vehicles	Service vehicles	Service vehicles	Freight and goods	Public transport
	Goods delivery	Goods delivery	Goods delivery	Service vehicles	Service vehicles
Consider last	Private vehicles	Private vehicles	Private vehicles	Private vehicles	Private vehicles

** Level of separation depends on traffic volume.

Source: https://infrastructure.gov.au/infrastructure/pab/active transport/files/infra1874 mcu active travel report final.pdf, p. 50

2.2 State Government

2.2.1 Future Transport 2056³ (Transport for NSW)

In 2018, Transport for NSW (TfNSW) released its Future Transport 2056 Strategy (FT56). This details the 40-year vision, directions and outcomes framework to maintain ongoing customer mobility across NSW, from metropolitan Sydney to regional towns.

The FT56 vision aims to satisfy six outcomes over the next 40 years:

80019037 | 13 June 2019 | Commercial in Confidence

Page 232

³ <u>https://future_transport.nsw.gov.au/sites/default/files/media/documents/2018/Future_Transport_2056_Strategy.pdf</u>, accessed 14 November 2018

8

- > Customer Focused;
- > Successful Places;
- > Strong Economy;
- > Safety and Performance;
- > Accessible Services; and
- > Sustainability.

This outcomes and actions developed as part of this ATP will align with and support the six outcomes nominated in FT56.

Under successful places, a key outcome is for, "walking or cycling [to be] the most convenient option for short trips around centres and local areas, supported by a safe road environment and suitable pathways".

The walking and cycling networks discussion highlights that Government will "complete walking and cycling networks to and within centres and invest in safe, direct and continuous green corridor connections".

FT56 discusses assisted mobility devices (AMDs) such as e-bikes or motorised scooters. AMDs could be well-suited to the characteristics of Broken Hill. AMDs may have great potential to move locals out of their single occupant cars, and promote active lifestyles. AMDs may allow users to make longer trips, along more difficult terrain, regardless of personal fitness levels. Other devices such as mobility scooters can enable people with mobility constraints to access public transport and local centres from their homes with far greater ease.

2.2.2 Regional NSW Services and Infrastructure Plan⁴ (Transport for NSW)

"The Regional NSW Services and Infrastructure Plan is the NSW Government's blueprint for transport in regional NSW from now until 2056. It sets out the Government's thinking on the big trends, issues, services and infrastructure needs which are now, or will soon shape transport in regional NSW." (p. 11)

The plan details that across regional NSW that two percent of people currently travel to work by bicycle, three percent travel by bus, four percent walk and 91 per cent use a car. About six per cent walk or cycle to work in regional areas, this is despite 66 per cent of people living within two kilometres of their nearest urban centre or locality.

The report states, "walking and cycling are attractive short trip transport options and future investment could increase the use of active transport as a mode of transport and for recreational use, as well as providing significant health benefits to individuals and the wider community. Active transport also provides greater choices for people without a licence or access to a vehicle - particularly in areas like Broken Hill, where there are limited public transport options (p. 25)".

Aspirational mode share targets are shown in Figure 2-4.

⁴ https://future.transport.nsw.gov.au/sites/default/files/media/documents/2018/Regional_NSW_Services_and_Infrastructure_Plan_1.pdf, accessed 14 November 2018

Figure 2-4

9

Transport targets in regional NSW

Source: Regional NSW Services and Infrastructure Plan, TfNSW, 2018, (p.49)

The plan also outlines a vision for regional NSW is a future with greater choice for regional travellers. It will be achieved through initiatives such as:

- > Hub and spoke model connecting to centres and regional cities; and,
- > Improved walking and cycling infrastructure within towns to accommodate shorter trips.

2.2.3 Western Regional Transport Plan⁵ (Transport for NSW)

The Western Regional Transport Plan (WRTP) was produced in 2013 following the release of the NSW Long-Term Transport Master Plan. It was designed to adapt the Master Plan's principles across the entire Western Region of NSW, where all towns are considered very remote, and Broken Hill is recognised as being the biggest regional centre in a geographic district that covers much of the state.

The WRTP outlines that "many regional towns in NSW are ideal for walking and cycling for transport. Almost 90 per cent of people in regional NSW live within walking or cycling distance of a local centre, with access to shops, schools and workplaces" (p. 26).

Key transport generators across Broken Hill include the airport, the train station, the CBD, Broken Hill Base Hospital, and the Westside Plaza Shopping Centre.

The WRTP identifies that many demographic groups across the Western Region are susceptible to 'transport disadvantage', where poor transport provision means that the disadvantage is stopping them from participating in society. The groups identified were:

- > Elderly people, who have limited mobility or can no longer drive a car;
- > People who have disabilities and their carers;
- > People and families in isolated areas with limited or no access to a car and/or without driver licences;
- > Young people who are too young to hold a driver licence or unable to obtain a licence; and
- > Aboriginal people experiencing social disadvantage.

Some elements of these demographics are well-suited to active transport journeys.

Our target to increase public and active transport use in Regional NSW

 Creating healthier and more connected communities

 Public transport mode share

 Walking mode share

⁵ https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/western-regional-transport-plan.pdf, accessed 14 November 2018

A major aim of the WRTP is to mitigate the impacts of transport disadvantage given those facing such circumstances are less likely to participate actively within the local economy.

In Broken Hill, the entire urban area sits within a four-kilometre radius of the CBD. Broken Hill generally has a very walkable and cyclable catchment, with the WRTP showing that twelve per cent of the local workforce walk to work each day – considerably higher than the state average of five per cent (p. 5).

Wider streets and lower traffic volumes present potential for developing separated active corridors. TfNSW has committed to ensuring that all new developments in regional towns consciously reserve appropriate provisions for walking and cycling infrastructure (p. 26).

A suite of funding programs and initiatives are available to promote regional active transport, including:

- > The Walking Communities Program: Offers dedicated funding to Councils wanting to improve walking infrastructure within a two-kilometre catchment of town centres and transport interchanges.
- > The Cycling Towns Program: Towns that can demonstrate a range of destinations within an easy cycling distance of residential centres can apply. Funding can support new bicycle networks and bike parking facilities. Grants are dependent on demonstrated local support, Council's willingness to maintain the sponsored infrastructure, and a commitment to promote it once delivered.
- Promotion of active transport benefits: TfNSW encourages better local wayfinding, the development of clear guidelines, and promotional resources for regional Councils. This also involves online resources and other programs to help promote walking and cycling, including sponsorship of events like NSW Bike Week.
- > All Councils and stakeholders are asked by TfNSW to identify the gaps in their existing bike networks and any 'pinch points' of note within a five-kilometre radius of town centres.

An extensive period of consultation (2012-13) involving the community, three tiers of government, and TfNSW, delivered the following 'big ticket' suggestions to help calm traffic in Broken Hill, in order to aid the delivery of local transport improvements:

- > Build a haulage/bypass road around Broken Hill to minimise trucks driving through town this would likely improve the safety and amenity of walking and cycling; and
- > Invest royalties from the local mining industry back into the Broken Hill transport network.

2.2.4 NSW Road Safety Plan 2021 – Towards Zero⁶

The NSW Road Safety Plan commits the State to the internationally recognised Safe Systems approach and a future where there is a target to have zero fatalities on NSW roads. "Ambitious but achievable", the plan's trauma reduction targets can help to guide future investment, and reflect the NSW Government's commitment to make NSW roads the safest in the country.

Active transport users are not as protected from ongoing traffic as are those who drive vehicles.

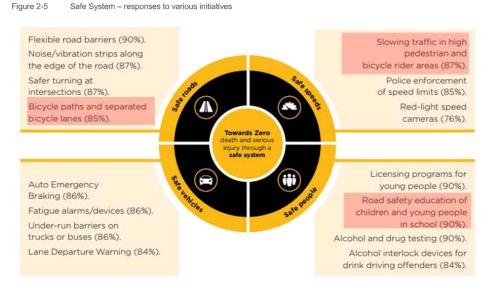
The State's Priority Target is to reduce road fatalities in NSW by at least 30 per cent from 2008–2010 levels by 2021. By 2026 new targets will be set every 10 years, with reviews every five years, to make sure we continue to move Towards Zero fatalities and serious injuries on our roads. By 2056, NSW is to reach an aspirational target of zero fatalities and serious injuries by 2056.

For walkers and cyclists, the 'Towards Zero' plan suggests the potential for fatal accidents or serious injuries is much higher given they are not protected from impacts. Most suggested safety strategies in the report target driver behaviour.

19 per cent and 25 per cent of fatalities and serious injuries respectively on the road are pedestrians and cyclists. Surveys indicate strong support for bicycle paths and the need to slow traffic in high pedestrian/cyclist activity zones is shown in **Figure 2-5**.

⁶ https://towardszero.nsw.gov.au/sites/default/files/2018-02/road-safety-plan.PDF, accessed 13 November 2018

80019037 | 13 June 2019 | Commercial in Confidence



Base image source: Road Safety Plan - Towards Zero, p. 25

2.2.5 Draft Urban Design Guide for Regional NSW⁷ (Government Architect's Office)

The draft urban design guide for regional NSW is a key implementation tool to help Councils create a welldesigned built environment. It responds to an identified urban design resource gap in regional NSW, the recognition of the impact of good quality design on regional communities, and the need for targeted practical assistance (p. 6).

High levels of car dependence are noted as a key regional trend, and a design priority is to "improve connectivity, walkability and cycling" (p. 37). Street design and enhanced connectivity are highlighted as two key opportunities to increase cycling and walking mode shift in regional centres.

It outlines the far western region is characterised by the hot, semi-arid climate, and that the heat can limit options for outdoor recreation. There is an opportunity to enhance urban design, but there is a challenge associated with limited population growth (p. 65).

2.3 Local Government

2.3.1 Broken Hill PAMP 20138

Broken Hill's first PAMP was prepared in 2013, issues or recommendations that arose from auditing the network at that time were:

- Removal of hazards such as loose gravel, three-cornered jack and roundabout markers;
- > Unpaved footways in residential areas;
- > The need for reconstruction / repairs of existing paved footways (cracking, wide joints, disturbed block paving, lifted slabs);
- Lack of kerb ramps at mid-block laneways;

https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/documents/Plans_and_Strategies/Pedestrian%20Access%20Mobility%20 Plan%20PAMP.pdf, accessed 14 November 2018

80019037 | 13 June 2019 | Commercial in Confidence

⁷ https://www.planning.nsw.gov.au/~/media/Files/DPE/Guidelines/draft-urban-design-guide-for-regional-nsw-2018-10-02.ashx, accessed 14 November 2018

- > Steep kerb ramps that do not meet the requirements of Australian Standard AS1428.1 (2009);
- > The need to provide kerb extensions to reduce pedestrian travel time across wide roadways;
- A lack of public seating;
- > The need for equitable and dignified access to shops, businesses, facilities and tourist destinations; and
- > Lack of street name signage.

No works program was developed as part of the PAMP9.

Council later developed five and ten-year priority works programs, with a list of improvements prioritised in terms of urgency and non-compliance with Australian Standards, potential cost, and possible future design. The highest priority items required urgent attention given they posed immediate hazards to pedestrians.

2.3.2 Broken Hill Bike Plan 2013¹⁰

This Bike Plan involved an audit of existing local infrastructure, which took place in conjunction with the PAMP.

The trigger for auditing both active transport networks was the NSW Government's *Long-Term Transport Master Plan* (2012), which stated in 2012 that it sought to integrate land use planning with all modes of transport, including walking and cycling.

The objectives of the Broken Hill Bike Plan were to:

- Identify areas within existing or proposed routes, and associated infrastructure, where improvements can be made for the safety and convenience of cyclists, and to identify potential new cycleways or extensions to existing routes to connect with significant venues or destinations; and,
- > To encourage increased bicycle use in line with the NSW Government's strategy.

Included in the report is an appendix which shows the cycle network development which is comprised of one route linking the aquatic centre to Alma Public School in South Broken Hill via Menindee Road. This route is shown in **Figure 2-6**.

⁹ Email from Council dated 14 November 2018

80019037 | 13 June 2019 | Commercial in Confidence

¹⁰ https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/documents/Plans_and_Strategies/Internal%20-%20Final%20Broken%20Hill%20Bike%20Plan.pdf, accessed 14 November 2018

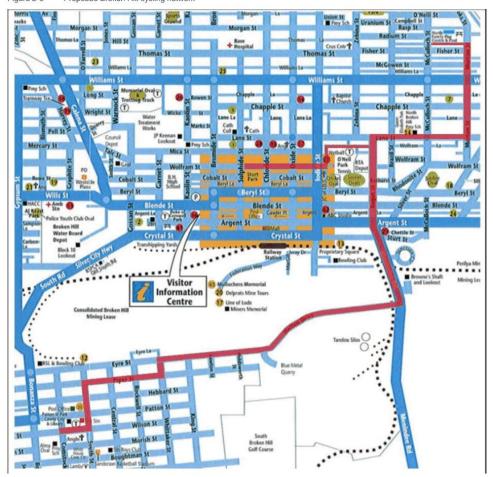


Figure 2-6 Proposed Broken Hill cycling network

Source: Broken Hill Bike Plan 2013, p. 35



Council commissioned a survey to assess resident satisfaction across all facets of the liveability of Broken Hill. Residents indicated that they are dissatisfied with streets/roads/footpaths for numerous reasons including:

- > General appearance of streets and lack of amenity;
- > Lack of lighting;
- > Lack of facilities for disabled individuals;
- > No street signage; and

80019037 | 13 June 2019 | Commercial in Confidence

https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/documents/Community%20Satisfaction%20Survey%20Results%202018.p df, accessed 13 November 2018

> Poor condition of footpaths.

The importance of managing footpaths and associated infrastructure is highlighted by the community surveys. **Figure 2-7** shows the perception of infrastructure and traffic infrastructure among the community.

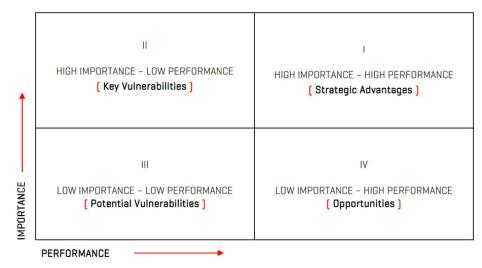
Figure 2-7 Satisfaction with infrastructure and traffic

	■ Dissatisfied (1-2) ■ Neutral (3) ■ Satisfied (4-5)						
							Average
	Heritage trail signage	14%	32%		54%		3.5
	Cemetery	15%	33%		51%		3.4
	Street signage	26%	29	%	45	5%	3.2
	Attraction signage	23%	38	1%		39%	3.2
	Car Parking	28%	3	2%	4	1%	3.1
	Stormwater drainage	29%		37%		34%	3.0
Cle	anliness of public toilets	31%		35%		35%	3.0
F	Provision of public toilets	35%		32%		33%	2.9
	Lighting in public places	35%		35%		30%	2.8
	Bicycle lanes	41%		35	%	24%	2.7
	Nature strips	5	55%		30%	15%	2.4
	Road maintenance	9	55%		29%	16%	2.3
	Footpath maintenance		71%			21% 8%	2.0

Base image source: Broken Hill City Council Community Satisfaction Survey, p. 14

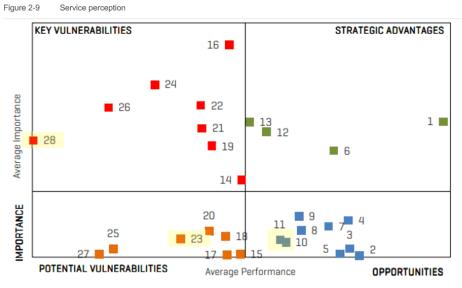
One of the assessments investigates the perceived performance and perceived importance of various issues as shown in **Figure 2-8**. Footpath maintenance is a key vulnerability of Broken Hill, as shown in **Figure 2-9**, as is street cleaning. Bicycle lanes are highlighted as a potential vulnerability and street/ attraction signage are noted as opportunities.

Figure 2-8 Interpretation of quadrants



Source: Broken Hill City Council Community Satisfaction Survey, p. 27

80019037 | 13 June 2019 | Commercial in Confidence



PERFORMANCE / SATISFACTION

Figure 3.3 Strategic location of services

KEY VULNERABILITIES	STRATEGIC ADVANTAGES		
[28] Footpath maintenance	[1] Waste collection		
[26] Road maintenance	[6] Management of any natural disasters		
[24] Street cleaning	[12] Car parking		
[21] Regeneration area maintenance	[13] Council grants programs		
[22] Policing for illegal dumping			
[19] Animal control			
[16] Supporting business and industry growth			
[14] Cleanliness of public toilets			
POTENTIAL VULNERABILITIES	OPPORTUNITIES		
[27] Noxious weed control	[2] Waste Management Facility (Tip/Depot)		
[25] Stormwater drainage	[3] Green waste recycling		
[23] Bicycle lanes	[4] Heritage trail signage		
[20] Lighting in public places [18] Lodging development applications	[5] Protecting heritage values and buildings		
[17] Provision of public toilets	[7] Cemetery		
[15] Nature strips	[8] Parking enforcement		
	[9] Community events (eg New Year's Eve Party)		
	[10] Street signage		
1	[11] Attraction signage		

Base image source: Broken Hill City Council Community Satisfaction Survey, p. 28

80019037 | 13 June 2019 | Commercial in Confidence

2.3.4 Broken Hill 2033 Community Strategic Plan¹² (2017)

The Broken Hill 2033 Community Strategic Plan (CSP) provides a 15+ years strategic plan for the Broken Hill Local Government Area. It defines the community's vision and draws on extensive feedback gathered from both the community and local stakeholders to best describe all aspects of social living within Broken Hill. Four key focus directions were identified: Community, Economy, Environment and Leadership.

Under 'Our Community', Objective 1.5 states: "Our health and wellbeing ensures that we live life to the full". Listing seven actions, four are applicable to the development of the ATP:

- > Provide equitable and appropriate access to public transport within Broken Hill City and regionally;
- > Provide and maintain efficient and reliable utilities and services to the Broken Hill community;
- > Provide our children with equitable access to a range of opportunities; and
- > Encourage cycling and walking, through use of accessible safe tracks and paths.

2.3.5 Access and Equity Policy¹³

This provides the framework and procedures for Council to meet its obligations under the Anti-Discrimination Act 1977 (NSW) and also the Commonwealth Disability Discrimination Act 1992. It outlines the need for Council to provide facilities which can be used by all residents and visitors.

2.3.6 Disability Inclusion Action Plan¹⁴

Council's Disability Inclusion Action Plan details Broken Hill's approach to improving the lifestyle and level of inclusion for people with disabilities, regardless of age, culture or ability to access the full range of services available to the rest of the local community.

Community consultation identified that, "physical access is getting better in places, but the footpaths kerbs and ramps need a lot more work. Weeds growing on footpaths are a big problem for people who use a wheelchair, walking frame, walking stick or prams." (p. 27)

The plan notes the "Broken Hill LGA has an exceptionally high proportion of people of all ages (7.5 per cent) with a profound or severe disability (1,394 people)" (p. 15).

2.3.7 Delivery Program 2017-2021¹⁵

The Broken Hill Delivery Program commits to two key actions related to active transport.

Action #1.4.1.08 - "Prioritise and implement actions from the Pedestrian Access Mobility Plan (PAMP)" [funding allocated between 17/18 and 20/21 financial years], and,

Action #1.5.1.07 - Maintain bicycle paths to encourage physical activity [funding allocated between 17/18 and 20/21 financial years].

2.3.8 Operational Plan 2018/19¹⁶

Broken Hill's Operational Plan 2018/19, calls for a review of the 2013 Pedestrian Access and Mobility Plan by mid-2019.

80019037 | 13 June 2019 | Commercial in Confidence

⁴⁰

https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/Broken%20Hill%202033%20Community%20Strategic%20Plan%202017.p

df, accessed 14 November 2018 ¹³ https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/documents/Policies/Policy%20-%20Access%20and%20Equity.pdf, accessed 14 November 2018

https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/documents/Plans_and_Strategies/Disability%20Inclusion%20Action%20PI an%20-%20DIAP%202017-2021.pdf, accessed 14 November 2018 ¹⁶ https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/draft-strategy/Draft%20Delivery%20Program%202017%20-%202021.pdf, accessed 14 November 2018 ¹⁶

https://www.brokenhill.nsw.gov.au/sites/brokenhill/files/public/Corporate/D18%2013874%20%20Operational%20Plan%202018%202019 .pdf, accessed 14 November 2018

2.4 Funding opportunities

2.4.1 Walking and Cycling Program Guidelines 2019-2020¹⁷ (Transport for NSW)

"The NSW Government is committed to working with councils to make walking and cycling a more convenient, safe and enjoyable transport option. By targeting investment to improve walking and cycling in the areas where most short trips occur, the NSW Government supports more accessible, liveable and productive towns, cities and centres by:

- > reducing congestion on our roads;
- > freeing up capacity on the public transport system for long distance travellers; and
- > encouraging walking and cycling as the best choice for short local trips."

In Broken Hill, congestion and public transport capacity are not constraints. By investing in active transport infrastructure, it will encourage walking and cycling as a viable and attractive mode choice.

These guidelines cover the following programs:

- 1. Walking Communities Council Partnership Program;
- 2. Walking Communities Capital Program;
- 3. Connecting Centres Council Partnership Program;
- 4. Priority Cycleways Program; and
- 5. Cycling Towns Program.

Under these programs, Figure 2-10 provides a summary of what would generally meet the eligibility requirements of each program.

80019037 | 13 June 2019 | Commercial in Confidence

¹⁷ https://www.rms.nsw.gov.au/documents/business-industry/partners-and-suppliers/lgr/walking-cycling-program-guidelines.pdf, accessed 13 November 2018

Figure 2-10	Funding programs a	nd eligibility
-------------	--------------------	----------------

Funding program Eligible projects			Eligibility		Maximum level of State funding			
		ling program	Eligible projects	Local & regional roads	State roads	Development	Construction/ implementation	Evaluation (non-infrastructure only)
Council partnersh funding buyirw buyirw NSW		partnership	Infrastructure projects: One or more projects that will improve pedestrian amenity. Eligible projects include: scramble crossings, raised crossings, marked zebra crossings, installation/realignment of kerb ramps, kerb blisters. (Footpaths are not eligible under this program). Non-infrastructure projects: Campaigns, social media, advertising, community engagement that breaks down barriers to walking.	~		75%	50%	75%
W Walking		NSW Government priority funding	One or more projects to improve pedestrian amenity on state-owned assets (e.g. state roads). Eligible projects include: scramble crossings, raised crossings, marked zebra crossings, installation/realignment of kerb ramps, kerb blisters, signal timing changes, signalised crossings and removal of slip lanes.		~	100%	100%	
	Connecting Centres	Council partnership funding	Infrastructure projects: Local bicycle infrastructure that connects local bicycle networks to key destinations. Projects include on road and off road bicycle infrastructure as defined in the Austroads Guides. Projects must be part of an identified transport network. Closed recreational circuits will not be considered. Non-infrastructure projects: Eligible projects include: bicycle network maps, campaigns, social media, advertising, community engagement, bicycle rider confidence courses and travel behaviour change programs.	~		75%	50%	75%
Cycling	Priority Cycleways	NSW Government priority funding	Projects that are identified in a NSW Government plan as a <i>Priority</i> <i>Cycleway</i> or cycleways on state owned assets. These routes connect major generators of bicycle traffic within each region e.g. universities, commercial centres and public transport interchanges. Priority cycleways will generally be under the care and control of councils when completed.	~	*	100%	100%	
Cycling Towns		NSW Government priority funding	Bicycle infrastructure proposals that complete a primary safe network of cycleways to a range of destinations within a 5km catchment of the town centre. Project examples could include: construction to complete a bicycle network; bicycle parking facilities; construction of a bicycle end of trip facility or centre. Councils must demonstrate supporting complementary cycling promotion initiatives to encourage use of the infrastructure.	~	*	100%	100%	100%

Source: Walking and Cycling Program Guidelines 2019-2020, p.9

Population and travel behaviour 3

3.1 Census data

In the 2016 census¹⁸, the Broken Hill Local Government Area was reported to have a population of 17,708 people. 1,500 people (8.5 per cent of the population) reported as being of Aboriginal and/or Torres Strait Islander descent

The Broken Hill LGA has a median age of 45, significantly above the median of 38 reported for New South Wales and Australia. 27.4 per cent of Broken Hill's population is under the age of 25, compared to approximately 31 per cent for New South Wales and Australia more broadly. 43.8 per cent of Broken Hill's population is over the age of 50, compared to approximately 34 per cent of people for New South Wales and Australia.

The top industries for employment in Broken Hill include silver-lead-zinc ore mining (466 people), hospitals (414 people), aged care (263 people), supermarkets and grocery stores (232 people) and primary education (212 people).

In the Broken Hill LGA, 690 households had no motor vehicle. 2,936 households had one vehicle, with an LGA average of 1.5 motor vehicles.

Table 3-1 shows a summary of journey to work data for Broken Hill, New South Wales and Australia. It is noted that the census now always occurs on the second Tuesday of August, and this time of year may not be conducive to active transport in Broken Hill¹⁹.

Table 3-1 Journey to work			
Mode	Broken Hill LGA	New South Wales	Australia
Car, as driver	4,836	1,953,399	6,574,571
	(70.1%)	(57.8%)	(61.5%)
Car, as passenger	415	144,820	489,922
	(6.0%)	(4.3%)	(4.6%)
Walked only	321	130,957	370,427
	(4.7%)	(3.9%)	(3.5%)
Worked at home	163	163,026	503,582
	(2.4%)	(4.8%)	(4.7%)
Motorbike/scooter	48	21,159	64,580
	(0.7%)	(0.6%)	(0.6%)
Cycling	34	23,332	107,756
	(0.5%)	(0.7%)	(1.0%)
Use public transport	51	540,215	1,225,668
	(0.7%)	(16.0%)	(11.5%)
By private vehicle	5,286	2,182,854	7,305,271
	(76.5%)	(64.6%)	(68.4%)

There is a gender disparity in active transport use. For those who walked only, 170 were males and 159 were females. Of the 34 who cycled to work, 32 were male and 5 were female²⁰. This cycling disparity is a pattern observed across Australia, with male cyclists outnumbering females 3 to 1.

80019037 | 13 June 2019 | Commercial in Confidence

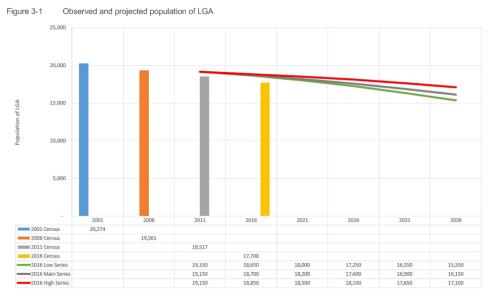
⁸ http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA11250?opendocument, accessed 13 November 2018 ¹⁹ Comparatively cold temperatures and short daylight hours

^a Othere there are small sample sizes, the ABS randomly inserts noise data to maintain anonymity of individuals, hence why the numbers do not add correctly

3.1.2 Population observations and projections

The Department of Planning and Environment maintains projections of populations for each NSW LGA to 2036²¹. The Broken Hill population has decreased in each census since 2001, and the population is forecast to continue to decline from 17,708 in 2016 to 16,150 in 2036. Over the past 15 years, Broken Hill has decreased in population by approximately 15 per cent (i.e. approximately 1 per cent per annum).

The observed and projected/modelled population of the Broken Hill LGA, including three different growth scenarios is shown in **Figure 3-1**.



Source: ABS and Department of Planning and Environment

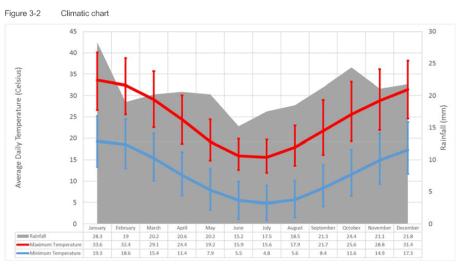
3.2 Climatic records

One of the factors reported to inhibit the uptake of active transport in Broken Hill is the climate. Broken Hill has an arid desert climate with hot daytime temperatures in the summer, cool overnight temperatures in the winter, and low rainfall throughout the year.

Bureau of Meteorology historical records²² indicate Broken Hill typically has 40 days a year where the maximum temperature exceeds 35 degrees Celsius, and 17 days a year where the overnight temperature is less than 2 degrees Celsius. Broken Hill typically has 28 days where more than 1 millimetre of rainfall occurs. The average temperature at 9am throughout the year is 17.1 degrees, and the average temperature at 3pm throughout the year is 23.1 degrees. A climatic chart showing monthly minimum and maximum temperatures, as well as average monthly rainfall, is shown in **Figure 3-2**.

https://www.planning.nsw.gov.au/Research-and-Demography/Demography/Population-projections, accessed 14 November 2018
 All statistics from http://www.planning.nsw.gov.au/Research-and-Demography/Demography/Population-projections, accessed 14 November 2018
 All statistics from http://www.bom.gov.au/Climate/averages/tables/cw 047048 All.shtml, accessed 9 November 2018

80019037 | 13 June 2019 | Commercial in Confidence



Source: Bureau of Meteorology, data from 1957 to 2018 Error bars show 1st and 9th decile of daily temperatures. For example, for January maximum temperature, the maximum temperature would be expected to be less than 26.6 Celsius 10 per cent of the time (approximately 3 days per January month), between 26.6 and 40.1 Celsius 80 per cent of the time (approximately 24 days per January month), and exceed 40.1 Celsius 10 per cent of the time (approximately 3 days per January month).

80019037 | 13 June 2019 | Commercial in Confidence

4 Existing conditions

4.1 Land use and key destinations

There are a number of points of interest throughout Broken Hill. Some key destinations are listed in **Table 4-1**.

Table 4-1 Key destinations						
Туре	Destination					
Primary/secondary/tertiary education	Willyama High School Morgan Street Public School Broken Hill North Public School Sacred Hearth Parish Primary School Broken Hill Public School Burke Ward Public School Alma Public School Railway Public School School of the air Broken Hill Broken Hill TAFE Charles Stuart University Broken Hill					
Pre-school	Rainbow Pre-School Busy Kids Child Care Centre Alma Bugdlie Pre-School					
Hospital/Medical centre	Broken Hill Base Hospital Far West Area Health Service					
Shopping centres	Westside Plaza Coles Shopping Centre					
Key recreational facilities	Broken Hill Aquatic Centre Queen Elizabeth Dog Park Picton Oval Sturt Park E.P. O'Neill Memorial Park Bill Renfrew Sportsground Alma Oval					
Aged care facilities	Harold Williams Home St Anne's Nursing Home Aruma Lodge					
Other	Broken Hill CBD Broken Hill Railway Station Broken Hill Airport					

4.2 Pedestrian facilities

4.2.1 Pedestrian network

The pedestrian network is generally well-formed close to the core CBD area, and around key land uses such as schools, parks and hospitals. Towards the outskirts of Broken Hill, footpaths tend to become segmented. A detailed investigation of the pedestrian network has is described in **Section 6**.

Council's footpath asset register updated in late 2018 documents length (with the total exceeding 83km) and condition (ranked 1-5 with 1 being excellent and 5 being very poor/failed). The total length of footpaths and their condition is reported in **Table 4-2**. The vast majority of footpaths (54 kilometres), is reported as a

80019037 | 13 June 2019 | Commercial in Confidence

condition 3. In terms of sealed footpaths, there is approximately 81.5 kilometres of concrete/paver/bitumen footpath. Nearly 5.5 kilometres of footpath has been classified as very poor.

Council's dataset outlines that there are 1,007 kerb ramps in Broken Hill, with 803 of these identified for replacement. A further 1,505 locations have been identified for new kerb ramps.

 Table 4-2
 Condition assessment by construction material (in metres)

	Туре	Condition where 1 is excellent and 5 is very poor/failed				Total net (metre			
Pavement Construction		1	2	3	4	5	Not reported		
Concrete		-	752	46,182	21,106	5,090	285	73,415	
Concrete/paver	Sealed	-	18	4,835	731	333	-	5,917	00.0EE
Paver	Sealed	-	105	1,936	65	-	-	2,106	82,055
Bitumen		-	-	582	35	-	-	617	
Dirt	Unsealed	-	-	655	-	-	306	961	001
Grass	Unsealed	-	-	-	-	-	-	-	961
TOTAL		-	875	54,190	21,937	5,423	591	83,016	83,016
% of total		0%	1%	65%	26%	7%	<1%		

Source: Summary from Council's asset dataset, email received 2 November 2018 Some minor data entry corrections (data cleaning) made by Cardno to prepare summary

A strategic assessment of the provision of footpaths was undertaken utilising Nearmap imagery captured in November 2016. This was to undertake a rapid assessment of existing footpath provision to support the audit activities. The outcome of the strategic desktop assessment is shown in **Figure 4-1**. The sealed length shown in **Table 4-2** closely matches the assessment shown in **Table 4-3**.

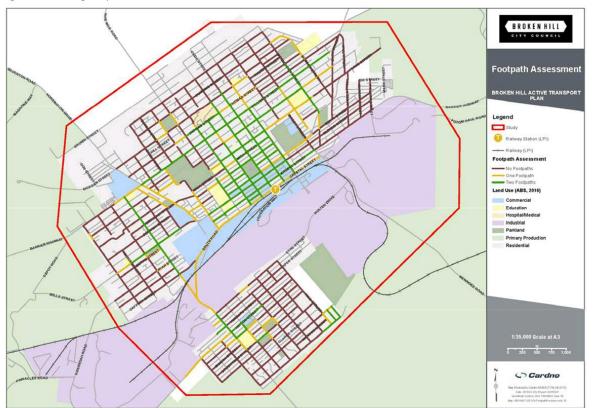
Table 4-3 Summary of Cardno strategic assessment

Footpath	Metres of centreline reviewed	Implied length of footpaths
0 – No footpath	78,488	0
1 – One footpath	22,480	22,480
2 – Two footpaths	29,958	59,916
Total	130,927	82,396

Figure 4-1 shows that the Broken Hill CBD is mostly connected with footpaths on both sides of the road. North of Broken Hill hospital, footpaths are generally not present. In west and south Broken Hill, there are some core trunks, but the network is limited.

80019037 | 13 June 2019 | Commercial in Confidence

Figure 4-1 Strategic footpath assessment²³



80019037 | 13 June 2019 | Commercial in Confidence

²³ Strategic assessment based on Nearmap imagery dated 18 November 2016

4.2.2 Pedestrian activity

NSW road rules legally identifies users of items such as wheelchairs, mobility scooters, skateboards and scooters as pedestrians²⁴. In part due to the high proportion of elderly residents in Broken Hill, Council understands, there is high use of mobility scooters. Due to incomplete networks and the overall condition of the footpaths, mobility scooter users sometimes opt to travel on the road. A pedestrian using a mobility scooter is shown in **Figure 4-2**.

Figure 4-2 Mobility scooter use



4.3 Cycling facilities

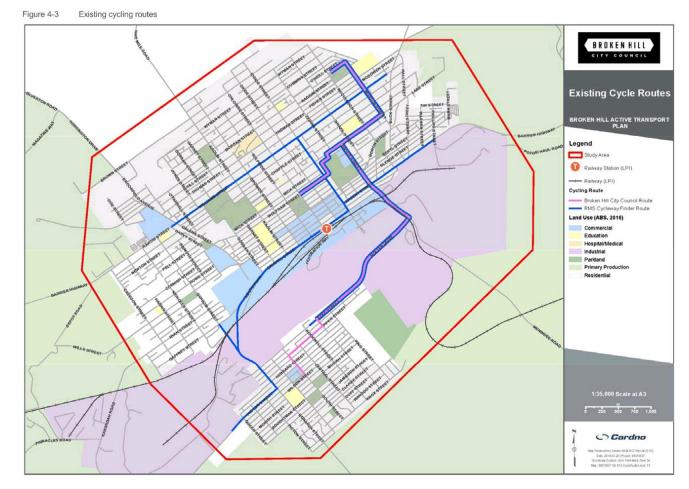
4.3.1 Cycling network

The cycling network is generally recognised as only a couple of on-road routes which cross Broken Hill. Streets are generally sufficiently wide such that cyclists, motor vehicles and parked cars can be easily accommodated. A detailed investigation of the cycling network is described in **Section 6**. The existing cycling network as specified by Roads and Maritime and Council is shown in **Figure 4-3**.

²⁴ https://www.legislation.nsw.gov.au/#/view/regulation/2014/758/part2/div2/rule18, accessed 7 December 2018

80019037 | 13 June 2019 | Commercial in Confidence

BROKEN HILL ACTIVE TRANSPORT PLAN



4.3.2 Cycling activity

Strava is a popular activity sharing platform which aggregates data into a 'heat map'. Strava uses GPS location to track movement and activity of specified activities. It is important to note that this heat map only shows data of people who choose to record data, and, choose to publicly share this data.

Figure 4-4 shows the cycling heat map for Broken Hill. The most highly utilised north-south routes include Kaolin Street, Oxide Street and McCullough Street. The most highly utilised east-west routes are Brown Street, Cummins Street, Williams Street, Argent Street and Crystal Street. It shows that there is considerable cycling activity associated with Perilya Limited, Broken Hill Airport, Westside Plaza, the CBD area, the Aquatic Centre, Broken Hill Base Hospital and Broken Hill Tourist Park. Aside from the CBD area, by far the most popular destination is the airport. There is also a highly utilised mountain bike area immediately west of the Broken Hill Golf and Country Club. It shows that most of the roads heading out of Broken Hill have some cycling activity.



Source: https://www.strava.com/heatmap#13.57/141.47712/-31.95966/hot/ride, accessed 21 November 2018

4.4 Public transport

BusLink is the local bus service provider and provides urban, school, special needs (disabled) and charter services. It has a local fleet of twelve vehicles, and a local workforce of 17 people. It reports to provide 8,700 local journeys (services) a year²⁵. The number of passenger trips is not reported for Broken Hill.

BusLink suggests it has 100 per cent disability access for passengers across its urban network but there are some services which are not shown to be accessible on the timetable website.

BusLink outlines that it serves eleven local schools in the Broken Hill area. The bus routes are illustrated in **Figure 4-5** and detailed in **Table 4-4**. Bus routes are loops which are generally effective ways of routing in regional areas, but they are ineffective and inefficient leading to long journeys for some users.

²⁵ http://buslink.com.au/our-bus-operations/, accessed 21 December 2018

80019037 | 13 June 2019 | Commercial in Confidence

Route	Route Description	Location of stop	Days of Service	Number of services per weekday	Number of weekend services	Peak Frequency (7.30- 8.30am)	Off-peak Frequency (12-1pm)	Accessible	Indicative time
590	City Loop via North	City (Argent & Oxide Sts)	Mon- Fri	2	0	2	0	Yes	30 minutes (loop)
591	City Loop via South	City (Argent & Oxide Sts)	Mon- Fri	2	0	2	0	Yes	30 minutes (loop)
591A	City Loop via South & Hillside	City (Argent & Oxide Sts)	Mon- Fri and Sat	8	3	0	1	Yes	50 minutes (loop)
592	City Loop via Thomas	City (Argent & Oxide Sts)	Mon- Fri	2	0	2	0	Yes	30 minutes (loop)
592A	City Loop via North & Thomas	City (Argent & Oxide Sts)	Mon- Fri and Sat	7	4	1	0	Yes	45 minutes (loop)
593	City Loop via Hillside	City (Argent & Oxide Sts)	Mon- Fri	2	0	2	0	Yes	30 minutes (loop)

Table 4-4 Local public bus services for Broken Hill as provided by BusLink

80019037 | 13 June 2019 | Commercial in Confidence

BROKEN HILL ACTIVE TRANSPORT PLAN

Figure 4-5

Bus routes

BROKEN HILL **Bus Network** BROKEN HILL ACTIVE TRANSPORT PLAN Legend Study Area Railway Station (LPI) Bus Stops (TINSW, 2018) Railway (LPI) Bus Routes (TINSW, 2018) 5.01 691 **591**A 592 592A 593 Land Use (ABS, 2016) Commercial Education Hospital/Medical Industrial Parkland Primary Production Residential Cardno Mar Producted by Cardins NDMAN CT Pby LM (D10 Data: 2018-03-201 (Project 0.001007) Condicate Dystem: 00.0.1193-MDA Zang 54 May: 00013037-405-005-001904b Loted 01

 Table 4-5 shows interstate or long-distance bus and train services.

Table 4-5 Intercity rail and coach services to Broken Hill (Including SA and Victorian connections)

Transport service	Journey	Days of operation	Frequency
Indian Pacific	Sydney – Perth	Wed and Sat	2 per week
NSW Trainlink regional Train	Sydney – Broken Hill (13 hours)	Mon	1 per day
NSW Trainlink Bus	Dubbo – Broken Hill	Every day	1 per day
Buses R Us 1101	Adelaide – Broken Hill	Tues and Fri	2 per week
Buses R Us 1104 & 1103	Mildura – Broken Hill	Mon and Fri	4 per week

4.5 Road network

Dood Classification Local Contaut

Table 4.6

Roads and Maritime is required to maintain a schedule of classified roads under the *Roads Act* 1993 s153 (4)²⁶. A classified road is a road which Roads and Maritime is responsible for maintaining and funding. They are classed as either highways or state/ main roads, and are generally recognised as key arterial links within the road transport network. Regional roads provide an intermediate function and are funded by Roads and Maritime, but maintained by Council. Local roads are maintained and funded by Council. The relationship between different road classes, funding and maintenance responsibility and the identification of classified and unclassified regional roads surrounding Broken Hill is shown in **Table 4-6**.

able 4-6 Road Classification Local Context					
Road Classification	Class	Funding of works	Maintenance responsibility	Study Area Roads (Classification Number)	
Classified Road	Highway	Roads and Maritime	Roads and Maritime	 Barrier Highway - From the Mitchell Highway (HW7) at Nyngan, via Hermidale, Cobar, Wilcannia and Broken Hill to the South Australian Border at Cockburn. (8) Silver City Highway - From the Sturt Highway (HW14) at Buronga, via Wentworth, Broken Hill, Euriowie, Cobham Lake and Tibooburra to the Queensland border at Warri Gate. With a branch to Abbotsford Bridge over the Murray River at Curlwaa. (22) 	
	State Road/ Main Road	Roads and Maritime	Roads and Maritime	 From South Road South Broken Hill, via Gypsum Street to Rakow Street; then from William Street via Brookfield Avenue, Horsington Drive, Silverton Road and Silverton to Umberumberka Reservoir. (81) From the Broken Hill-Tibooburra Road north of Broken Hill to White Cliffs. (428) 	
Unclassified	Regional	Roads and Maritime	Council	 Creedon St and Kanandah Rd, Broken Hill - From Barrier Highway (HW8) via Creedon St and Kanandah Rd to Silver City Highway (HW22) - heavy vehicle by pass in Broken Hill. (7507) 	
Local	Local	Council	Council	All other roads	

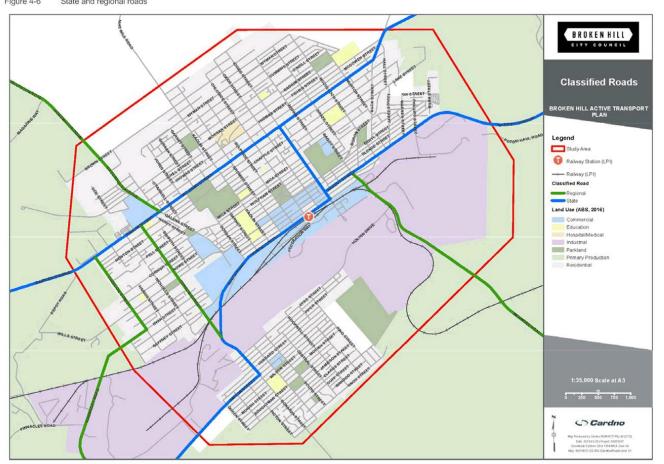
Roads and Maritime has planning control at all traffic signals, even if these are located on regional or local roads. A map illustrating classified, regional roads and traffic signals within Broken Hill is shown in **Figure 4-6**.

²⁶ <u>http://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/documents/classified-roads-schedule.pdf</u>, accessed 13 November 2018

80019037 | 13 June 2019 | Commercial in Confidence

BROKEN HILL ACTIVE TRANSPORT PLAN

Figure 4-6 State and regional roads



4.6 Crash analysis and road safety

Roads and Maritime provided crash data for the six years to the end of 2017. The summary crash report indicates 261 reported crashes. These crashes resulted in 207 casualties, noting there were zero fatalities. The data indicates ten accidents involved cyclists and 12 accidents involved pedestrians. 175 accidents occurred within ten metres of an intersection, and 182 accidents involved multiple vehicles. Speeding and fatigue were attributed to 39 accidents and nine accidents respectively.

In terms of the RUM classification, the following points summarise the most common types of crashes. Cumulatively, these five crash types account for 180 crashes (69 per cent):

>	Intersection, adjacent approaches (T-bone)	81
>	Off road on straight, hit object	45
>	Rear-end	24
>	Opposing vehicles; turning	15
>	Off road on straight	15

Specific pedestrian and cyclist crashes are summarised in **Table 4-7** and **Table 4-8** respectively. With regards to pedestrian accidents, half are pedestrian nearside which may indicate some inattentiveness with some pedestrians with regards to the road environment. With regards to cyclist accidents, three accidents were with children less than twelve years old, and all are the result of a collision between a motor vehicle and a cyclist (as opposed to a single vehicle accident). This may suggest inattentive drivers around cyclists or inexperienced cyclists.

Table 4-7 Pedestrian crashes	Table 4-7	Pedestrian crashes
------------------------------	-----------	--------------------

Crash #	Date	Time	Location	Gender/ Age of Pedestrian	RUM code	Injury	Speed of Vehicle	Additional Comment (Cardno)	Additional Comment (Police)
E4891 2272	6/9/2012	1515	Argent Ln near Oxide St	Female Unknown	0 Pedestrian nearside	1 Minor	10km/h		
E4826 2475	9/7/2012	0900	Argent St near Sulphide St	Female 19	2 Pedestrian far side	1 Minor	40km/h		
E2238 74497	16/9/2016	1400	Barrier Hwy near Bromide St	Male 44	0 Pedestrian nearside	1 Moderate	20km/h		
E6011 3434	9/1/2016	0900	Blende St near Oxide St	Female 63	0 Pedestrian nearside	1 Serious	10km/h		
E5452 5656	10/4/2014	2015	Chloride St near Cummins Ln	Male 36	9 Pedestrian other (walk with traffic)	2 Moderate	10km/h		
E5196 5672	15/7/2013	2005	Creedon St near Newton St	Female 44	0 Pedestrian nearside	1 Serious	40km/h		
E5759 9665	3/1/2015	0130	Cummins St near McCulloug h St	Male 17	0 Pedestrian nearside	1 Serious	Unknow n	Possible hit and run? Note age of pedestrian	
E4731 6074	16/1/2012	1230	Patton Ln near Central St	Male 33	4 Pedestrian walk with	1 Minor	Unknow n		

80019037 | 13 June 2019 | Commercial in Confidence

Crash #	Date	Time	-ocation	Gender/ Age of Pedestrian	RUM code	Injury	Speed of Vehicle	Additional Comment (Cardno)	Additional Comment (Police)
								4 02	4 00
E5822 2479	17/4/2015	1140	Silver City Hwy near Bromide St	Male 40	0 Pedestrian nearside	1 Serious	Unknow n		
E6822 4388	30/9/2017	1700	South St near unnamed lane	Male 48	2 Pedestrian far side	1 Moderate	Unknow n		Speed contributing factor
E5118 8481	28/7/2012	1155	Thomas St near Bromide St	Female 85 Female Unknown	73 Vehicle off road right	3 Moderate 1 Serious	30km/h		Fatigue contributing factor
E6460 1183	15/8/2016	1700	Thomas St near house 457	Male 14	3 Pedestrian on carriagew ay	1 Serious	50km/h	Note age of pedestrian	

Source: Roads and Maritime crash data prepared 2 November 2018

Table 4-8 Cyclist crashes

Crash #	Date	Time	Location	Gender/ Age of Cyclist	RUM code	Injury	Speed of Vehicle	Additional Comment (Cardno)	Additional Comment (Police)
E6156 4935	21/7/2016	0745	Barrier Hwy near Oxide St	Male 58	10 Cross traffic	1 Moderate	Unknow n		
E6227 7837	26/10/2016	0750	Beryl St near Sulphide St	Female 36	10 Cross traffic	1 Moderate	15km/h		
E5801 2032	18/6/2015	1610	Beryl St near Zebina St	Male 11	10 Cross traffic	1 Uncategori sed	Unknow n	Note age of cyclist	
E6290 7019	1/11/2016	0840	Bonanza St near Boughtman St	Male 6	48 From footpath	1 Moderate	10km/h	Note age of cyclist	
E5896 5505	15/10/2015	0830	Brookfield Ave near Morgan St	Male 10	33 Lane sideswipe	1 Serious	30km/h	Note age of cyclist	
E5638 2788	28/1/2014	0900	Duff St near South St	Male 34	10 Cross traffic	1 Moderate	Unknow n		
E5118 4106	7/5/2013	1230	Kaolin St near Williams St	Female 51	30 Rear end	1 Moderate	15km/h		
E6411 8982	11/9/2016	2050	Newton St near Gypsum St	Male 27	33 Lane sideswipe	1 Serious	40km/h		
E5809 1258	23/4/2015	1100	Silver City Hwy near McCullough St	Male 18	10 Cross traffic	1 Moderate	15km/h		
E5480 4867	12/3/2014	1830	Wills St near Gypsum St	Female 41	21 Right through	1 Moderate	25km/h		

Source: Roads and Maritime crash data prepared 2 November 2018

80019037 | 13 June 2019 | Commercial in Confidence

Historic data suggests that there is downward trend in the number of accidents and the number of injuries. Over the past six years, on average, there has been a decrease of four crashes per year (from 58 to 32), and decrease of three casualty crashes per year (from 41 to 28)²⁷ as shown in **Figure 4-7**.

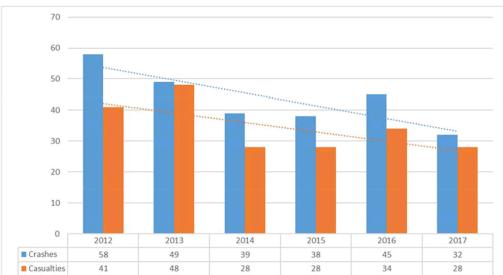


Figure 4-7 Crashes and casualties by year

In a vast majority of crashes, it is noted that (where provided), the estimated impact speed is comparatively low. The importance of low speed limits in urban areas is highlighted by comparing injuries sustained with the estimated impact speeds as shown in **Table 4-9**.

Table 4-9 Comparison of estimated impact speeds and injury severity for pedestrian and cyclist crashes

Crash severity	Estimated impact speeds (from crash tables)	Average of estimated impact speeds	
Moderate	20, 10, 30, 15, 10, 15, 15, 25	17.5km/h	
Severe	10, 40, 30, 50, 30, 40	33.3km/h	

These data points indicates that lower impact speeds result in less serious injuries.

²⁷ In October 2014, self-reporting of minor accidents commenced, and therefore part (or all) of the decrease may be attributable to the change in reporting standards

80019037 | 13 June 2019 | Commercial in Confidence

5 Consultation

Consultation is a key aspect in the development of an ATP to ensure ideas are obtained from the community and stakeholders to inform the plan. and the plan aligns with their expectations. A consultation activities and findings paper is included in **Appendix A**.

5.1 Stakeholder identification

Cardno and Council worked collaboratively to identify a list of key stakeholders in Broken Hill. The list included:

- > Schools;
- > Aged care providers;
- Local Police;
- > Disability organisations;
- > Local businesses;
- > Broken Hill Chamber of Commerce;
- > Transport providers; and
- > Local recreation groups.

Additionally, residents were encouraged to participate in the project consultation activities.

5.2 Consultation activities

Consultation activities for the ATP included a mix of online and face-to-face consultation:

- > Stakeholder workshop and community drop-in session;
- > Community survey (115 responses); and
- > Online map (41 responses).

5.3 Survey summary

The following are some key statistics about the survey respondents:

- > The two most common age brackets for respondents were 25-34 years and 35-54 years;
- > 78 per cent of respondents were female;
- > Over half of all respondents identified themselves to be walkers only, a further 35 per cent also identified as a bicycle rider, approximately 10 per cent of people do not identify as a pedestrian or a cyclist;
- > Respondents tended to like walking and cycling for health benefits and general exercise;
- > Notable issues facing pedestrians and cyclists included stray dogs and a lack of infrastructure; and
- > Opportunities to increase walking and cycling included improved accessibility, infrastructure and amenity.

5.4 Key issues summary

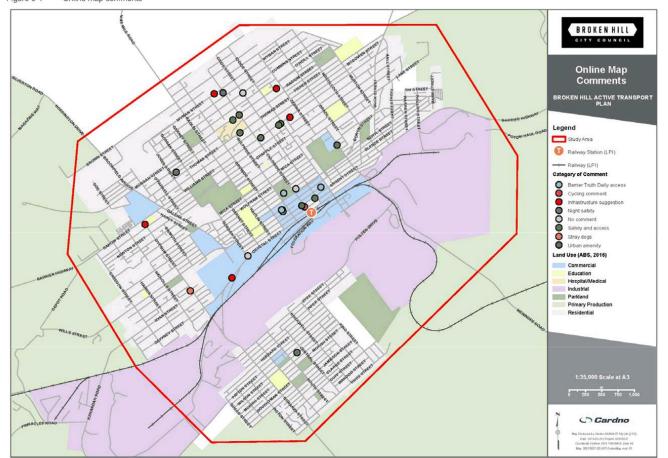
There are several reoccurring themes in the survey and online map regarding current issues and opportunities for Broken Hill's active transport network. These include:

- > Numerous stray and uncontrolled dogs;
- > General lack of footpaths outside of the CBD;
- > Accessibility issues across the pedestrian network, particularly for mobility scooters, prams, and walkers;
- > Prevalence of weeds causing tyre punctures on bikes and prams; and
- > Lack of street lighting.

An overview of the issues identified by the community is shown in Figure 5-1.

80019037 | 13 June 2019 | Commercial in Confidence

Figure 5-1 Online map comments



80019037 | 13 June 2019 | Commercial in Confidence

5.5 Key opportunities summary

Respondents from the local community suggested a number of opportunities to improve walking and cycling in Broken Hill. These include:

- > More footpaths;
- > Enhanced accessibility;
- Improved amenity;
- > Animal control;
- > Implementation of bike tracks and/or a continuous walking and cycling loop track around Broken Hill;
- > Community engagement with walking and cycling events; and
- > Increased bicycle parking.

80019037 | 13 June 2019 | Commercial in Confidence

5.6 **Broken Hill personas**

Based on the output of the consultation, five typical personas representative of the demographic, needs, and travel behaviour of Broken Hill residents were developed. These are outlined in Figure 5-2.

Broken Hill personas Figure 5-2





80019037 | 13 June 2019 | Commercial in Confidence

Occupation: Small business owner Lifestyle: Social, but slowing down Home: Pell Street



Age: 67

Janet walks a little, sometimes catches the bus into town, or gets a lift from her daughter. Typical journeys are to work in the CSD, to Westside Plaza for shopping, and to Broken Hill RSL for social events.

Motivations:

Her craft shop business, getting to social events.

Frustrations:

Trip hazards on footpaths, stray dogs, leck of amonity and facilities.

ion't using their ute. Motivations: Kids' school drop-offs, taking the kids to the park, grocery shopping.

Marlee

st of the towns lack of foot n us parents have to

Frustrations:

Age: 46

Occupation: Mother of three

Home: Clarke Street

Travel behaviou

Lifestyle: Domestic duties, home-based

Walks with her stroller locally and

sometimes catches the bus to the child-

care centre in town. She drives to the

shops on weekends, when her husbend

Lack of footpaths for her kids to walk or ride their bikes, bindis puncturing bike tyres, gravel on footpaths, stray dogs.

Image credit: Susan Rooney-Harding, ABC Open Producer Konsul Minte com/intouoz/abcopen





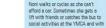
Age: 35 Occupation: Local reporter Lifestyle: Out and about Home: Iodide Street

Travel behaviour: Key mainly cycles around town to stay in touch with everything, and also walks his dog. He owns a car but

prefers to cycle or walk whenever possible. Motivations.

Staying fit, exploring Broken Hill on two wheels, and enjoying the local parks.

Frustrations Lack of cycling routes within and surrounding Broken Hill, sharing the road with heavy vehicles.



Age: 21

teaching degree

time classroom assistant

Home: Robinson College

(South Broken Hill)

Travel behaviour

her colleagues at school Motivations

Social life, researching and recreation.

Nonl

Occupation: Uni student undertaking

Lifestyle: Tertiary student and part-

Street lighting is extremely poor.

Frustrations:

Lack of footpaths and lighting, three cornered jacks causing tyre punctures.





Age: 56 Occupation: Retired miner and drover on a disability pension Lifestyle: Wheelchair-bound, Norm likes to meet his mates at the local pub, and paints in his spare time Home: Wolfram Street

Travel behaviour:

Norm requires a driver for trips across town, or else he uses his electric mobility scooter

Motivations:

Frustrations:

Social life, playing cards, having a drink with friends.

Lack of and poor condition of footpaths for mobility scooters, difficulty crossing roads, three cornered jacks. Lack of and poor condition of footpaths for mobility scooters, difficulty crossing roads, three cornered jacks.

38

-

Active Transport Plan Attachment

6 Network development

6.1 Introduction

The extent and topography of Broken Hill is generally favourable to walking and cycling. The climate is a significant hurdle, and leads to a lack of urban amenity due to the lack of canopy cover. Most of Broken Hill, with the exception of South Broken Hill, is contained within a 3 kilometre radius of the town centre. Using a conservative 20km/h cycle speed and standard 4.8km/h walking speed, from the CBD one could get almost anywhere in Broken Hill within a 9-minute cycling trip, or a 40-minute walk.

6.2 Network development

The development of an active transport network for Broken Hill included identifying overarching principles, and applying these principles to a pedestrian network and cycling network, as well as a shared path network to service both pedestrians and cyclists.

6.2.1 Principles

Key principles were used to plan the walking and cycling network for Broken Hill:

- Connectivity: The existing active transport network was analysed, and new routes were identified to enhance the network. This reinforces the coherence of the existing routes and maintains network legibility.
- Accessibility: A key focus for Council is addressing DDA compliance within the existing network. The proposed network considered this requirement, to improve access.
- Connection to the CBD: The network is designed to provide good connectivity to the CBD from all areas of Broken Hill, so that residents, workers and visitors can access employment, services, recreational facilities, and entertainment safely.
- Connection to schools and educational institutions: An important element of the active transport network is to design for its use by school kids. The network was planned to provide connectivity to schools and educational institutions across Broken Hill.
- > Connection to health facilities and retirement villages: The network considers the location of health and other community facilities and has been designed to provide safe connections to these destinations.
- Distribution of the network across all areas of Broken Hill: Equity of access for all residents of Broken Hill was another important consideration, and the network is planned to connect areas located to the north, south, east and west.
- Catering for future demand: The network was planned to cater for current and future demand, including connections to schools to encourage kids to walk and cycle, as well as to future land uses and developments.
- Stakeholder and community comments: Stakeholder and community comments on missing network links and priorities for Broken Hill were considered and incorporated, where possible, into the network development process. In particular, the question from the online survey 'What can we do to improve walking and cycling in Broken Hill?' showed that respondents valued connectivity over accessibility.
- > Value for money: The network development considered Council's expected ten-year budget, and looked for efficiencies and value for money solutions to balance improved connectivity and cost.

6.2.2 Active transport network

In regional areas, it may be impractical and/or unfeasible to provide desired infrastructure in front of every residence. A prioritisation process was established based on the principles described above to guide development of active transport infrastructure along preferred corridors. This process was used to establish a trunk network of primary routes, with the vision of rolling out additional connecting routes over time to provide a complete connected and accessible network.

80019037 | 13 June 2019 | Commercial in Confidence

40

6.2.2.1 Pedestrian network

The pedestrian network was prioritised into primary and secondary routes. The primary network is 68.2 kilometres, and the secondary network is 73.3 kilometres.

6.2.2.2 Shared path network

The shared path network covers a total length of 28.3 kilometres. The network is planned to cater to the needs of both pedestrians and cyclists, and particularly to enable school kids to walk or ride to school.

6.2.2.3 On-road cycling network

The on-road cycling network considers the existing routes in Broken Hill and has added a number of additional routes to provide a more complete network, particularly when integrated with the shared path network. On-road cycling routes are 36.4 kilometres.

6.3 Network demand and investment overview

An important element of network development was to increase overall population catchment and to consider current and future demand for walking and cycling. With an approximate population of 17,500, two active transport trips per day by 90 per cent of the population would mean 31,500 daily trips across the network. If there are approximately 3,000 students across all of Broken Hill's schools (based on 2016 census statistics), and target walking and cycling mode shares of between 6 per cent and 13 per cent were achieved as per the Regional NSW Services and Infrastructure Plan, the result would be 360 walking and 780 cycling return trips per day. If each of these journeys was on average 1 kilometre, and based on an assumed benefit of \$1.80 per kilometre (see Section 2.1.2), this results in \$648 to \$1,404 worth of net economic benefits every school day.

Although investment in active transport is generally focused more on social benefits than economic benefits, an improved network could significantly increase overall walking and cycling trips and support investment.

80019037 | 13 June 2019 | Commercial in Confidence

7 Site audit

7.1 Network standards

The following subsections outline the current design standards and mitigation measures.

7.1.1 Crossing infrastructure

7.1.1.1 Zebra and raised zebra crossings

Zebra crossings provide pedestrians with prioritised road crossing opportunities. Specific non-compliances assessed for zebra crossings and raised zebra crossings are summarised in **Table 7-1** along with the standards against which they were assessed and the recommended improvements.

Table 7-1	Zebra and raised	zebra crossings	assessment	and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Painted crossing width less than 3.6 metres		Crossing should be 3.6 metres wide (minimum)	Widen crossing to 3.6 metres wide
Poor sight lines for pedestrians	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2001/04b Traffic calming devices as pedestrian crossings	Focus is given to crests and obstructions that may restrict the clear view of approaching vehicles	Evaluate options to redesign crossing facility
Faded line markings		Pavement markings should be clearly visible by pedestrians and vehicle drivers.	Re-paint line marking
Lack of signage		Signage should be installed as per Figure 1 of AS1742.10-2009	Install signage

7.1.1.2 Signalised pedestrian crossing

Signalised pedestrian crossings provide pedestrians with a green traffic light signal priority to cross a street. Specific non-compliances assessed for signalised intersections are summarised in **Table 7-2** along with the standards against which they were assessed and the recommended improvements.

Table 7-2 Signalised intersection assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Missing crossing leg	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2002/12c Stopping and Parking restrictions at intersections and crossings.	Pedestrian crossing on all intersection legs	Investigate provision of additional crossing leg
Delineated crossing width less than 3.3 metres		Crossing width 3.3 metres	Adjust line marking to provide 3.3 metre wide pedestrian crossing zone
No pedestrian lantern		A green / red lantern should be visible to pedestrians from both sides of the crossing	Provide pedestrian lantern

7.1.1.3 Pedestrian refuges

Pedestrian refuges allow pedestrians to cross one direction of vehicle traffic at a time, providing a space in the middle of the road. Splitter islands provide a similar amenity; however, these are located on roundabout

80019037 | 13 June 2019 | Commercial in Confidence

approaches (see next section). Refuges are particularly effective in aiding the mobility of pedestrians on multi-lane roads.

Specific non-compliances assessed for pedestrian refuges are summarised in **Table 7-3** along with the standards against which they were assessed and the recommended improvements.

Table 7-3 Pedestrian refuges assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Refuge dimensions less than 3m (parallel) x 2m (perpendicular)	AS 1742.10-2009 Pedestrian control and protection with reference to RMS supplement and TDT 2011/01a.	3.0 metres parallel to the road direction of travel (minimum).	Reconstruct refuge to provide compliant waiting space.
		2.0 metres perpendicular to the road direction of travel (minimum).	
Faded line marking		Pavement markings should be clearly visible by pedestrians and vehicle drivers.	Re-paint line marking

7.1.1.4 Splitter islands

Splitter islands allow pedestrians to cross one direction of vehicle traffic at a time close to a roundabout, providing a space in the middle of the road to wait before completing the second leg of the road crossing.

Specific non-compliances assessed for splitter islands are summarised in **Table 7-4** along with the standards against which they were assessed and the recommended improvements. Splitter are effective in aiding the mobility of pedestrians on multi-lane roundabouts.

Table 7-4 Splitter island assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Missing leg	Guidance sought from Guide to road design Part 4B roundabouts, there is some element of engineering judgment involved	Provision of splitter islands on all crossing legs.	Investigate provision of splitter island
Splitter island dimensions less than 2m (parallel) x 2m (perpendicular)		2.0 metres parallel to the road direction of travel (minimum).2.0 metres perpendicular to the road direction of travel (minimum).	Reconstruct splitter island to provide compliant waiting space
Should be located a minimum 6m from vehicle hold line		Located 6.0 metres behind the vehicle hold line to enable a pedestrian to cross while a vehicle is waiting to enter the roundabout.	Relocate/redesign splitter island

7.1.1.5 Kerb ramps

Kerb ramps are used to assist pedestrians, particularly those who are less mobile, to enter and exit the roadway to cross the street at a designated point. Specific non-compliances assessed for kerb ramps are summarised in **Table 7-5** along with the standards against which they were assessed and the recommended improvements.

Table 7-5 Kerb ramp assessment and improvements

Non-compliance	Standard	Requirement for compliance	Recommended improvement
Missing	AS1428.1-2009 and AS1428.4.1 – 2009	Kerb ramps should be provided where possible.	Construct kerb ramp

80019037 | 13 June 2019 | Commercial in Confidence

Non-compliance	Standard	Requirement for compliance	Recommended improvement
None (Path level with road)	Design for Access and Mobility, and RMS Standard Drawing R0300-11	Where there is no difference between height in the footpath and roadway TGSI is required.	Investigate provision of tactile ground surface indicators (TGSI)
Misaligned with opposite kerb ramp		Kerb ramps must be directly facing each other, and aligned with the adjacent property boundary or wall.	Reconstruct kerb ramp
DDA non-compliant dimensions/grades		Kerb ramps should be 1.5 metres wide to allow for the safe movement of wheelchairs, prams, mobility aids.	Reconstruct kerb ramp
Damaged / poor condition		Kerb ramps should be in a good condition to avoid trip hazards.	Reconstruct kerb ramp

The desktop assessment of the secondary network assessed missing and misaligned kerb ramps.

7.1.1.6 Missing crossing location

Regular road crossings allow pedestrians to access their destinations safely. This is important in areas of high vehicle volumes and speeds or where the crossing distance is long. Issues associated with a lack of crossing opportunities were assessed as part of the site audit. The criteria used to audit these is summarised in **Table 7-6**.

Table 7-6 Lack of crossing infrastructure assessment and improvements

Non-compliance	Requirement for compliance	Recommended improvement
Hazardous crossing location / no formal crossing facility	Crossing facilities along key pedestrian desire lines	Investigate rectification of identified hazard
Evidence of a pedestrian desire line	Crossing facilities along key pedestrian desire lines	

7.1.2 Paths

7.1.2.1 Footpaths

All footpaths and shared paths along the proposed pedestrian network were assessed for their existence, width, condition and other issues. Specific issues assessed for footpath presence and width are summarised in **Table 7-7**.

Table 7-7	Eastnath	aaaaamaat	and	improvements
Table /-/	rootpath	assessment	and	Improvements

Facility	Standard	Assessment	Recommended improvement	
Footpath	Austroads Guide to Road	Missing	Construct path	
	Design Part 6A: Paths for Walking and Cycling (AGRD06A-17) Section 5.1	Non-compliant width (<1.2m)	Reconstruct footpath	
		,	Compliant	None
		Cracked/uneven major	Reconstruct path	
		Cracked/uneven minor	Reconstruct or repair path	

7.1.2.2 Shared paths

Shared path issues assessed on site are shown in Table 7-8.

80019037 | 13 June 2019 | Commercial in Confidence

Table 7-8 Shared path assessment and improvements

Facility	Standard	Assessment	Recommended improvement for compliance		
Shared path	Shared path Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (AGRD06A-17) Section 5.1	Missing	Construct path		
		Non-compliant width (<2.5m)	Reconstruct path		
		· ,	()	Compliant	None
		Cracked/uneven major	Reconstruct path		
		Cracked/uneven minor	Reconstruct or repair path		

Where a footpath condition is poor, and does not meet the width compliance, the recommendation is to reconstruct the entire footpath.

7.1.2.3 On-road cycle path

A selection of minimum design standards for cycling infrastructure are described in **Table 7-9**. The overarching design factors are to provide a coherent, direct, safe, attractive and comfortable cycling network, ideally supplemented by end-of-trip facilities.

Table 7-9 On-road cycle path assessment and improvements

Defect	Standard	Requirement for compliance	Recommended improvement
On-road cycle path Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (AGRD06A-17)	Missing	Construct path	
	Section 5.1	Non-compliant width (<1.5m)	Reconstruct path
	Compliant	None	

80019037 | 13 June 2019 | Commercial in Confidence

8 Identified issues

The site audit identified a range of issues in the pedestrian and cycling network. The issues found directly impact pedestrian and cyclist safety, accessibility and comfort.

These issues are described in this section, with improvements identified in the Schedule of Works in Appendix B.

8.1 Path issues

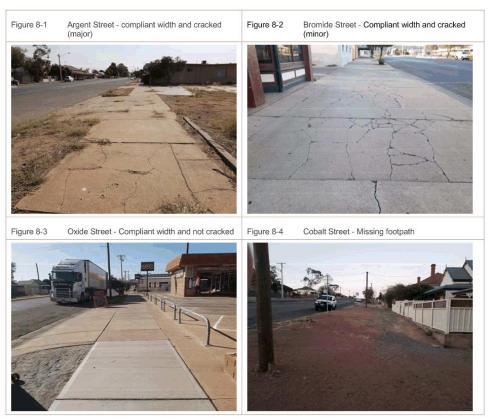
8.1.1 Footpath provision and width

The pedestrian network consists of approximately 140 kilometres of footpath. Of this, 34 per cent (47.1 kilometres) was found to be a compliant width (minimum 1.2 metres), and 63 per cent of the proposed network is missing (88.4 kilometres). Site audits showed that existing footpaths in Broken Hill are generally compliant and do not require upgrading.

The footpath network's composition is shown in **Table 8-1**, and examples of footpath conditions are shown in **Figure 8-1** to **Figure 8-4**. Footpath issues are also identified by location in **Figure 8-5**.

Table 8-1 Footpath network			
Footpath width	Length (km)		
	Not cracked	Cracked minor	Cracked major
Compliant width	47.1	1.9	0.28
Non-compliant width	3.5	0	0.15
Missing			88.4
Total			140.3

80019037 | 13 June 2019 | Commercial in Confidence

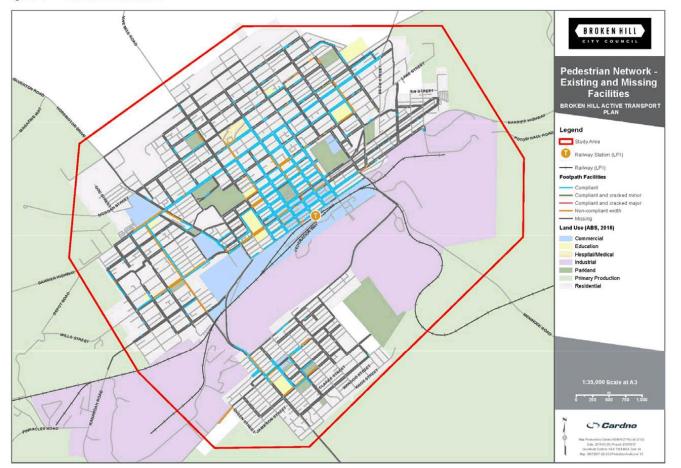


An overview of facilities in the pedestrian network is shown in Figure 8-5.

80019037 | 13 June 2019 | Commercial in Confidence

BROKEN HILL ACTIVE TRANSPORT PLAN

Figure 8-5 Pedestrian network facilities



8.1.2 Shared path provision and width

There is approximately 28.4 kilometres of shared path in the proposed shared path network in Broken Hill. Of this, over half of the paths are missing (63 per cent), and 32 per cent are currently footpaths with a width not adequate for a shared path (minimum 2.5 metres wide).

The shared path network's composition is shown in **Table 8-2**, and examples of shared path conditions are shown in **Figure 8-6** to **Figure 8-8**.

Table 8-2 Shared path network

Shared path width	Length (km)		
Shareu patri wittir	Not cracked	Cracked minor	Cracked major
Compliant width	1.8	0.041	0
Non-compliant width	8.9	0	0.010
Missing	17.6		
Total			28.4





An overview of bicycle network facilities is shown in Figure 8-13.

80019037 | 13 June 2019 | Commercial in Confidence

8.1.3 On-road cycling facilities

On road cycling facilities were audited for 36.4 kilometres of the road network in Broken Hill. The audit identified that the majority of the proposed on-road cycling network is missing.

The composition of the on-road cycling network is shown in **Table 8-3**, and examples of on-road cycling facility conditions are shown in **Figure 8-9** to **Figure 8-12**. On-road cycling facility issues are shown in **Figure 8-13**.

 Table 8-3
 On-road cycling network

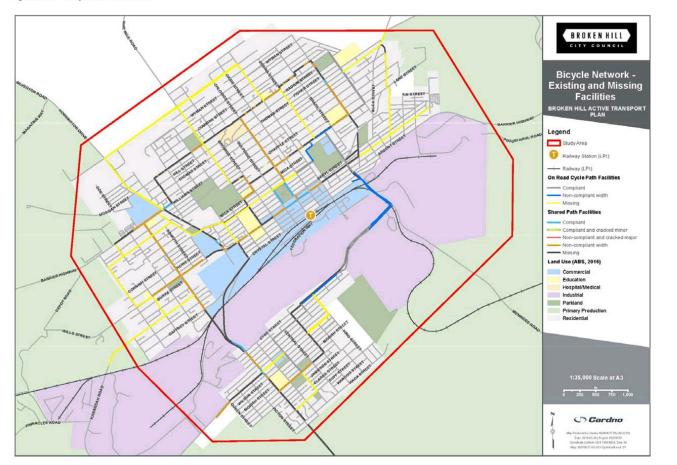
On-road cycling facility	Length (km)
Compliant width	7.8
Non-compliant width	3.8
Missing	24.7
Faded line markings	2.0
Poor path condition	1.3
Total	36.4



An overview of bicycle network facilities is shown in Figure 8-13.

80019037 | 13 June 2019 | Commercial in Confidence

Figure 8-13 Bicycle network facilities



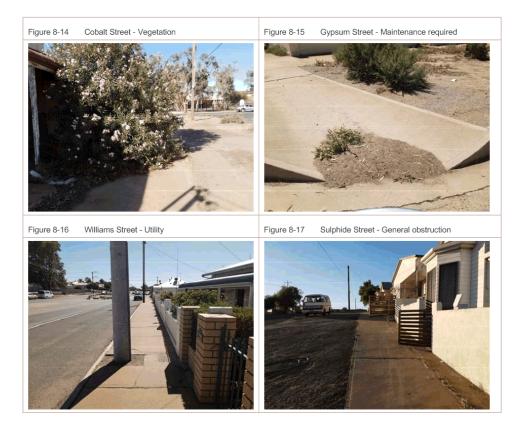
80019037 | 13 June 2019 | Commercial in Confidence

8.1.4 Path obstructions

The majority of obstructions in the Broken Hill active transport network consist of vegetation obstructions. General obstructions included bus stops and gates, and utility obstructions included power poles.

The types of path obstructions are shown in **Table 8-4**, and examples of each are shown in **Figure 8-14** to **Figure 8-17**.

Table 8-4 Path obstructions	
Path obstruction	Count
General obstruction	5
Utility	5
Vegetation	31
Total	41



80019037 | 13 June 2019 | Commercial in Confidence

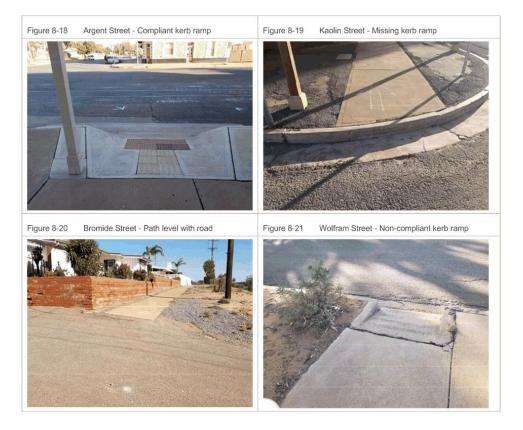
8.2 Crossing issues

8.2.1 Kerb ramps

Over one half (53 per cent) of all kerb ramps in the proposed pedestrian network were found to be missing, and many existing kerb ramps (18 per cent) were found to be non-compliant. Four per cent of kerb ramps were located on kerbs that were flat with the road.

The condition of kerb ramps in the network are shown in Table 8-5, and examples are shown in Figure 8-18 to Figure 8-21.

Table 8-5 Kerb ramps	
Kerb ramp condition	Count
Compliant	353
Minor non-compliant	223
Kerb flat with road	96
Non-compliant	419
Missing	1,247
Total	2,338



80019037 | 13 June 2019 | Commercial in Confidence

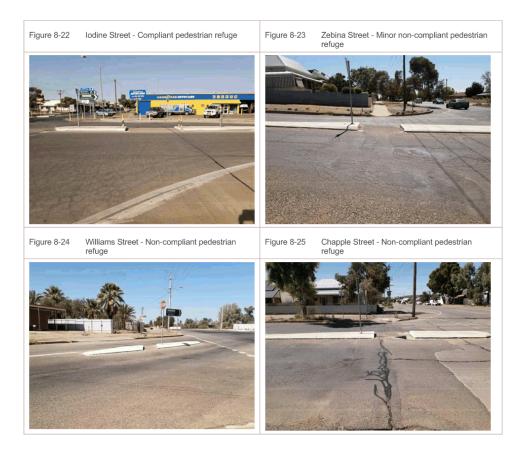
8.2.2 Pedestrian refuge

Approximately 11 per cent of pedestrian refuges (18 of a total 171) in Broken Hill were found to be of compliant storage and crossing length.

Pedestrian refuges in Broken Hill are described in Table 8-6, and examples are shown in Figure 8-22 to Figure 8-25.

Table 8-6 Pedestrian refuges

Pedestrian refuge condition	Count
Compliant	18
Minor non-compliance	53
Non-compliant	100
Total	171



80019037 | 13 June 2019 | Commercial in Confidence

8.2.3 Signalised crossing

All signalised crossing legs in Broken Hill (11) were determined to be minor non-compliant due to widths being less than 3.3 metres. Widths vary between 2.2 and 2.9 metres in width.

Examples of signalised crossings are shown in Figure 8-26 to Figure 8-27.



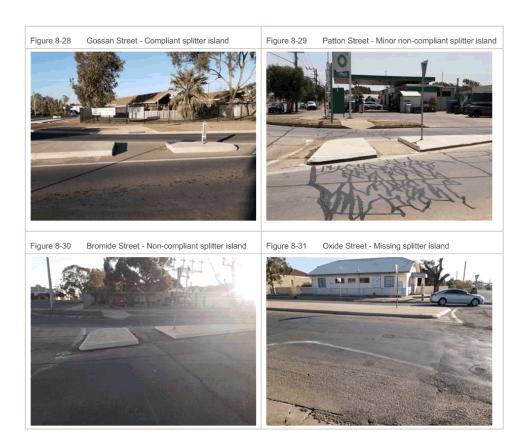
8.2.4 Splitter island

Of the 70 splitter island crossings in Broken Hill, 11 per cent were found to be compliant.

Splitter islands in Broken Hill are described in Table 8-7, and examples are shown in Figure 8-28 to Figure 8-31.

Table 8-7 Splitter islands	
Splitter island condition	Count
Compliant	8
Minor non-compliance	17
Non-compliant	27
Missing	18
Total	70

80019037 | 13 June 2019 | Commercial in Confidence



8.2.5 Zebra crossing

Zebra crossings generally have adequate width and brightly painted lines in Broken Hill, with 79 per cent of crossings being compliant.

Zebra crossings are described in Table 8-8, and examples are shown in Figure 8-32 and Figure 8-33.

Table 8-8 Zebra crossings	
Zebra crossing condition	Count
Compliant	15
Minor non-compliance (faded line markings)	3
Minor non-compliance (width less than 3.6 metres)	1
Total	19

80019037 | 13 June 2019 | Commercial in Confidence

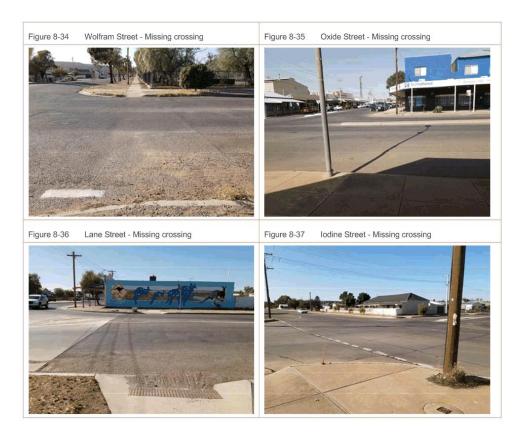


8.2.6 Missing crossing

Missing crossing locations were proposed on roads where crossing distances were large or were deemed hazardous to pedestrians. The treatment for missing crossing locations is to provide a pedestrian refuge. A total of 27 locations in Broken Hill were identified as having a missing crossing.

Examples of missing crossings are shown in Figure 8-34 to Figure 8-37.

80019037 | 13 June 2019 | Commercial in Confidence



80019037 | 13 June 2019 | Commercial in Confidence

Table 9-1

9 Improvements and initiatives

Council has guided an ATP budget (incorporating elements of pedestrian and cycling expenditure) of approximately \$10 million over 10 years. There are co-funding arrangements with the state government to further leverage this.

To address the walking and cycling opportunities, improvements and initiatives are presented in three groups:

- > Infrastructure and operations improvements and initiatives (Table 9-1);
- > Policy and development improvements and initiatives (Table 9-2); and

Infrastructure and operations improvements and initiatives

> Behaviour change improvements and initiatives (Table 9-3).

These improvements and initiatives are outlined in more detail in **Sections 9.2**, **9.3** and **0**. These details include a rationale as well as how the improvement or initiative aligns with the specific objectives and strategies of the Broken Hill 2033 Community Strategic Plan (CSP).

Table 9-	in associate and operations improvements and initiatives		
#	Infrastructure and operations improvements and initiatives		
IO1	Roll out the infrastructure schedule prioritising the shared path network		
IO2	Consider a broad-based local area traffic management study to support the infrastructure schedule		
IO3	Review lighting opportunities along the shared path network		
IO4	Review opportunities for improved green spaces		
105	Roll out an infrastructure/ asset management strategy which involves street sweeping and litter removal		
106	Review signal phasing to seek opportunities to improve pedestrian and cycling phasing and priority		
107	Develop an action plan to manage stray dogs and other wild animals		
IO8	Reconfigure roundabout geometry to radial design		
109	Adopt bicycle parking standards for LGA		
IO10	Install water bubblers and seating benches along active transport network		
IO11	Manage maintenance program including vegetation and path management		
Table 9-2	2 Policy and development improvements and initiatives		
Table 6 1			
#	Policy and development improvements and initiatives		
# PD1	Policy and development improvements and initiatives Consider other stakeholders such as public transport operators with network development		
	Consider other stakeholders such as public transport operators with network development		
PD1			
PD1 PD2	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms		
PD1 PD2 PD3	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h)		
PD1 PD2 PD3 PD4	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan		
PD1 PD2 PD3 PD4 PD5	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure		
PD1 PD2 PD3 PD4 PD5 PD6 PD7	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure Mandate provision of active transport infrastructure by amending the DCP for new developments Develop a wayfinding plan		
PD1 PD2 PD3 PD4 PD5 PD6 PD7	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure Mandate provision of active transport infrastructure by amending the DCP for new developments Develop a wayfinding plan Behaviour change improvements and initiatives		
PD1 PD2 PD3 PD4 PD5 PD6 PD7 Table 9-3	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure Mandate provision of active transport infrastructure by amending the DCP for new developments Develop a wayfinding plan Behaviour change improvements and initiatives Behaviour change improvements and initiatives		
PD1 PD2 PD3 PD4 PD5 PD6 PD7 Table 9-3 #	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure Mandate provision of active transport infrastructure by amending the DCP for new developments Develop a wayfinding plan 3 Behaviour change improvements and initiatives Behaviour change improvements and initiatives Implement electric bicycle hire scheme in Broken Hill		
PD1 PD2 PD3 PD4 PD5 PD6 PD7 Table 9-3 # BV1 BV2	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure Mandate provision of active transport infrastructure by amending the DCP for new developments Develop a wayfinding plan Behaviour change improvements and initiatives Behaviour change improvements and initiatives Implement electric bicycle hire scheme in Broken Hill Collaborate with NSW Department of Education to deliver road safety courses at schools		
PD1 PD2 PD3 PD4 PD5 PD6 PD7 Table 9-3 # BV1 BV2 BV2	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure Mandate provision of active transport infrastructure by amending the DCP for new developments Develop a wayfinding plan Behaviour change improvements and initiatives Behaviour change improvements and initiatives Implement electric bicycle hire scheme in Broken Hill Collaborate with NSW Department of Education to deliver road safety courses at schools Create a Broken Hill duathlon event		
PD1 PD2 PD3 PD4 PD5 PD6 PD7 Table 9-3 # BV1 BV2	Consider other stakeholders such as public transport operators with network development Advertise active transport developments on media platforms Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h) Implement landscaping and urban design upgrades to integrate with delivery of the active transport plan Introduce a program for local residents to participate in the construction of footpaths and other infrastructure Mandate provision of active transport infrastructure by amending the DCP for new developments Develop a wayfinding plan Behaviour change improvements and initiatives Behaviour change improvements and initiatives Implement electric bicycle hire scheme in Broken Hill Collaborate with NSW Department of Education to deliver road safety courses at schools		

80019037 | 13 June 2019 | Commercial in Confidence

#	Behaviour change improvements and initiatives	
BV6	Organise 'Sunday Streets' days	
BV7	Introduce walking/ cycling school buses	
BV8	Deliver 'Cycling in the City' and 'Learn to Ride' courses	
BV9	Launch a 'Walk/ Ride/ Scoot the Line' annual charity event	
BV10	10 Develop a Heritage Ride	

9.2 Infrastructure and operations actions

IO1	Roll out the infrastructure schedule prioritising the shared path network
Rationale	This Active Transport Plan has developed a comprehensive infrastructure schedule incorporating a detailed footpath and shared path network for implementation over 10 years. Strategically, this network has been costed at \$42,945,838. It will form the foundation for improved walking and cycling activity, safety and amenity in Broken Hill. The schedule of works is discussed in Section 10 .
Alignment with CSP objectives and strategies	1.1.3, 1.2.5, 1.2.6, 1.2.7, 1.4.1, 1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

IO2	Consider a broad-based Local Area Traffic Management (LATM) plan to support the infrastructure schedule
Rationale	A LATM plan will seek to further improve pedestrian amenity and safety. It will rationalise the road network, reducing the likelihood of conflict. A LATM plan can slow traffic on residential streets improving safety outcomes.
Alignment with CSP objectives and strategies	1.1.3, 1.2.5, 1.2.6, 1.2.7, 1.4.1, 1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.1.4, 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

IO3	Review lighting opportunities along the shared path network
Rationale	A lighting installation strategy will support pedestrian and cyclist amenity, especially during low and no light periods.
Alignment with CSP objectives and strategies	1.1.1, 1.1.2, 1.1.3, 1.2.5, 1.2.6, 1.2.7, 1.4.1, 1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

80019037 | 13 June 2019 | Commercial in Confidence

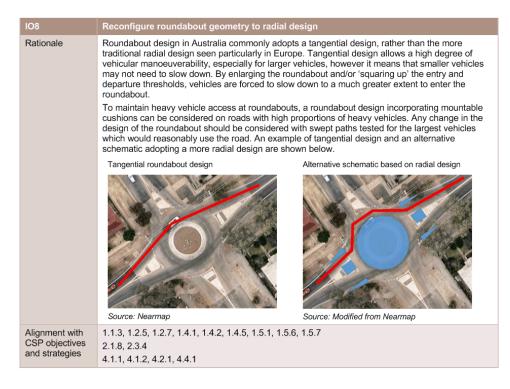
IO4	Review opportunities for improved green spaces
Rationale	If a LATM plan (as outlined in IO2) is adopted, this will result in more opportunities to replace road space with green spaces, including pocket parks. These pocket parks can be supported by other amenities including benches and water bubblers (as outlined in IO10), and can include recreational infrastructure such as table tennis tables, as per the example from Parkes Shire Council below.
	Source: Parkes Shire Council Facebook Account, accessed 26 March 2019
Alignment with CSP objectives and strategies	1.1.3, 1.2.5, 1.2.6, 1.2.7, 1.4.1, 1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.1.4, 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

105	Roll out an infrastructure/ asset management strategy which involves street sweeping and litter removal
Rationale	Council may consider a program which seeks to remove loose gravel from roads and footpaths. The removal of litter at the same time would improve general amenity and cleanliness of the local community.
Alignment with CSP objectives and strategies	1.1.1, 1.2.5, 1.2.6, 1.2.7, 1.4.1, 1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

IO6	Review signal phasing to seek opportunities to improve pedestrian and cycling phasing and priority
Rationale	Due to the climate of Broken Hill, pedestrians and cyclists are sensitive to phase cycles at traffic lights. If signal phasing reduced waiting time for pedestrians and cyclists, it would improve overall active transport amenity.
Alignment with CSP objectives and strategies	1.2.5, 1.2.6, 1.2.7, 1.4.1, 1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

107	Develop an action plan to manage stray dogs and other wild animals
Rationale	Council could consider developing an action plan and working with animal control groups to capture stray animals.
Alignment with CSP objectives and strategies	1.1.1, 1.1.3, 1.2.5, 1.2.6, 1.2.7, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

80019037 | 13 June 2019 | Commercial in Confidence



IO9	Adopt bicycle parking standards for LGA
Rationale	Network infrastructure is one part of a bicycle network, the other aspect is the provision of secure bicycle parking so that cyclists can safely store their bicycle. Council should investigate implementation of Australian Standards for bicycle corrals, and a strategy for implementation of corrals across the LGA. This should focus on key destinations such as recreational facilities, shopping centres, and major employment centres.
	Council should also work with schools to investigate improving facilities for bicycle storage adjacent to and within school grounds. In addition, Council should champion the provision of active transport infrastructure in new developments using DCP guidelines.
Alignment with CSP objectives and strategies	1.2.7, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

IO10	Install water bubblers and seating benches along active transport network
Rationale	Council could consider installing more water bubblers and seating benches. This could be aligned with development of a LATM plan (IO2) and improving green spaces (IO4).
Alignment with CSP objectives and strategies	1.2.5, 1.2.6, 1.2.7, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.1.4, 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

80019037 | 13 June 2019 | Commercial in Confidence

IO11	Manage maintenance program including vegetation and path management
Rationale	Council should consider allocating a maintenance budget to cover expenses relating to path grinding, vegetation trimming, and other required maintenance activities.
Alignment with CSP objectives and strategies	1.1.1, 1.1.3, 1.4.1, 1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

9.3 Policy and development actions

PD1	Consider other stakeholders such as public transport operators with network development
Rationale	Public transport relies in part on the provision of an active transport network, and that network may support increased public transport usage. Development of a LATM plan (IO2), and the roll out of a comprehensive active transport network, may impact bus routing in the community.
Alignment with CSP objectives and strategies	1.2.5, 1.2.6, 1.2.7, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.2.2

PD2	Advertise active transport developments on media platforms
Rationale	Council should continue to utilise media and social media channels, as they did to promote community consultation for the Active Transport Plan, to update the community regarding construction of new sections of the active transport network, and accessibility improvements across the existing network. An example of Council's social media updates is shown below.
	Broken Hill Council @BrokenHillCity -4 Dec 2018 We're excited to have work underway on the Patton Park project! Please keep clear of the construction zone, and we'll work as quickly as we can to deliver the rocket to South Broken Hill. This project has been made possible thanks to the support of the NSW Government. #Southtown
	Source: Broken Hill City Council Twitter Account, accessed 27 March 2019
Alignment with CSP objectives and strategies	1.2.5, 1.2.6, 1.2.7, 1.5.1 2.1.1, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.2.2

PD3	Champion lower urban speed limits within Broken Hill of 40km/h (or even 30km/h)
Rationale	Reducing vehicular speeds has only a minor impact on journey times, but significantly improves pedestrian and cyclist safety outcomes in the event of an accident.
Alignment with CSP objectives and strategies	1.1.1, 1.1.3, 1.2.5, 1.2.6, 1.2.7, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.2.2

80019037 | 13 June 2019 | Commercial in Confidence

PD4	Consider landscaping and urban design alongside active transport project development
Rationale	The Broken Hill climate is such that an important part of the delivery of an active transport network is the provision of landscaping and urban design improvements in parallel. This will increase overall amenity and providing valuable canopy cover across Broken Hill
Alignment with CSP objectives and strategies	1.2.5, 1.2.6, 1.2.7, 1.3.2, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.2.2

PD5	Create a program for local residents to participate in the development of footpaths and other infrastructure
Rationale	Council encourages participation of the community in various activities to improve the environment and amenity around Broken Hill. Council could consider introducing a program whereby residents can participate in the roll out of the active transport network across Broken Hill. The example below from Council's Twitter account demonstrate the interest of the community in contributing enhancing their local area.
	Broken Hill Council @BrokenHillCity - Mar 20 The Tidy Towns crew are at it again from 8am this Saturday, cleaning up the Cemetery! If you have an hour or two to help them out remember to bring your own water bottle (we'll provide effells, hat, gloves, and sturdy shoes. We'll provide the 8BQ breakfast afterwards! #TidyTowns
	Source: Broken Hill City Council Twitter Account, accessed 27 March 2019
Alignment with CSP objectives and strategies	1.2.1, 1.2.2, 1.2.5, 1.2.6, 1.2.7, 1.3.2, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.2.2, 4.3.1

PD6	Mandate provision of active transport infrastructure by amending the DCP for new developments
Rationale	See IO9
Alignment with CSP objectives and strategies	1.2.7, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.1.8, 2.3.4 4.1.1, 4.1.2, 4.2.1, 4.4.1

PD7	Develop a wayfinding plan
Rationale	A wayfinding plan may be considered to support pedestrian and cycling movement along preferred corridors.
Alignment with CSP objectives and strategies	1.1.3, 1.2.5, 1.4.1, 1.4.2, 1.5.1, 1.5.6, 1.5.7 2.1.5, 2.2.1, 2.2.2, 2.2.5 4.1.1, 4.1.2, 4.2.1, 4.4.1

80019037 | 13 June 2019 | Commercial in Confidence

9.4 Behaviour change actions

BV1	Implement electric bicycle hire scheme in Broken Hill	
Rationale	Council could consider investing in a fleet of electric bicycles which could be used by staff during the day and/or rented to members of the public and tourists. This would give people an opportunity to try and electric bicycle which could provide an alternative mode of travel for them, made more attractive by the fact that they require less physical effort, which could be beneficial in extreme heat.	
	Promoting electric bicycle use would also align with the pledge to use electric vehicles from the Power Cities Partnership, of which Broken Hill is a member, noting electric bicycles are legally recognised as electric vehicles.	
Alignment with CSP objectives and strategies	1.4.2, 1.4.5, 1.5.1, 1.5.6, 1.5.7 2.3.4 3.1.3 4.1.2, 4.2.1, 4.2.3, 4.3.4, 4.4.2	

BV2	Collaborate with NSW Department of Education to deliver road safety courses at schools		
Rationale	Council could collaborate with the NSW Department of Education to deliver road safety courses at schools. These could be completed with the broader public, or specifically focused at school children, and could cover pedestrian and cycling safety, helmet laws, and safe road crossing procedure.		
Alignment with CSP objectives and strategies	1.1.2, 1.1.3, 1.4.2, 1.5.1, 1.5.6, 1.5.7 2.3.4, 4.1.2, 4.2.1, 4.2.3, 4.3.4, 4.4.2		

BV3	Create a Broken Hill duathlon event		
Rationale	To promote active lifestyles more broadly, Council could organise a duathlon event (run-bicycle) The duathlon route could incorporate sections of the shared path network, as it is rolled out. This could raise both the profile of, and participation in, walking, running and cycling. It would have th added benefit of helping to promote a more active lifestyle for Broken Hill residents, given that a high percentage of the population are reported to be overweight or obese ²⁸ .		
Alignment with CSP objectives and strategies	1.1.3, 1.2.2, 1.3.2, 1.4.2, 1.5.1, 1.5.6, 1.5.7 4.1.2, 4.2.1, 4.2.3, 4.3.4, 4.4.2		

BV4	Support the appointment of community champions for walking and cycling		
Rationale	Council could support the development of local walking and cycling groups as well as champic for these groups. Having champions for active transport as well as recreational walking and cy from within the community will help to increase overall awareness of walking and cycling, and the profile of the active transport network that Council is working to implement. Community champions could be invited to participate on relevant Council committees to represe community views.		
Alignment with CSP objectives and strategies	1.1.3, 1.2.2, 1.3.2, 1.4.2, 1.5.1, 1.5.6, 1.5.7 2.3.4 4.1.2, 4.2.1, 4.2.3, 4.3.4, 4.4.2		

²⁸ https://www.abc.net.au/news/2011-08-26/obesity-rates-tipped-to-pressure-hospital-system/2856674?site=brokenhill, accessed 25 March 2019

80019037 | 13 June 2019 | Commercial in Confidence

BV5	Introduce active transport days (ride/ walk to work)		
Rationale	Council may consider engaging with the local business chamber to develop walk/ cycle to work programs. These are promoted at the state level, but Council may undertake more targeted promotional activities to better suit the local community, for example progressively promoting walking or cycling to work once a year, once a month, and even once a week.		
Alignment with CSP objectives and strategies	1.1.3,1.2.2, 1.4.2, 1.5.1, 1.5.6, 1.5.7 2.3.4 4.1.2, 4.2.1, 4.2.3, 4.3.4, 4.4.2		

BV6	Organise 'Sunday Streets' days		
Rationale	Temporary street closures within/ close to CBD areas to create safe spaces for people to walk an participate in community events have grown in popularity worldwide. They have the added benefit of being flexible to suit the local community. Sunday Streets events could be enhanced by other activities such as free yoga/ chair yoga, tai chi, learn to ride and/or try a bike initiatives, and integrated with local craft and farmers' markets. Sunday Streets days could be introduced gradually, e.g. biannually, and expanded to monthly or weekly frequency depending on popularity.		
Alignment with CSP objectives and strategies	1.1.3, 1.2.2, 1.4.2, 1.5.1, 1.5.6, 1.5.7 2.1.1, 2.1.7, 2.2.1 4.1.2, 4.2.1, 4.2.3, 4.3.4, 4.4.2		

BV7	Introduce walking/ cycling school buses
Rationale	Council could work with local schools and parents to support the introduction of walking and cycling school buses. Walking and cycling buses would allow kids to be safely guided to school in a group environment with adult supervision. The benefits would include increasing the amount of daily activity for kids, and helping them to understand that walking and cycling are legitimate forms of transport. Their activity could also influence the adults around them to shift their behaviour to consider walking and cycling more frequently. Walking and cycling buses could be rolled out progressively as the shared path network is completed.
Alignment with CSP objectives and strategies	1.1.3, 1.2.2, 1.5.1, 1.5.6, 1.5.7 2.3.4 4.1.2, 4.2.1, 4.2.3, 4.3.1, 4.3.4, 4.4.2

BV8	Deliver 'Cycling in the City' and 'Learn to Ride' courses	
Rationale	Council could consider engaging a service provider or experienced local cyclists to deliver short 'Cycling in the City' and 'Learn to Ride' courses for adults and kids wishing to get on or get back on a bike. These programs are popular across various Councils in metropolitan NSW and could also be beneficial in Broken Hill. They could be rolled out progressively with the delivery of the shared path network.	
Alignment with CSP objectives and strategies	1.1.1, 1.1.3, 1.2.2, 1.2.3, 1.3.1, 1.4.2, .3.2, 1.5.1, 1.5.6, 1.5.7 2.3.4 4.1.2, 4.2.1, 4.2.3, 4.3.1, 4.4.2	

80019037 | 13 June 2019 | Commercial in Confidence

BV9	Launch a 'Walk/ Run/ Ride/ Scoot the Line' annual charity event		
Rationale	Respondents to the community and stakeholder consultation activities mentioned the importance of the Line of Lode landmark to Broken Hill, as well as the potential for it to become a destination for walking and/or cycling,		
	Council could consider creating an annual charity event to Walk, Run, Ride, or Scoot the Line. This event would be open to pedestrians, cyclists, and mobility scooter users. It could have different levels of competition, including a cycling sprint and a fun run. The community could vote for a charity organisation to support as part of the event.		
Alignment with CSP objectives and strategies	1.1.1, 1.1.3, 1.2.2, 1.3.2, 1.4.2, 1.5.1, 1.5.6, 1.5.7 2.3.4 4.1.2, 4.2.1, 4.2.3, 4.3.1, 4.4.2		

BV10	Develop a Heritage Ride
Rationale	Council could leverage the existing Central City Heritage Walk and design a Heritage Ride with the assistance of local cycling enthusiasts. This would be an important recreational loop ride for locals, and could develop into a key attractor for tourists visiting Broken Hill.
Alignment with CSP objectives and strategies	1.1.3, 1.2.2, 1.2.3, 1.3.4, 1.4.3, 1.5.1, 1.5.7 3.2.2 4.1.2, 4.2.1, 4.2.3, 4.3.1, 4.3.4, 4.4.2

80019037 | 13 June 2019 | Commercial in Confidence

10 Prioritisation and cost estimates

Prioritisation 10.1

The recommended improvement works were prioritised against a range of criteria agreed with Council, with the objective of developing a priority program of works to be delivered over the next 10 years

A prioritisation process was used for individual improvement works identified during the audit. Following the initial prioritisation and costing, it was agreed with Council that focusing on improvement works along the shared path network would provide the best value for money, as it would provide greater connectivity and accessibility for both pedestrians and cyclists. Therefore, an additional priority was allocated to works located along the shared path network, to identify the highest priority works. The shared path network has been split into 12 routes, and represented in 12 project sheets which Council can use to support co-funding applications. The project sheets and the shared path network are shown in Appendix B.

10.1.1 Prioritisation criteria and weighting

A set of prioritisation criteria were identified, and agreed with Council. The criteria considered the compliance of paths and crossings, as well as proximity to the CBD, educational institutions, and health and retirement facilities.

The prioritisation criteria and their weighting are shown in Table 10-1.

Table 10-1 Prioritisation criteria	and weighting		
Criteria	Details	Score	Weighting
Path condition	Missing	10	
	Cracked major	7	40%
	Cracked minor / non-compliant width	2	- 40%
	Compliant	0	
Path obstructions	Debris obstruction	10	1
	Vegetation obstruction	10	40%
	Utilities obstruction	5	— 40%
	No obstruction	0	
Crossing compliance	Missing	10	
	Non-compliant	5	40%
	Minor non-compliance	2	— 40%
	Compliant	0	
Proximity to CBD	Located within a 400m walking catchment	10	
	Located within a 800m cycling catchment	10	20%
	Located outside the catchment	0	
Proximity to schools, TAFE,	Located within a 400m walking catchment	10	
universities	Located within a 800m cycling catchment	10	20%
	Located outside the catchment	0	
Proximity to health	Located within a 400m walking catchment	10	
institutions, retirement and nursing homes	Located within a 800m cycling catchment	10	20%
	Located outside the catchment	0	

It should be noted that the Path condition, Path obstructions, and Crossing compliance criteria (40 per cent each) were not applied across all works. Only one of these criteria was relevant to each work, the other two were excluded. The three proximity criteria (totalling 60 per cent) were relevant to all works. Therefore, the assessment of all works was out of a total of 100 per cent.

80019037 | 13 June 2019 | Commercial in Confidence

Works were prioritised as high, medium, and low priority based on the scores obtained from the above assessment. The timeframes for implementation of works for each priority level are shown in **Table 10-2**.

Score	Priority	Timeframe
7.0 >	High priority	0-2 years
≤ 7.0 and ≥ 5	Medium priority	3-5 years
< 5	Low priority	6-10 years

10.2 Cost estimates

Strategic cost estimates are based on civil works and unit rates agreed by Council. The costs for each recommended improvement are included in the Schedule of Works spreadsheet, attached below. This is divided into capital works and maintenance works.

20190607_Schedule.xl sx

10.2.1 Total cost estimate

The total cost estimate for the Active Transport Plan improvement works is \$42,945,838. The estimated cost for improvement works relating to the Shared Path network only is \$12,376,544. The cost for each of the 12 routes of the Shared Path network is shown in **Table 10-3**.

Table 10-3 Shared path network cost estimates

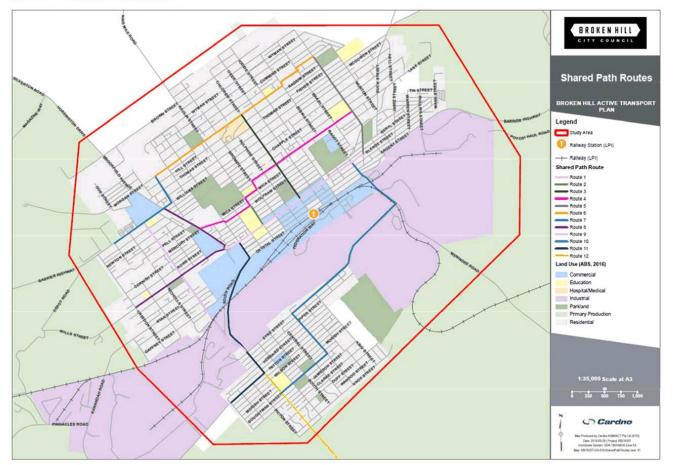
Shared Path Routes	Cost
Route 1: Shared path on Blende Street between Galena Street and Silver Street	\$ 1,248,943
Route 2: Shared path between Blende Street and Wolfram Street along Kaolin Street	\$ 129,701
Route 3: Shared path between Blende Street and Morgan Street along Chloride Street	\$ 794,207
Route 4: Shared path between Galena Street and McCulloch Street via Talc Street, Wolfram Street, Mica Street and Lane Street	\$ 1,512,472
Route 5: Shared path between Blende Street and O'Neill Street along Silver Street and McCulloch Street	\$ 741,888
Route 6: Shared path between O'Farrell Street and McCulloch Street along Morgan Street, Uranium Street and O'Neill Street	\$ 1,381,234
Route 7: Shared path between Harris Street and Morgan Street along Rakow Street and O'Farrell Street	\$ 601,595
Route 8: Shared path from Creedon Street to Williams Street via Wills Street and Galena Street	\$ 914,233
Route 9: Shared path between Eyre Street and Williams Street along Gypsum Street	\$ 1,036,537
Route 10: Shared path between Bonanza Street and Argent Street via Boughtman Street, Rockwell Street, Eyre Street and Menindee Road	\$ 2,066,018
Route 11: Shared path between Queen Street and Blende Street via Wentworth Road, South Road and Gossan Street	\$ 1,150,092
Route 12: Shared path between Broken Hill Airport and Patton Street along Airport Road and Bonanza Road	\$ 799,624
Proposed Shared Path Network	\$ 12,376,544

The proposed shared path network is shown in Figure 10-1.

80019037 | 13 June 2019 | Commercial in Confidence

BROKEN HILL ACTIVE TRANSPORT PLAN

Figure 10-1 Proposed shared path network



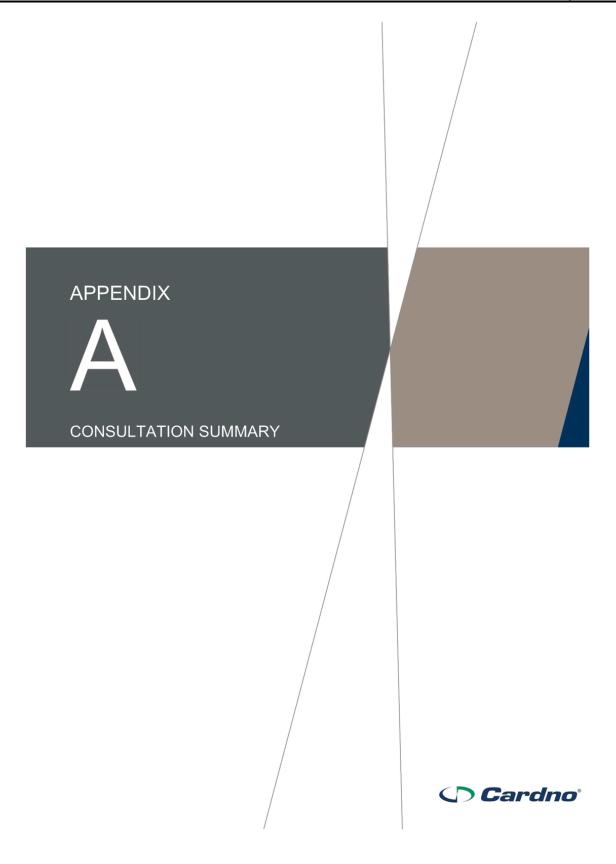
11 Summary

This Active Transport Plan has been developed to support increased pedestrian and cycling participation in Broken Hill. The plan focuses on improvements to connectivity and accessibility across the active transport network. Improving the network will increase equity of access to all residents, workers and visitors, and encourage greater adoption of walking and cycling by the whole community, including kids.

The plan aligns with Council and State Government vision for active and sustainable transport choices. It will support Council's aim to encourage walking and cycling, and ensure equitable and appropriate access to public transport. The Active Transport Plan:

- > Outlines the local, state, and federal strategic planning context and its applicability;
- > Analyses current population trends and outlines opportunities to increase walking and cycling rates;
- > Summarises the existing transport network conditions and crash data;
- > Proposes a safe and accessible active transport network to connect to key land uses;
- > Highlights common issues identified as part of the site audit;
- > Suggests improvements and initiatives to address current issues and encourage walking and cycling;
- > Develops an infrastructure schedule for implementation over a period of 10 years, informs Council's asset management plan, and supports the Community Strategic Plan; and
- > Strategically costs and categorises identified improvements as high, medium, and low priority for implementation, focusing on the shared path network as the highest priority.

80019037 | 13 June 2019 | Commercial in Confidence



Community Consultation Outcomes Report

Broken Hill Active Transport Plan

80019037

Prepared for Broken Hill City Council

18 January 2019





ii

C Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

Contact Information	Document Information					
Cardno (NSW/ACT) Pty Ltd	Prepared for	Broken Hill City Council				
ABN 95 001 145 035	Project Name	Broken Hill Active				
Level 9 - The Forum 203 Pacific Highway		Transport Plan				
St Leonards NSW 2065	File Reference	190118 Community Consultation Outcomes				
Australia		Report				
www.cardno.com Phone +61 2 9496 7700	Job Reference	80019037				
Fax +61 2 9439 5170	Date	18 January 2019				
	Version Number	1				
Author(s):						
Jane Parker, Dean Rance, Nathan English	Effective Date	17/01/2019				
Approved By:						
Larissa Miller Senior Consultant – Transport Planning	Date Approved	18/01/2019				
Senior Consultant – Transport Planning						

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	18/01/2019	Issue	Jane Parker Dean Rance Nathan English	Dean Rance Larissa Miller

Cardno[®]

Community Consultation Outcomes Report Broken Hill Active Transport Plan

Table of Contents

1	Background and approach			
	1.1	Project objectives	1	
	1.2	Consultation strategy objectives	1	
	1.3	Consultation approach	1	
2	Stakehol	lders and consultation activities	2	
	2.1	Stakeholder identification	2	
	2.2	Consultation activities	2	
	2.3	Promotion of consultation activities	2	
	2.4	Stakeholder workshop	4	
	2.5	Community drop-in session	5	
	2.6	Community survey	5	
	2.7	Online map	7	
3	Survey r	esults	9	
	3.1	Responses	9	
	3.2	Survey results	9	
	3.3	Broken Hill personas	16	
4	Online map results		18	
5	Commor	n issues and opportunities	20	
	5.1	Issues	20	
	5.2	Opportunities	21	
6	Summar	y of findings	23	
	6.1	Survey summary	23	
	6.2	Key issues summary	23	
	6.3	Key opportunities summary	23	
	6.4	Incorporation into the Active Transport Plan	23	

Appendices

Appendix AStakeholder Contact ListAppendix BFace to face Consultation MapsAppendix CSurvey Monkey OutputsAppendix DOnline Map OutputsAppendix ECommunity Consultation Presentation

Tables

 Table 3-1
 Q14: 'Is there anything else you would like to make us aware of regarding walking and cycling in Broken Hill?'

 16

80019037 | 18 January 2019 | Commercial in Confidence

iii

Cardno[®]

Community Consultation Outcomes Report Broken Hill Active Transport Plan

Figures

Figure 2-1	Council website	3
Figure 2-2	Council social media post on Twitter	3
Figure 2-3	Council social media post on Facebook	3
Figure 2-4	Council social media post on Facebook	3
Figure 2-5	Stakeholder workshop – Broken Hill Active Transport Plan	5
Figure 2-6	Active Transport Plan community survey introduction	6
Figure 2-7	Survey logic	7
Figure 2-8	Online mapping tool	8
Figure 3-1	Q2 Results: 'How old are you?'	9
Figure 3-2	Q3 Results: 'What is your gender?'	10
Figure 3-3	Q4 Results: 'Do you identify as a walker and/or bicycle rider?'	10
Figure 3-4	Q5 Results: 'How often would you say you ride a bicycle in Broken Hill?'	11
Figure 3-5	Q6: 'How often would you say you walk in Broken Hill?'	11
Figure 3-6	Q7 Results: What is the usual purpose of your walking or cycling trips? (max 2 options)'	12
Figure 3-7	Q8 Results: 'What do you like about walking and/or cycling? (max 2 options)'	12
Figure 3-8	Q9 Results: 'What do you dislike about walking and/or cycling? (max 2 options)'	13
Figure 3-9	Q10 Results: 'Would you realistically consider walking and cycling (more) if the infrastructure was improved?'	13
Figure 3-10	Q11 Results: 'You said you would not/were unsure if you would walk and cycle more, even if infrastructure was improved. Why? (max 2 options)'	14
Figure 3-11	Q12: What can we do to make walking and cycling better in Broken Hill? (max 2 options)'	14
Figure 3-12	Q13 Results: 'What are the places which you would like linked for new or improved infrastructure?'	15
Figure 3-13	Broken Hill personas	17
Figure 4-1	Online map – identified issues and opportunities	19

🔿 Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

1 Background and approach

Broken Hill City Council has engaged Cardno to complete an Active Transport Plan. This working paper outlines the consultation outcomes following the completion of stakeholder and community consultation activities. These outcomes will inform the development of the Active Transport Plan.

1.1 Project objectives

The objectives of the Active Transport Plan include:

- > To improve the level of pedestrian and bicycle rider access and priority, particularly in areas of pedestrian and bicycle rider concentration such as the Central Business District (CBD), shopping centres, schools and health care facilities;
- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads;
- > To facilitate improvements in the level of personal mobility and safety for pedestrians with a mobility impairment and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians;
- > To ensure that pedestrian facilities are appropriate and relevant to the surrounding land use and pedestrian user groups;
- > To plan, develop and provide safe and accessible amenities for the community along the pedestrian network;
- > To facilitate improvement in cycling mode share, particularly in cycling to work and school;
- > To design a 'bicycle network' as opposed to 'bicycle routes', and plan the network along roads favourable for cycling use, for example, away from roads with high proportions of heavy vehicle movements;
- > To provide a safe, coherent and connected cycling network for use by all members of the community;
- > To plan, develop and provide safe and accessible amenities for the community along the cycling network;
- > To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards;
- > To ensure that walking and cycling facilities meet the required design standards; and
- > To fulfil Council's obligations under the Disability Inclusion Act 2014.

1.2 Consultation strategy objectives

The stakeholder and community consultation objectives are outlined below:

- > Understand the current walking and cycling patterns and mode share in Broken Hill;
- > Understand the issues and opportunities to be taken into account in the development of the Active Transport Plan; and
- > Inform the development of key pedestrian and bicycle rider routes.

1.3 Consultation approach

The following consultation principles were adhered to during the project's stakeholder and community consultation:

- Consultation activities were approved by Broken Hill City Council;
- > Material prepared for stakeholder consultation was reviewed by Broken Hill City Council staff;
- > Community members were given the opportunity to provide input into the vision for walking and cycling in Broken Hill; and
- > Community consultation is reported on and reflected in the Active Transport Plan.

80019037 | 18 January 2019 | Commercial in Confidence

Page 301

🔿 Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

2 Stakeholders and consultation activities

2.1 Stakeholder identification

Cardno and Council worked collaboratively to identify a list of key stakeholders in Broken Hill. The list included:

- > Schools;
- > Aged care providers;
- > Local Police;
- > Disability organisations;
- > Local businesses;
- > Broken Hill Chamber of Commerce;
- > Transport providers; and
- > Local recreation groups.

A list of stakeholders contacted is provided in Appendix A.

Additionally, residents were encouraged to participate in the project consultation activities.

2.2 Consultation activities

Consultation activities for the Active Transport Plan included a mix of online and face-to-face consultation:

- > Stakeholder workshop
- > Community drop-in session
- > Community survey
- > Online map

These consultation activities and their promotion are described in the following sections.

2.3 **Promotion of consultation activities**

The stakeholder and community consultation activities were promoted to community members using the following methods:

- > News item located on Council's website home page;
- > ABC Radio Broken Hill interview with Council's General Manager on Monday 3 December 2018; and
- > Scheduled social media posts with survey links on Council's Twitter and Facebook pages.

These tools were advertised through, for example, Council's website as shown in **Figure 2-1** with social media posts shown in **Figure 2-2** to **Figure 2-4**.

C Cardno

2018

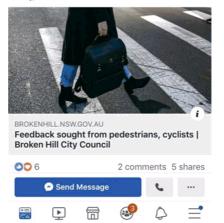
Community Consultation Outcomes Report Broken Hill Active Transport Plan

Figure 2-1 Council website Figure 2-2 Council social media post on Twitter Broken Hill Council NEWS A pageant to be proud of 3 December 2018 Council wishes to congratulate everyone who made this year's Christmas Pageant one of the.. Feedback sought from pedestrians, cyclists 3 December 2018 Council is inviting locals to have their say on wh improvements need to be made to the ... Wrap of November Council Meeting 29 November 2018 Wrap up of November Council meeting. City set for huge Christmas Pageant 5:00 PM - 2 Dec 2018 29 November 2018 The stage is set for a massive Christmas pagea and after-party, with strong nominations... 2 Retweets 3 Likes le 🗇 🙆 17 2 03 Source: https://www.brokenhill.nsw.gov.au, accessed 5 December

Figure 2-3 Council social media post on Facebook

III Optus	4G	9:20 am	@ 1 1	o 39% 💷>
< (Broken	Hill City Co	uncil) 🄶
Home	About	Reviews	Events	Photos
		City Cound 59 am - 🕢	sil	

We're holding a workshop on 5 December 2018 at 5:30pm in the Council Chambers to find out what we can do to get more people walking and cycling around the city. Find out more - https:// bit.ly/2BLOhzl



Source: Broken Hill City Council Facebook page, accessed 5 December 2018

80019037 | 18 January 2019 | Commercial in Confidence

Follow

We're holding a workshop on 5 December 2018 at 5:30pm in the Council Chambers to find out what we can do to get more people walking and cycling around the city. Find out more - bit.ly/2BLOhzl #lovewhereyoulive



Source: Broken Hill City Council Twitter page, accessed 5 December 2018

Figure 2-4 Council social media post on Facebook



Did you know that Broken Hill is an ideal size for walking and cycling? Even if you live right on the edge of town, the CBD is just a 10 minute bicycle ride, or a 40 minute walk away.

We are developing our Active Transport Plan to make walking and cycling more attractive for residents and visitors.

At the workshop we will discuss what types of barriers there are to walking and cycling, and what solutions we can offer to make walking and cycling more attractive.

We invite you to complete an online survey here: http://bit.ly/2DXfmAW

If you want to pinpoint a particular issue, we have an online map here: http://bit.ly/2BMHmpu



Source: Broken Hill City Council Facebook page, accessed 5 December 2018

4

🔿 Cardno[°]

Community Consultation Outcomes Report Broken Hill Active Transport Plan

2.4 Stakeholder workshop

2.4.1 Workshop details and attendees

The identified stakeholders were invited by email to a workshop at Council Chambers on 5 December 2018. Representatives from the following organisations attended the workshop:

- Broken Hill City Council;
- > Roads and Maritime Services;
- > Broken Hill YMCA;
- > Broken Hill Police Station;
- > LiveBetter Community Services;
- > Patton Village Association; and
- > Cardno.

Attendees at the stakeholder workshop reviewed current pedestrian and cycling network maps, and provided feedback on issues and opportunities associated with walking and cycling in Broken Hill. These maps are shown in **Appendix B**.

A brief presentation was shown to attendees, and is provided in Appendix E.

2.4.2 Key discussion points

The key discussion points at the stakeholder workshop included:

- > There are many health benefits associated with walking and cycling;
- > Walking and cycling create a broader sense of community;
- > Weather conditions deter civilians from walking and cycling;
- > The footpath network is incomplete;
- > Road safety creates a challenge;
- > Pedestrian and cycling networks should be connected to local tourist destinations;
- > Improved signage is needed in Broken Hill;
- Bicycle and pedestrian paths should be implemented in the main areas of Broken Hill to promote foot traffic;
- > Current school facilities don't accommodate students cycling to school (lack of bike storage); and
- More programs are needed to encourage healthy lifestyles and encourage more people to walk and cycle.

C Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

Figure 2-5 Stakeholder workshop – Broken Hill Active Transport Plan



2.5 Community drop-in session

2.5.1 Session details

A community drop-in session was held at Council Chambers on the evening of 5 December 2018. The community was informed about the session via Council's website home page, Facebook page, and Twitter account (see **Section 2.3**).

Attendees at the community drop-in session reviewed current pedestrian and cycling network maps, and provided feedback on issues and opportunities associated with walking and cycling in Broken Hill. These maps are shown in **Appendix B**.

2.5.2 Key discussion points

The key discussion points at the community drop-in session included:

- > People not controlling their animals is a barrier to walking;
- > Dangerous crossing points exist at Oxide Street and Williams Street, and McCullough Street and Williams Street. Generally Williams Street is difficult to cross at any point due to truck traffic;
- > Dangerous intersections at Menindee Road and Holten Drive, Silver City Highway and Gossan Street, and the s-bend between Gossan Street and Warnock Street;
- > Three Cornered Jacks cause punctures for prams and force pedestrians on to the road to avoid them;
- > Lack of safe separated walking track to the Line of Lode;
- > More walks could be introduced with new and upgraded infrastructure e.g. from the CBD to the airport;
- > Make walking maps for tourists; and
- > Promote and improve existing bike tracks e.g. Nine Mile Road to Tibooburra Road.

2.6 Community survey

2.6.1 Survey purpose

As well as the community drop-in session, further feedback was gathered via an online Survey Monkey active transport survey, and an interactive online map.

The survey had the purpose of:

- > Collecting demographic information and evaluating whether people identified as a walker or bicycle rider;
- > Evaluating how often people walked/cycled and what the purpose of these trips are;

Cardno[®]

Community Consultation Outcomes Report Broken Hill Active Transport Plan

- > What people like and dislike about walking and cycling in Broken Hill (for people who do identify as walkers and bicycle riders);
- > What are the perceived barriers to walking and cycling in Broken Hill (for people who do not identify as walkers or bicycle riders);
- > What can be done to encourage more walking and cycling in Broken Hill; and
- > What origins and destinations people would like linked by improved facilities.

2.6.2 Survey details

The community survey was developed by Cardno and reviewed by Council prior to launch.

To optimise the outputs and ensure that people only answered questions relevant to them, logic was built into the survey which resulted in a different set of questions depending on the answer provided in the preceding question. The survey introduction is shown in **Figure 2-6** and the logic is illustrated in **Figure 2-7**.

Collection of survey responses commenced on 3 December 2018 and closed on 7 January 2019.

The outcomes of the survey are discussed in Section 3.

Figure 2-6	Active	Transport	Plan	community	survey	introduction
------------	--------	-----------	------	-----------	--------	--------------

Broken Hill City Council are developing a new pedestrian accessibility plan and bike plan to make these mode choices more attractive for residents of the city. We would appreciate a few minutes of your time in assisting us in developing a network for you to use, and what you consider most important in the development of the network. You can do the survey for yourself, or on behalf of someone else (child, parent, friend etc). You can complete the survey for as many people as you like. This survey should not take more than 5 minutes. There is a consent question at the end, and you may exit the survey at any time.		oken Hill Active Transport Plan Community Survey
attractive for residents of the city. We would appreciate a few minutes of your time in assisting us in developing a network for you to use, and what you consider most important in the development of the network. You can do the survey for yourself, or on behalf of someone else (child, parent, friend etc). You can complete the survey for as many people as you like. This survey should not take more than 5 minutes.		
attractive for residents of the city. We would appreciate a few minutes of your time in assisting us in developing a network for you to use, and what you consider most important in the development of the network. You can do the survey for yourself, or on behalf of someone else (child, parent, friend etc). You can complete the survey for as many people as you like. This survey should not take more than 5 minutes.		
attractive for residents of the city. We would appreciate a few minutes of your time in assisting us in developing a network for you to use, and what you consider most important in the development of the network. You can do the survey for yourself, or on behalf of someone else (child, parent, friend etc). You can complete the survey for as many people as you like. This survey should not take more than 5 minutes.		
attractive for residents of the city. We would appreciate a few minutes of your time in assisting us in developing a network for you to use, and what you consider most important in the development of the network. You can do the survey for yourself, or on behalf of someone else (child, parent, friend etc). You can complete the survey for as many people as you like. This survey should not take more than 5 minutes.		
You can do the survey for yourself, or on behalf of someone else (child, parent, friend etc). You can complete the survey for as many people as you like. This survey should not take more than 5 minutes.	attractive for residents of the city. We would appreciate a	few minutes of your time in assisting us in developing a network for
This survey should not take more than 5 minutes.		
•		
		the survey at any time.
ок	ок	

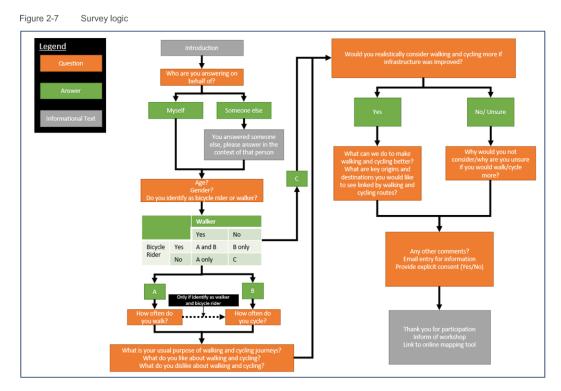
Source: https://www.surveymonkey.com/r/BH_ATP, accessed 7 December 2018

80019037 | 18 January 2019 | Commercial in Confidence

7

Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

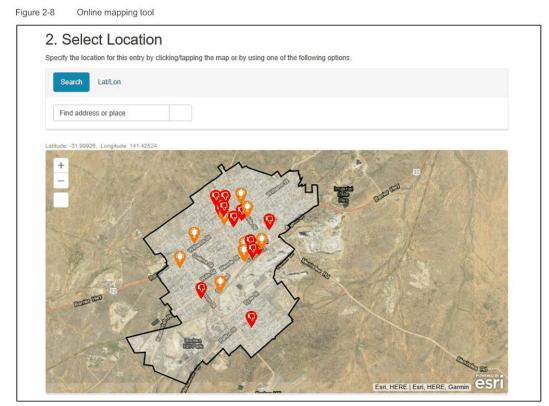


2.7 Online map

An interactive online map of Broken Hill was developed to allow people to spatially identify issues relating to pedestrians and cyclists. The map allowed respondents to identify issues and opportunities for walking and cycling, to pinpoint the location of these on a local area map, and to upload an accompanying photo (optional). Part of the interface of the online map is shown in **Figure 2-8**.

The online mapping tool was opened on 3 December 2018 and, due to the need to review and approve comments prior to them being live, the tool was closed on 21 December 2018.

Community Consultation Outcomes Report Broken Hill Active Transport Plan



Source: Online ArcGIS map, accessed 17 December 2018

🔿 Cardno'

Community Consultation Outcomes Report Broken Hill Active Transport Plan

3 Survey results

3.1 Responses

The online community survey received 115 responses during the consultation period of Monday 3 December 2018 to Monday 7 January 2019.

The responses identified a number of issues and opportunities that relate to walking and cycling around Broken Hill. Not all participants answered every question, and some questions allowed more than one answer.

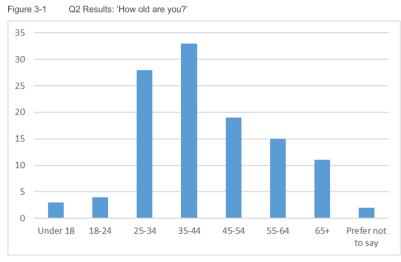
The following sections outline the community survey results, with more detail attached as Appendix C.

3.2 Survey results

3.2.1 Age and gender

Some 70 per cent of respondents identified as being within an age range of 25-54. The two most common age brackets for respondents were 25-34 years and 35-54 years.

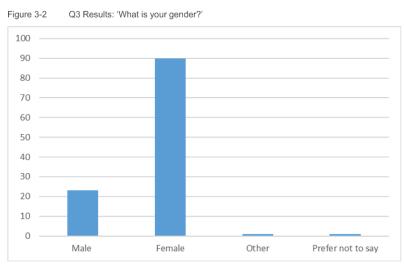
The modal age bracket for respondents was 35-44, and 23 per cent of all respondents were aged 55 or over as depicted in **Figure 3-1**.



Notably, 78 per cent of respondents were female. The distribution of respondents according to their gender is demonstrated in **Figure 3-2**.

🔿 Cardno'

Community Consultation Outcomes Report Broken Hill Active Transport Plan



3.2.2 Identification as walker or bicycle rider

Over half of all respondents identified themselves to be walkers only, with a further 35 per cent also identifying as walkers and bicycle riders. 11 per cent of respondents said they did not identify themselves as either and no one identified to only use a bicycle. The distribution of respondents according to their active transport participation is shown in **Figure 3-3**.

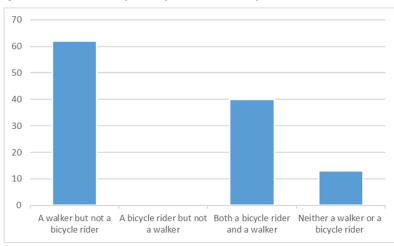
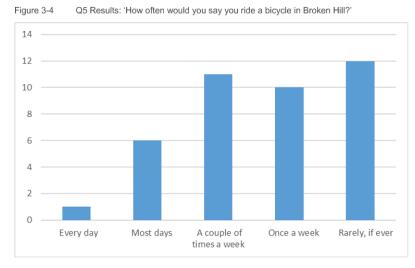


Figure 3-3 Q4 Results: 'Do you identify as a walker and/or bicycle rider?'

3.2.3 Frequency of bicycle riding

Approximately 30 per cent of identified bicycle riders rarely ride a bicycle. 45 per cent of these respondents indicated that they ride a bicycle a at least a couple of times per week. The results for frequency of bicycle use are shown in **Figure 3-4**.

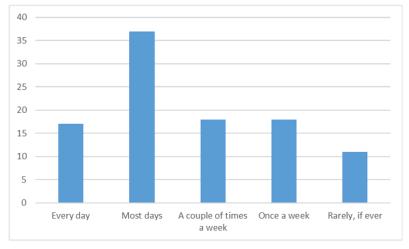
Community Consultation Outcomes Report Broken Hill Active Transport Plan



3.2.4 Frequency of walking

In terms of walking frequency, 53 per cent of respondents said that they walked most if not every day, while 36 per cent indicated that they walk at least once or a couple of times per week. 11 per cent of respondents said they rarely walked, if ever. The frequency of walking trips is shown in **Figure 3-5**.

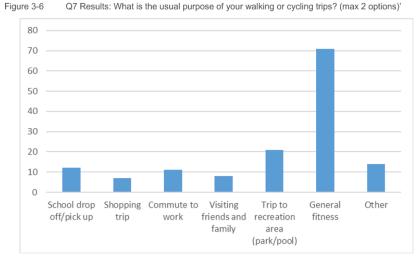
Figure 3-5 Q6: 'How often would you say you walk in Broken Hill?'



3.2.5 Purpose of walking and cycling trips

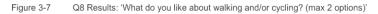
Out of the 94 respondents who gave reasons for why they might choose to walk or cycle, 71 said general fitness was their dominant reason for doing so. 21 respondents said that they walk or cycle to a recreation facility such as the local park or pool. 12 respondents said they walked or cycled to complete school drop offs and pick ups, while 11 respondents said that they walk or cycle to work. 14 respondents had other reasons for walking or cycling; approximately half of them said they needed to walk their dog. The purpose of walking and cycling trips is shown in **Figure 3-6**.

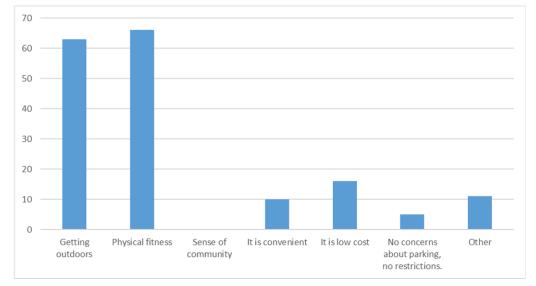
Community Consultation Outcomes Report Broken Hill Active Transport Plan



3.2.6 Perceived positives of walking and cycling

Close to 70 per cent of respondents claimed that both getting outdoors and improving physical fitness were serious benefits of walking and cycling around Broken Hill. 17 per cent claimed active transport was an attractive low-cost alternative to other forms of transport. 12 per cent claimed there was some other reason that attracted them to using active transport. Of the 11 respondents that indicated this, almost half mentioned that spending quality time with their kids and promoting a healthier lifestyle for their children to be a motivation. The perceived positives are detailed in **Figure 3-7**.



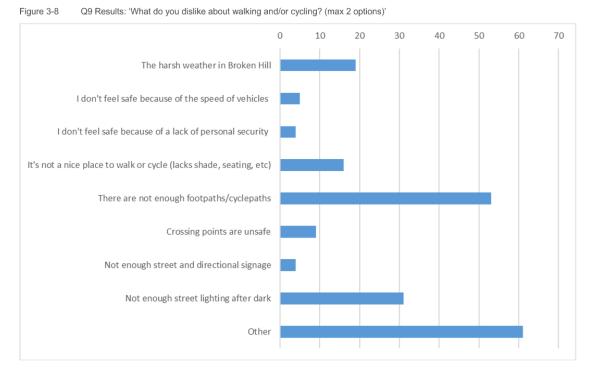


3.2.7 Perceived negatives of walking and cycling

According to respondents, the most negative aspect of walking and cycling in Broken Hill is that there are not enough footpaths or cycle paths. 37 per cent claimed there was not enough street lighting after dark and 23 per cent said they felt the town's harsh outback climate was a negative. Interestingly, 61 per cent of respondents chose something 'other' to describe as their negative. 30 out of these 51 respondents stated that stray dogs had become a concern, while 17 focussed on poor connectivity and accessibility. The results are shown in **Figure 3-8**.

80019037 | 18 January 2019 | Commercial in Confidence

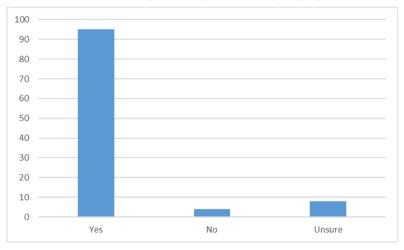
Community Consultation Outcomes Report Broken Hill Active Transport Plan



3.2.8 Motivation to walk or cycle more

An overwhelming 89 per cent of respondents claimed they would be more likely to consider walking and cycling if associated infrastructure was improved, as shown in **Figure 3-9**.

Figure 3-9 Q10 Results: 'Would you realistically consider walking and cycling (more) if the infrastructure was improved?'



12 respondents said they would not use or were unsure if they would walk and cycle more if infrastructure was improved. Of these, respondents suggested the harsh outback climate to be a deterrent, with four stating their car was more comfortable and convenient than active transport. Perhaps interestingly, no one identified that their journey was too far to consider walking and cycling. The results are shown in **Figure 3-10**.

80019037 | 18 January 2019 | Commercial in Confidence

Community Consultation Outcomes Report Broken Hill Active Transport Plan

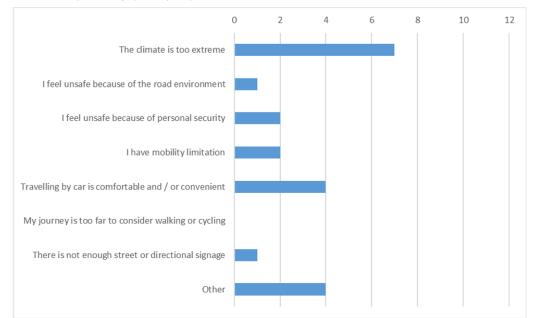


Figure 3-10 Q11 Results: 'You said you would not/were unsure if you would walk and cycle more, even if infrastructure was improved. Why? (max 2 options)'

3.2.9 Ideas for improvements to walking and cycling in Broken Hill

When asked what could be done to improve walking and cycling in Broken Hill, 49 respondents suggested more infrastructure and 47 suggested enhanced accessibility (footpaths, kerb ramps, crossings, etc.). 27 respondents suggested more street lighting was required and 18 wanted improvements made to the streetscapes, such as better urban design, more shade, seating and general amenity.

Of the 29 respondents who elected to make an alternative response to the main categories provided, 18 highlighted a problem with stray dogs. Other key issues mentioned included vehicles parking across public footpaths, and a general lack of footpaths in Broken Hill. Respondents' ideas for improving walking and cycling are shown in **Figure 3-11**.

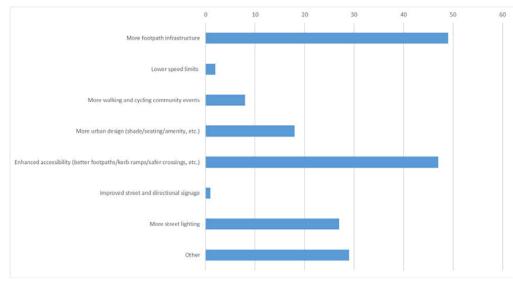


Figure 3-11 Q12: What can we do to make walking and cycling better in Broken Hill? (max 2 options)'

^{80019037 | 18} January 2019 | Commercial in Confidence

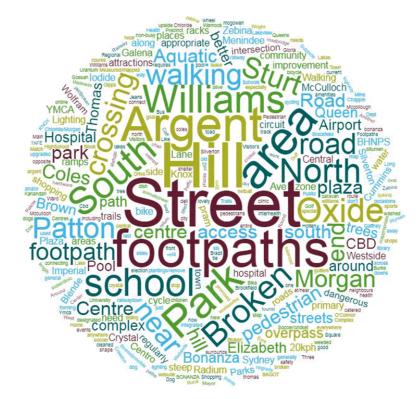
🔿 Cardno[°]

Community Consultation Outcomes Report Broken Hill Active Transport Plan

3.2.10 Key destinations for walking and cycling

In Question 13 of the survey, respondents were asked to indicate the origin and destination of trips where they would like to see new or improved walking and cycling infrastructure. The 60 responses to this question are represented in **Figure 3-12** using a word cloud that highlights the most frequent responses.

Figure 3-12 Q13 Results: 'What are the places which you would like linked for new or improved infrastructure?'



Source: Wordclouds.com

From the produced word cloud certain street names stand out, such as Argent, Oxide, Patton and Morgan. It is also notable which locations have been identified multiple times, including schools, parks, the local Plaza (or Coles), the Aquatic Centre, the CBD and the hospital.

3.2.11 Additional comments about walking and cycling

Question 14 asked respondents to provide feedback on any other issues or opportunities for walking and cycling. Of the 64 respondents who answered this question, 18 suggested that stray dogs present a major deterrent. Other recurring themes included a lack of street lighting, a desire to eradicate Three Cornered Jacks and other weeds from streetscapes, a need for more shade and the creation of a safe cycling loop around town to encourage recreational uptake – especially for families. A brief summary of the key themes and suggestions is shown in **Table 3-1**.

🔿 Cardno'

Community Consultation Outcomes Report Broken Hill Active Transport Plan

Table 3-1 Q14: 'Is there anything else you would like to make us aware of regarding walking and cycling in Broken Hill?'
Major themes and suggestions from additional comments
Too many stray dogs around town;
Safety concerns for women or children, especially at night;
Uneven ground, e.g. gravel, screws, weeds, especially 'Three Cornered Jacks';
There is an incomplete cycle network;
Widespread unsafe access for vulnerable pedestrians;
Cars routinely park across existing pedestrian corridors;
Improved amenity required, e.g. more tree plantings and more drinking fountains;
Publish a map of known paths and cycleways online;
Review DDA compliance regarding existing infrastructure;
Extend the pedestrian allowance at signalised crossings (some are too short);
Some busy intersections, like Bromide and Mica Streets require traffic lights as they have none;
Prune those existing trees that obstruct footpaths, etc.;
Develop a family cycling loop around town;
Some people claim to avoid local streets by driving to Sturt Park, as it's the only place they feel 'safe';
Some intersections lack basic street signs, while others have no signalized crossings or traffic lights;
Time of day influences the appeal of walking;
More bicycle racks are required around the city;
Street beautification is required generally;
Community education and adverts are needed to increase safety awareness;
A community notice board is needed in town;
Puncture hazards are deterring cycling;
Stray dogs now threaten domestic dogs when they are being walked;
Better toilet facilities are needed for parents to change kids, for the disabled; and
Fears about cycling within traffic.

3.3 Broken Hill personas

Based on the results of the online community survey, five personas (fictional characters) were developed to represent typical Broken Hill residents. These personas and their profiles reflect typical journey types, lifestyle traits, and frustrations with walking and cycling taken from the online community survey.

The purpose of the personas is to represent the community members in Broken Hill currently using the active transport network, and to highlight the needs of different users.

The Broken Hill personas are shown in Figure 3-13.

BROKEN HILL ACTIVE TRANSPORT PLAN

C Cardno

Figure 3-13 Broken Hill personas







Travel behaviour:

Janet walks a little, sometimes catches the bus into town, or gets a lift from her daughter. Typical journeys are to work in the CBD, to Westside Plaza for shopping, and to Broken Hill RSL for social events.

Motivations:

Her craft shop business, getting to social events.

Frustrations:

Trip hazards on footpaths, stray dogs, lack of amenity and facilities.





Age: 46 Occupation: Mother of three Lifestyle: Domestic duties, home-based Home: Clarke Street

Travel behaviour:

Walks with her stroller locally and sometimes catches the bus to the childcare centre in town. She drives to the shops on weekends, when her husband isn't using their ute.

Motivations:

Kids' school drop-offs, taking the kids to the park, grocery shopping.

Frustrations:

Lack of footpaths for her kids to walk or ride their bikes, bindis puncturing bike tyres, gravel on footpaths, stray dogs.

Image credit: Susan Rooney-Harding, ABC Open Producer https://www.flickr.com/groups/abcopen

Kev Make the tracks interesting and get people on board to assist with planning and installing.



Age: 35 Occupation: Local reporter Lifestyle: Out and about Home: lodide Street

Travel behaviour:

Kev mainly cycles around town to stay in touch with everything, and also walks his dog. He owns a car but prefers to cycle or walk whenever possible.

Motivations:

Staying fit, exploring Broken Hill on two wheels, and enjoying the local parks.

Frustrations:

Lack of cycling routes within and surrounding Broken Hill, sharing the road with heavy vehicles.



Noni "Street lighting is extremely poor. I don't feel safe as a single woman."



Age: 21 Occupation: Uni student undertaking teaching degree Lifestyle: Tertiary student and parttime classroom assistant Home: Robinson College (South Broken Hill)

Travel behaviour:

Noni walks or cycles as she can't afford a car. Sometimes she gets a lift with friends or catches the bus to social activities at the YMCA and with her colleagues at school.

Motivations:

Social life, researching and recreation.

Frustrations:

Lack of footpaths and lighting, three cornered jacks causing tyre punctures.

Norm 'Footpaths don't continue all along road ways and large steps at road crossing make it difficult."

Community Consultation Outcomes Report

Broken Hill Active Transport Plan



Age: 56 Occupation: Retired miner and drover on a disability pension Lifestyle: Wheelchair-bound, Norm likes to meet his mates at the local pub, and paints in his spare time Home: Wolfram Street

Travel behaviour:

Norm requires a driver for trips across town, or else he uses his electric mobility scooter.

Motivations:

Social life, playing cards, having a drink with friends.

Frustrations:

Lack of and poor condition of footpaths for mobility scooters, difficulty crossing roads, three cornered jacks. Lack of and poor condition of footpaths for mobility scooters, difficulty crossing roads, three cornered jacks.

80019037 | 18 January 2019 | Commercial in Confidence

317

Page

🔿 Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

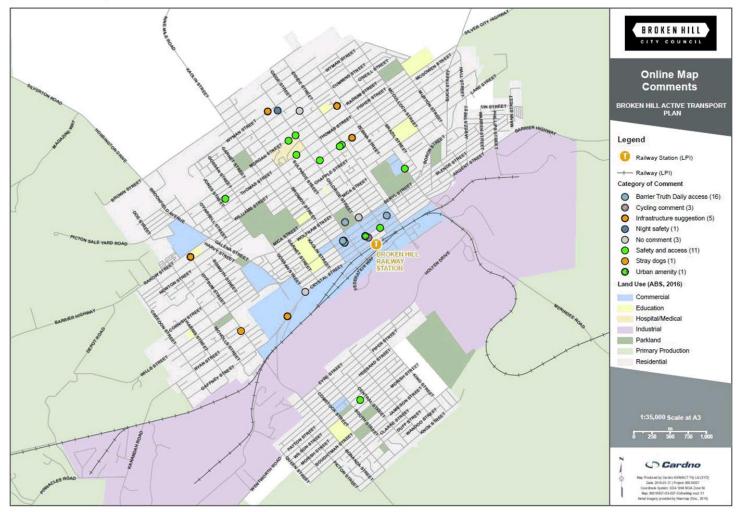
4 Online map results

The online map received 41 responses during the consultation period of Friday 30 November to Friday 21 December 2018. The locations of all specific community comments on walking and cycling issues in Broken Hill are shown in **Figure 4-1**.

The community highlighted a number of barriers to walking and cycling. Specific comments included:

- Pedestrian crossings and accessibility:
 - Steep descent to street level at pedestrian crossings, so steep it requires handrails (corner of Argent Street and Oxide Street);
 - Dangerous crossing the street, could use a pedestrian crossing (Thomas Street at Broken Hill Health Service);
 - Steep and slippery (Morgan Street near Chloride Street); and
 - Pedestrian crossing required at the Burke Ward School in Gypsum Street between Rakow and Newton streets.
- > Footpaths:
 - Footpath is old bitumen style footpath and could be replaced with concrete to match the rest of the street and make it safer for parents who take their kids on scooters to continue to ride (Williams Street near lodide Street).
 - Footpath would be beneficial to the Morgan Street primary end crossing to the opposite side.
 - "The gravel on the footpaths is a great hazard!! It is very slippery causing the elderly to fall!!" (Hill Street near Jones Street).
- > Trees and vegetation:
 - Tree roots and tree rubbish in the street causing trip hazards. Trees must be removed;
 - Lack of trees/vegetation; and
 - Tripped over tree stump, has not been removed.
- > Stray dogs:
 - A lot of big dogs on the streets.
- Street lighting:
 - Swales and no lighting for night walking between Cummins Lane and Wyman Street.
- > Bicycle parking:
 - Lack of bike stands and locking stations across all of Broken Hill.
- Bicycle wayfinding:
 - Access to cycling maps... common route distances (for fitness) and safe/low traffic areas.
- > Bicycle hire:
 - Broken Hill does not offer any bicycle hiring. An ebike system would be worth exploring. It not only
 provides a service (particularly to tourists) but also creates revenue.

Figure 4-1 Online map comments



🔿 Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

5 Common issues and opportunities

There were several recurring themes in the consultation activities about current issues with Broken Hill's walking and cycling networks. The main consultation outcomes are summarised and presented below. The Survey Monkey outputs are provided in **Appendix C**, and the online map outputs are provided in **Appendix D**.

5.1 Issues

5.1.1 Footpaths and crossings

5.1.1.1 Footpaths

Feedback provided via the consultation activities highlighted that a lack of footpaths is a clear deterrent to walking in Broken Hill. A number of residents highlighted the need to walk on the street as part of their journey, where there are no footpaths. This included residents walking with children and/or using a pram for children.

A lack of footpaths was highlighted as a key safety issue, with residents forced to walk on the road instead. Safety concerns were also raised about the condition of existing footpaths, as well as unsafe and missing kerb ramps.

Maintenance of existing footpaths was also mentioned by numerous residents. The comments included concerns about uneven surfaces, partial paving, paving cracks, rubbish, fallen branches and weeds.

5.1.1.2 Crossings

Concern about a lack of crossings and the condition of existing crossings was conveyed in a number of responses to the community survey and online map. The comments included concerns about steep descents to pedestrian crossings, as well as a lack of safe crossings at the Burke Ward School, and outside Broken Hill Health Service and at the intersection of Bromide Street and Mica Street. A need for longer crossing phases for pedestrians at traffic lights was also mentioned.

5.1.2 Access and connectivity

A number of respondents highlighted the difficulty of using prams, walking frames, and mobility scooters around Broken Hill.

The steep gradient of kerb ramps and need for handrails was noted by several respondents, as well as misalignment and/or missing kerb ramps at some intersections. Outside of the CBD, respondents noted that they need to use the road due to a lack of footpaths, and they feel unsafe doing so. In many cases, they choose to drive into town rather than walk, as they do not have a full footpath network between their home and the CBD.

5.1.3 Safety and security

5.1.3.1 Stray dogs

The prevalence of stray and uncontrolled dogs around Broken Hill was the most mentioned issue across the online map, community survey, and social media post responses. A number of residents mentioned that they no longer walk or cycle due to the number of stray dogs they have encountered. Some have been forced to seek refuge in a resident's yard to avoid them, and a number of survey respondents now visit specific destinations to go walking instead of walking in town.

5.1.3.2 Street lighting

Insufficient street lighting around Broken Hill was mentioned by multiple respondents as a key safety concern. Requests were made for more lighting overall, and maintenance of existing lights to ensure they are working, as well as pruning of overhanging trees obstructing some street lights.

🔿 Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

5.1.4 Bicycle infrastructure and facilities

5.1.4.1 Cycle paths

Design and maintenance of existing bicycle infrastructure was raised by several respondents. Some commented that they feel unsafe approaching and riding through intersections, and that cycle paths sometimes disappear on the approach to an intersection without warning.

Maintenance of existing cycle paths was also mentioned by residents. The comments included concerns about loose gravel and glass, and prevalence of weeds (Three Cornered Jacks) causing punctures.

5.1.4.2 Bike parking

A general lack of bike parking across Broken Hill was mentioned by a number of respondents, particularly in the CBD. It was also noted that existing facilities are sometimes not appropriate, for example bike racks in some shopping centres are too narrow to fit mountain bike tyres.

5.1.5 Other

5.1.5.1 Landscaping

The prevalence of weeds on footpaths and streets was raised by multiple residents via the online map, community survey, and social media. In particular, Three Cornered Jacks were mentioned as a key hazard, as they puncture bicycle and pram tyres, and deter residents from taking their children out for walks or bike rides.

Trees were mentioned as both a disadvantage and an advantage by respondents. Tree roots and overhanging tree branches were highlighted as trip hazards along footpaths. On the other hand, some residents also requested that more trees be planted to provide shade.

5.1.5.2 Amenities

Water refill stations were requested by a number of residents as a key amenity considering the climate in Broken Hill. Suggestions were also made to accompany these stations with shade, seating, and toilets.

5.2 **Opportunities**

A number of potential opportunities were identified to increase walking and cycling uptake in Broken Hill.

5.2.1 Pedestrian infrastructure and facilities

5.2.1.1 Accessibility

Accessibility refers to ensuring that the network is safe and able to be used by community members of all abilities. It also ensures that footpaths are appropriately wide and safe to walk on (free of cracks, gravel etc). There is a significant opportunity to enhance the accessibility of the existing network in providing adequately wide footpaths, repairs to poor quality pavement, safe crossing points and compliant kerb ramps.

5.2.1.2 Connectivity

Connectivity refers to the extent of the network. There is a significant opportunity to enhance connectivity by providing footpaths along key desire lines, and linking points of interest such as commercial and recreational areas, as well as naturally high pedestrian areas such as schools.

5.2.1.3 Amenity

The climate in Broken Hill is harsh, and so weather protection could help to encourage walking and cycling. This could be in the form of awnings, tree plantings which provide shelter and reduce the urban heat island effect, and water fountains might be considered on major paths for people to refill water bottles etc.

5.2.2 Bicycle infrastructure and facilities

5.2.2.1 Bike tracks

Multiple responses suggested the implementation of bike tracks and/or a continuous walking and cycling loop track around Broken Hill. Specific suggestions included a loop connecting Sturt Park, the aquatic centre, the golf course and Westside Plaza. Several respondents noted that they didn't feel safe taking their children riding on the footpaths or roads due to hazards such as weeds and traffic.

Community Consultation Outcomes Report Broken Hill Active Transport Plan

5.2.2.2 Bicycle hire

A bicycle hire scheme was suggested in the online and face to face community consultation activities as an important opportunity to increase cycling in and around Broken Hill. Suggestions were made to encourage bike hire at the Tourist Information Centre or at local caravan parks to offer tourists an alternative way to get around the CBD once they have parked their vehicle.

An ebike hire scheme was also suggested as a potential initiative for the city.

5.2.3 Other

A number of suggestions to support recreational walking and cycling were made in the online and face-toface consultation activities. These included:

- > Improve the walking path to the Line of Lode and create an activity similar to that in Townsville e.g. 'Walking up the Hill'.
- > Reintroduce Active Broken Hill, original started by a community member, and engage different organisations to collaborate on healthy initiatives.
- > Council could consider renting/hiring bikes, similar to Hay Shire Council.

🔿 Cardno

Community Consultation Outcomes Report Broken Hill Active Transport Plan

6 Summary of findings

Face to face community consultation was conducted on 5 December 2018, with a stakeholder workshop and community drop-in session. The online survey received 115 responses. The online map received 41 responses.

6.1 Survey summary

The following are some key statistics about the survey respondents:

- > The two most common age brackets for respondents were 25-34 years and 35-54 years;
- > 78 per cent of respondents were female;
- > Over half of all respondents identified themselves to be walkers only, a further 35 per cent also identified as a bicycle rider, approximately 10 per cent of people do not identify as a pedestrian or a cyclist;
- > Respondents tended to like walking and cycling for health benefits and general exercise;
- > Notable issues facing pedestrians and cyclists included stray dogs and a lack of infrastructure; and
- > Opportunities to increase walking and cycling included improved accessibility, infrastructure and amenity.

6.2 Key issues summary

There are several reoccurring themes in the survey and online map regarding current issues and opportunities for Broken Hill's active transport network. These include:

- > Numerous stray and uncontrolled dogs;
- > General lack of footpaths outside of the CBD;
- > Accessibility issues across the pedestrian network, particularly for mobility scooters, prams, and walkers;
- > Prevalence of weeds causing tyre punctures on bikes and prams; and
- > Lack of street lighting.

6.3 Key opportunities summary

Respondents from the local community suggested a number of opportunities to improve walking and cycling in Broken Hill. These include:

- > More footpaths;
- Enhanced accessibility;
- > Improved amenity;
- > Animal control;
- > Implementation of bike tracks and/or a continuous walking and cycling loop track around Broken Hill;
- > Community engagement with walking and cycling events; and
- Increased bicycle parking.

6.4 Incorporation into the Active Transport Plan

The feedback received from the community will inform the development of the Broken Hill Active Transport Plan. These comments will be reflected in the recommendations made, as well as in the prioritisation of these recommendations.



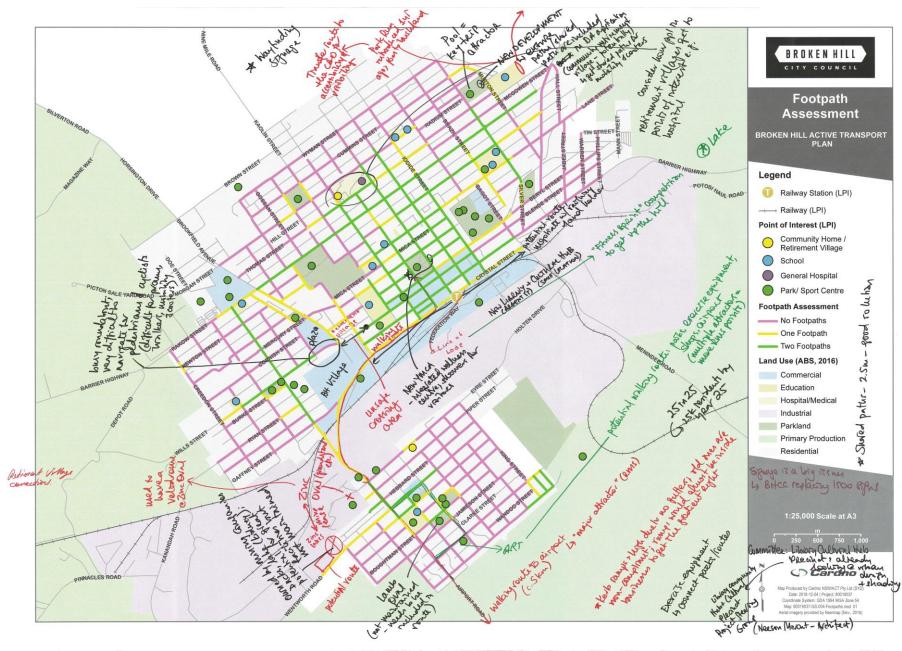
Stakeholder	Category	Email	Teler
Willyama High school	School		
Morgan Street Public School	School		
Broken Hill North Public School	School		
Sacred Hearth Parish Primary School	School		
Broken Hill Public School	School		
Broken Hill High School	School		
Burke Ward Public School	School		
Alma Public School	School		
Railway Public School	School		_
School of the Air Broken Hill	School	-	
Broken Hill TAFE	Tertiary education		
Charles Sturt University Broken Hill	Tertiary education		
Broken Hill Aquatic Centre	Leisure		
Harold Williams Home	Aged care		
St Anne's Nursing Home	Aged care		
Aruma Lodge	Aged care		
Broken Hill Chamber of Commerce	Industry		
Broken Hill YMCA	Support		
Broken Hill Police Station	Community		
Broken Hill Mountain Bike Club	Leisure		
The Palace Broken Hill	Retail		
Theatre Royal Hotel	Retail		
BusLink Broken Hill	Transport		
Silverlea Early Childhood centre	Disability/Early Childhood/Education		
Disability Links	Advocacy		
Sampsons/Torpys	Argent Street business		_
Broken Hill Music	Oxide Street (CBD) business		
Patton Village representatives	South Broken Hill		-
RSL	Service		
Seniors Lounge	Aged Service		
Tydvil Hotel			
Alma Hotel			
UDRH	Tertiary education		
CUC Far West	Tertiary education		
РСҮС	-		ſ
Maari Ma	Aboriginal Health		
Robinson College	Tertiary Education		

APPENDIX



FACE TO FACE CONSULTATION MAPS

C Cardno

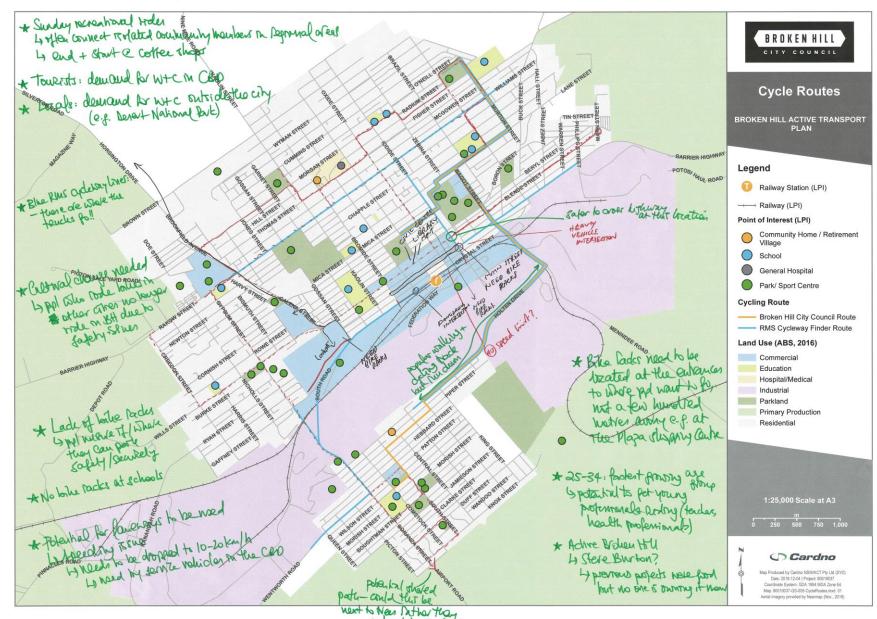




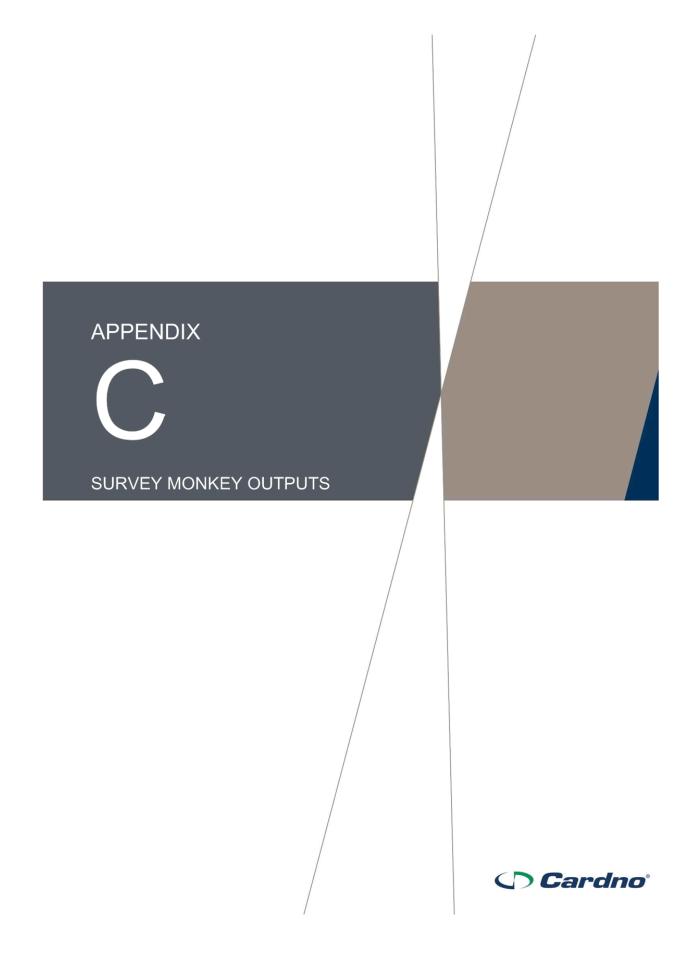




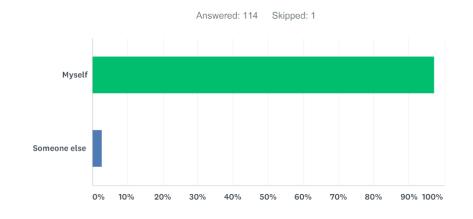




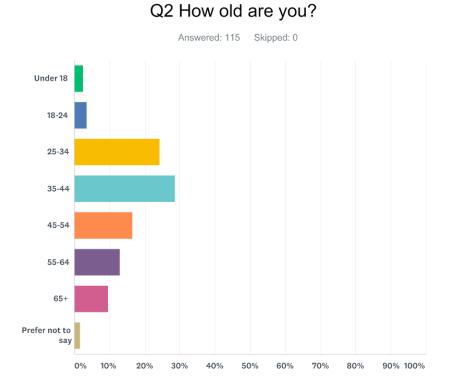
next to New Nather thay on next to the road



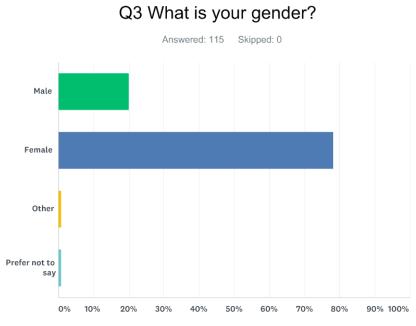
Q1 Who are you responding on behalf of?



ANSWER CHOICES	RESPONSES	
Myself	97.37%	111
Someone else	2.63%	3
TOTAL		114

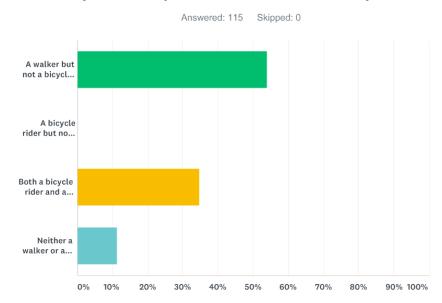


ANSWER CHOICES	RESPONSES	
Under 18	2.61%	3
18-24	3.48%	4
25-34	24.35%	28
35-44	28.70%	33
45-54	16.52%	19
55-64	13.04%	15
65+	9.57%	11
Prefer not to say	1.74%	2
TOTAL		115



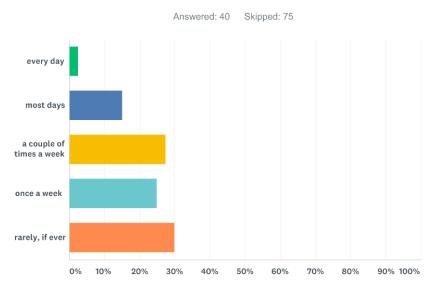
ANSWER CHOICES	RESPONSES	
Male	20.00%	23
Female	78.26%	90
Other	0.87%	1
Prefer not to say	0.87%	1
TOTAL		115

Q4 Do you identify as a walker and/or a bicycle rider?



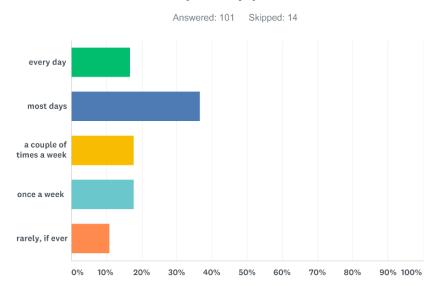
ANSWER CHOICES	RESPONSES	
A walker but not a bicycle rider	53.91% 6	52
A bicycle rider but not a walker	0.00%	0
Both a bicycle rider and a walker	34.78%	40
Neither a walker or a bicycle rider	11.30% 1	13
TOTAL	11	15

Q5 How often would you say you ride a bicycle in Broken Hill?



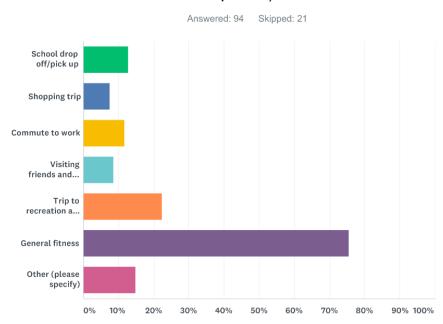
ANSWER CHOICES	RESPONSES	
every day	2.50%	1
most days	15.00%	6
a couple of times a week	27.50%	11
once a week	25.00%	10
rarely, if ever	30.00%	12
TOTAL		40

Q6 How often would you say you walk in Broken Hill?



ANSWER CHOICES	RESPONSES	
every day	16.83%	17
most days	36.63%	37
a couple of times a week	17.82%	18
once a week	17.82%	18
rarely, if ever	10.89%	11
TOTAL		101

Q7 What is the usual purpose of your walking or cycling trips? (max 2 options)



ANSWER CHOICES	RESPONSES	
School drop off/pick up	12.77%	12
Shopping trip	7.45%	7
Commute to work	11.70%	11
Visiting friends and family	8.51%	8
Trip to recreation area (park/pool)	22.34%	21
General fitness	75.53%	71
Other (please specify)	14.89%	14
Total Respondents: 94		

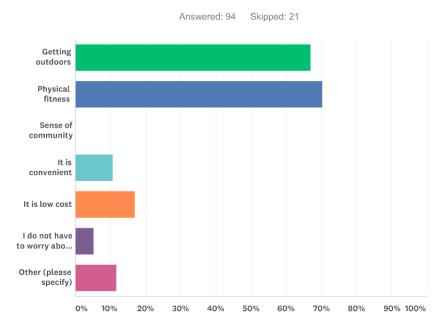
2Taking my children for walks and rides on their bikes12/30/2018 5:013Walk my dog12/24/2018 12:134Would love to go walking in BH but there are too many stray dogs and no paths to walk on.12/14/2018 1:425Walk my dogs12/13/2018 1:556Dog walk12/13/2018 1:557Walk the dogs12/13/2018 1:448Walking my dog12/13/2018 1:499Get out of the house or out baby to sleep12/13/2018 1:1510Thinking time12/13/2018 9:45	#	OTHER (PLEASE SPECIFY)	DATE
3 Walk my dog 12/24/2018 12:13 4 Would love to go walking in BH but there are too many stray dogs and no paths to walk on. 12/14/2018 1:42 5 Walk my dogs 12/13/2018 10:57 6 Dog walk 12/13/2018 8:50 7 Walk the dogs 12/13/2018 1:44 8 Walking my dog 12/13/2018 1:29 9 Get out of the house or out baby to sleep 12/13/2018 11:15 10 Thinking time 12/13/2018 9:45	1	Walk the dog	1/6/2019 9:56 AM
4Would love to go walking in BH but there are too many stray dogs and no paths to walk on.12/14/2018 1:425Walk my dogs12/13/2018 10:576Dog walk12/13/2018 8:507Walk the dogs12/13/2018 1:448Walking my dog12/13/2018 1:299Get out of the house or out baby to sleep12/13/2018 1:1110Thinking time12/13/2018 9:45	2	Taking my children for walks and rides on their bikes	12/30/2018 5:01 PM
5 Walk my dogs 12/13/2018 10:57 6 Dog walk 12/13/2018 8:50 7 Walk the dogs 12/13/2018 1:44 8 Walking my dog 12/13/2018 1:29 9 Get out of the house or out baby to sleep 12/13/2018 1:11 10 Thinking time 12/13/2018 9:45	3	Walk my dog	12/24/2018 12:13 AM
6 Dog walk 12/13/2018 8:50 7 Walk the dogs 12/13/2018 1:44 8 Walking my dog 12/13/2018 1:29 9 Get out of the house or out baby to sleep 12/13/2018 11:15 10 Thinking time 12/13/2018 9:45	4	Would love to go walking in BH but there are too many stray dogs and no paths to walk on.	12/14/2018 1:42 PM
7Walk the dogs12/13/2018 1:448Walking my dog12/13/2018 1:299Get out of the house or out baby to sleep12/13/2018 11:1510Thinking time12/13/2018 9:45	5	Walk my dogs	12/13/2018 10:57 PM
8 Walking my dog 12/13/2018 1:29 9 Get out of the house or out baby to sleep 12/13/2018 11:15 10 Thinking time 12/13/2018 9:45	6	Dog walk	12/13/2018 8:50 PM
9 Get out of the house or out baby to sleep 12/13/2018 11:15 10 Thinking time 12/13/2018 9:45	7	Walk the dogs	12/13/2018 1:44 PM
10 Thinking time 12/13/2018 9:45	8	Walking my dog	12/13/2018 1:29 PM
	9	Get out of the house or out baby to sleep	12/13/2018 11:15 AM
11 Walking The Dog 12/4/2018 10:20	10	Thinking time	12/13/2018 9:45 AM
	11	Walking The Dog	12/4/2018 10:20 PM

12	My children like to go for a walk and to ride their bikes.	12/3/2018 7:04 PM
13	mountain bike trails	12/3/2018 1:32 PM
14	We are visitors during the year and some answers do not suit us. Generally, we'd like to see bicycle tracks, & toilets in each of the parks.	12/3/2018 12:31 PM

8 / 28

Page 339

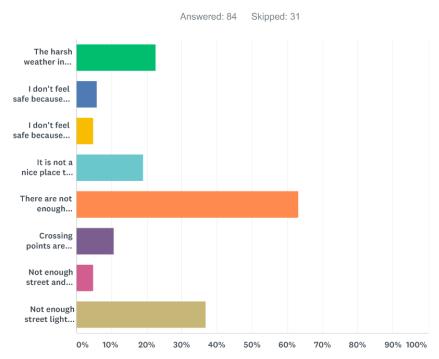
Q8 What do you like about walking and/or cycling? (max 2 options)



ANSWER CHOICES	RESPONSES	
Getting outdoors	67.02%	63
Physical fitness	70.21%	66
Sense of community	0.00%	0
It is convenient	10.64%	10
It is low cost	17.02%	16
I do not have to worry about finding parking/parking restrictions etc	5.32%	5
Other (please specify)	11.70%	11
Total Respondents: 94		

#	OTHER (PLEASE SPECIFY)	DATE
1	Getting the kids active and keeping them motivated	12/30/2018 5:01 PM
2	It's better for the environment.	12/18/2018 11:02 PM
3	Need to look after my dogs	12/13/2018 1:44 PM
4	Quality thinking time	12/13/2018 9:45 AM
5	Great for my kids to be outdoors walking with me or riding there bike or scooter	12/13/2018 9:36 AM
6	Environmentaly friendly	12/10/2018 6:19 PM
7	Like cycling around off track and on road, you can check out what's happening at your pace, fitness and being outdoors, exploring to find the wood & iron house on 2009 stamp etc	12/7/2018 9:22 PM
8	Not allowed to drive so have to walk or ride	12/4/2018 5:18 PM
9	Footpaths covered in weeds & uneven surface so need to walk on road at some points	12/3/2018 10:07 PM
10	Fresh air and fitness for my children and I.Free family time.	12/3/2018 7:04 PM
11	Quality time outdoors with my kid	12/3/2018 2:31 PM

Q9 What do you dislike about walking and/or cycling? (max 2 options)

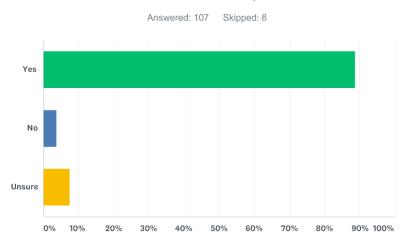


ANSWE	R CHOICES	RESPONSES	
The har	sh weather in Broken Hill	22.62%	19
l don't fe	el safe because of the speed of vehicles	5.95%	5
l don't fe	el safe because of a lack of personal security	4.76%	4
It is not	a nice place to walk and cycle (lack of shade, seating etc)	19.05%	16
There a	re not enough footpaths/cyclepaths	63.10%	53
Crossin	g points are unsafe	10.71%	9
Not eno	ugh street and directional signage	4.76%	4
Not eno	ugh street lighting after dark	36.90%	31
Total Re	espondents: 84		
#	OTHER (PLEASE SPECIFY)	DATE	
1	The HUGE amount of roaming unfriendly dogs !!!!!!!!!!!	1/6/2019 9:56 AM	
2	Dogs roaming. Makes walking difficult.	1/4/2019 7:08 AM	
3	Difficulty when walking with a peak as not every footpath has access from the intersection. There's are also some sections without foootpaths where there is no choice but to walk on the road.	1/4/2019 12:48 AM	
4	Footpaths are in poor condition, trip easily. Some areas donweven have footpaths, just uneven ground. Stray dogs roaming aroumd that could attack my children or myself while walking.	1/1/2019 6:38 PM	
5	Dogs roaming is a big problem, Yes some are friendly but others are not.	12/31/2018 12:14 P	M
6	I live out the south and i have to drive into town, to walk my dog due to the lack of paths, and because of the prickles and weeds are so bad my daughter can't ride her bike, as she gets flat tyres all the time.	12/31/2018 8:47 AN	Л

7	My children are young and I dont like them riding there bikes on the road as its unsafe but our footpaths are terrible for little legs peddaling	12/30/2018 5:01 PM
8	TOO MANY STRAY DOGS IN THE STREETS AND WEEDY FOOTPATHS	12/26/2018 9:46 PM
9	you Have to dodge weeds on footpaths and stray dogs.	12/24/2018 12:13 AM
10	Too many stray dogs, where there are footpaths, they aren't necessarily even, need maintenance ect, too many weeds, prickles.	12/21/2018 5:12 AM
11	Feel unsafe in my bike at intersections & roundabouts Lack of green/shade areas to walk throughout/around/to Stray dogs are scary Lighting after dark is non/existant Weeds around footpaths are unsightly	12/20/2018 11:27 PM
12	Cars are parked in cycle lanes.	12/18/2018 11:02 PM
13	There are too many cars parked on footpaths.	12/17/2018 3:18 PM
14	Bloody stray dogs even at sturt park ,we walk there everyday in the hope we wont have to deal with dogs	12/17/2018 12:02 PM
15	Stray dogs	12/17/2018 11:41 AM
16	Cars and other vehicles parking on footpaths.	12/15/2018 6:16 PM
17	Stray dogs are a big problem and the biggest reason I am too afraid to walk as much as I would like to. Magpies and crows are also an issue. Alot of streets don't have proper footpaths and in some areas weeds are not controlled well and there can be alot of pickles. Some streets are poorly lit at night time.	12/14/2018 7:28 PM
18	You need a box — Don't feel safe and can't take the kids out for a walk because there are too many stray dangerous dogs	12/14/2018 1:42 PM
19	Stray dogs attacking me	12/14/2018 8:16 AM
20	Roaming dogs and people walking dogs off leash, dangerous state of footpaths with raised pavement, cracks and general damage, high amount of weeds and general rubbish	12/14/2018 8:15 AM
21	Too many loose dogs	12/14/2018 6:57 AM
22	Too many roaming dogs	12/13/2018 10:57 PM
23	Stray dogs	12/13/2018 7:08 PM
24	I'm too scared of my dog getting attacked by stray dogs roaming the streets	12/13/2018 1:29 PM
25	Stray dogs and broken or unsealed footpaths	12/13/2018 1:04 PM
26	Stray dogs. Lack of bike paths, footpaths don't continue all along road ways and large steps at road crossing make it difficult. A continuous looped bike/footpath say from Sturt Park to pool to golf course to plaza would be great.	12/13/2018 12:29 PM
27	Stray dogs and not enough lighting after dark	12/13/2018 12:26 PM
28	I don't feel safe due to a lot of stray dogs.	12/13/2018 12:14 PM
29	The foot paths are atrocious and crossing the roads is annoying	12/13/2018 11:25 AM
30	Stray dogs are a concern because I'm walking with children, not enough lighting at night, footpaths suck	12/13/2018 11:15 AM
31	Stray dogs	12/13/2018 10:09 AM
32	Condition of footpaths and obstacles (such as fallen branches and general litter) make trip hazards	12/13/2018 9:45 AM
33	Stray dogs	12/13/2018 9:33 AM
34	I could have ticked nearly all of the above.	12/11/2018 10:51 AM
35	Lots of loose dogs. There aren't many foot paths and the ramps don't always match up on the next block. Pushing a pram is difficult. Not enough shade throughout the town. You trim the trees in summer! When we need the shade.	12/10/2018 6:19 PM
36	None of the above. Broken Hill is a fantastic place to cycle and walk due to it's marvellous views, streetscapes, landscapes. Of course, one must be careful around traffic but I've found most road users are careful and caring.	12/8/2018 8:55 AM

37	Some crossing points also unsafe for cars because of the dips at street intersections and also people park too close to the corners, you have to come out a distance to see if oncoming traffic. *(see around Morgan/ Chloride sts & hosp. Put up a 'no stopping' sign so people don't park so close to corners. The dirt & gravel that washes down after heavy rain and sits near gutters or intersections and takes forever to be removed by council. Poor footpaths, weedy, muddy after rain (and streets flow with water), doesn't take much to get wet cycling to work in office wear! or muddy shoes if walking) and people park across footpath, drivers don't look out for cyclists and underestimate cyclists speed down Chloride st hill	12/7/2018 9:22 PM
38	The gravel and weed foot baths are shocking!! I can't push the pram through it. Not enough scoops at the ends of blocks for prams to go up Street lights after dark are shocking	12/5/2018 9:34 PM
39	There's a lot of trip hazards on footpaths where the concrete paths have moved due to tree roots and ground movement.	12/5/2018 5:37 PM
40	Riding on the dirt roads is safe and great fun. The road users in Broken Hill lack awareness and respect for cyclists. If could ride footpaths would be better.	12/5/2018 9:40 AM
41	And to many not so friendly stray dogs walking the streets	12/4/2018 10:20 PM
42	Footpaths covered in weeds & uneven surface sometimes need to walk on road	12/3/2018 10:07 PM
43	Don't feel safe because there are a lot of dogs roaming /can easily escape their yards. Especially a concern when I have my dog with me and /or small children. Have been chased on a number of occasions.	12/3/2018 7:58 PM
44	Dogs roaming freely in the streets unaccompanied.	12/3/2018 7:04 PM
45	Not enough bike parking Drivers are not aware of cyclists Drivers using mobile phones	12/3/2018 3:55 PM
46	The state of some of the footpaths I walk on are not the greatest. They have either raised from their original position, have cracks in them that are a trip hazard or are heavily covered in dirt and gravel that has washed onto them on the odd occasion it does rain that could also be a trip hazard. Also there are a lot of overhanging trees on some of these footpaths that you have to walk around of duck to go under.	12/3/2018 2:31 PM
47	The car drivers do not look for riders at roundabouts and I see people on their phones all the time.	12/3/2018 1:32 PM
48	Too many stray dogs, my children and I have been accosted too many times and council does not care.	12/3/2018 1:01 PM
49	Broken Hill is a nice place to both walk and cycle around. We don't feel unsafe in this community, but there are not enough dedicated cycle tracks. we look after grandchildren while visiting, and some parks do not have a toilet available.	12/3/2018 12:31 PM
50	Too many stray dogs. Lack of shaded areas and seating. Night time is unsafe due to limited lighting, lights that aren't lit at all, trees covering lights. Crossing points are unsafe, not enough pedestrian refuges in busy areas.	12/3/2018 12:03 PM
	pedestrian refuges in busy areas.	

Q10 Would you realistically consider walking and cycling (more) if the infrastructure was improved?



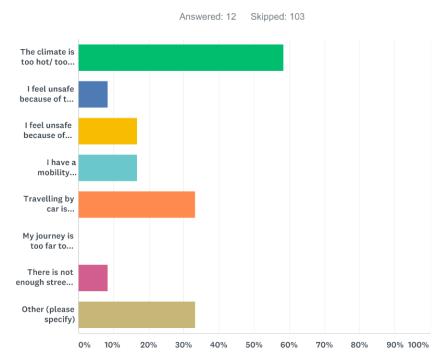
ANSWER CHOICES	RESPONSES	
Yes	88.79%	95
No	3.74%	4
Unsure	7.48%	8
TOTAL		107

4

12/3/2018 4:47 PM

Broken Hill Active Transport Plan Community Survey

Q11 You said you would not/were unsure if you would walk and cycle more, even if infrastructure was improved. Why? (max 2 options)

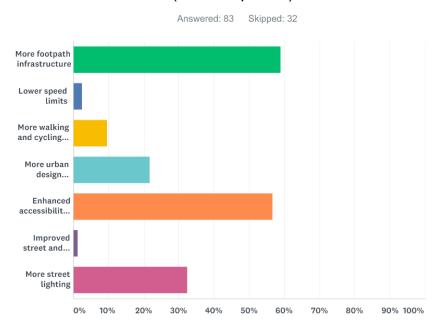


ANSWE	R CHOICES	RESF	PONSES	
The clim	nate is too hot/ too cold	58.33	%	7
l feel un	safe because of the road environment	8.33%	6	1
l feel un	safe because of personal security	16.67	%	2
I have a	mobility limitation	16.67	%	2
Travellir	g by car is comfortable and/or convenient	33.33	%	4
My jourr	ney is too far to consider walking or cycling	0.00%	0	0
There is	not enough street an directional signage	8.33%	6	1
Other (p	lease specify)	33.33	%	4
Total Re	spondents: 12			
#	OTHER (PLEASE SPECIFY)		DATE	
1	Inadequate cycle parking facilities in shopping centres (trail bike tires don't fit in between m bars provided)	netal	12/18/2018 11:06 F	M
2	too many roaming dogs		12/13/2018 12:14 F	M
3	Unsure		12/7/2018 10:34 PM	Л

14 / 28

I already walk every day and wouldn't walk more just because that is enough for me

Q12 What can we do to make walking and cycling better in Broken Hill? (max 2 options)



ANSWE	R CHOICES	RESPONSES	
More for	otpath infrastructure	59.04%	49
Lower s	peed limits	2.41%	2
More wa	Iking and cycling community events	9.64%	8
More url	pan design (shade/seating/amenity etc)	21.69%	18
Enhance	ed accessibility (better footpaths/kerb ramps/safer crossing points etc)	56.63%	47
Improve	d street and directional signage	1.20%	1
More str	eet lighting	32.53%	27
Total Re	spondents: 83		
#	OTHER (PLEASE SPECIFY)	DATE	
1	Less roaming dogs.!!!!	1/6/2019 9:57 AN	1
2	Bike path away from the road/traffic.	1/4/2019 12:51 A	М
3	Control the stray dogs, harsher penalties for owners with unrestrained dogs, easier access to dog catcher	1/1/2019 6:43 PN	I
4	stray dogs are a major problem	12/26/2018 10:12	PM
5	GETTING ON TOP OF THE STRAY DOG PROBLEM	12/26/2018 9:48	PM
6	I would like to see more street trees planted. As Essential Energy has just about halved the canopy cover of street trees in Broken Hill, I see it as only fair that Essential Energy re-instate the shade cover. There are many trees missing from avenues where there are no power or telephone lines, so it would make sense to replant these areas so they may grow unimpeded, and Essential Energy would not be require to massacre the new trees as they have lately in our fair city. I do not see this type of destruction in major cities like Sydney or Melbourne where they love their trees and treat them as an asset.	12/24/2018 5:01	ЪМ

7		
	Stop people using footpaths as their own parking allotment. My neighbours even have guest living in a caravan on the footpath	12/17/2018 3:21 PM
8	Dog catcher	12/17/2018 12:03 PM
9	As previous, discourage people from being lazy by parking on footpaths maybe give them a parking ticket !!!!	12/15/2018 6:26 PM
10	Get roaming dogs under control	12/14/2018 2:01 PM
11	Employ a dog catcher to get rid of the dogs for starters then install cycleways and footpaths to locals and visitors can freely walk and excercise without feeling frightened of being attached by dogs. My dog has never left our premises and probably never will, why, becuad he is likely to get attacked by another dog roaming the streets, BH council get your act together, I am from Away but have made Bh my permanent home. Have never been in a town that is so complacent with stray dogs. Get these dogs off the streets, fine the owners, take their dogs away and rehome them.	12/14/2018 1:48 PM
12	Dog catcher who stops the aggressive dogs from roaming constantly. Absolutely beyond a joke	12/14/2018 8:19 AM
13	Manage the roaming dog issue- have rangers that actually get out and collect the dogs, clean up the footpaths and median strips	12/14/2018 8:18 AM
14	Remove all loose dogs	12/14/2018 6:59 AM
15	Have more dog catchers	12/13/2018 10:59 PM
16	Control Animals	12/13/2018 1:05 PM
17	Better stray dog control	12/13/2018 12:31 PM
18	A five kilometre walking / cycling path without the interruption of having to wait for traffic and getting up and down kerbs	12/13/2018 11:34 AM
19	More enhanced accessibility and street lighting. Council put in swales down footpath outside my place and neighbour but there's no lighting so impossible at night because you don't know they are there and there's a sudden change in direction, especially if going downhill. Improved street signs, they are so high up, small and impossible to read if going other than walking pace and many intersections don't have them	12/7/2018 9:30 PM
20	Broken Hill has lots of loose large breed dogs	12/5/2018 6:20 PM
21	Repairing the existing footpaths to reduce trip hazards is essential and installing new paths would be great. Street sweeping move frequently would also be nice to clean up walking path areas. I've also noticed a lot of loose gravel on existing footpaths which are trip hazards. A small street sweep would be handy to clean up these areas.	12/5/2018 5:50 PM
22	Setting up tracks through the outskirts to enjoy and enhance visits to experience our wonderful country.	12/5/2018 9:44 AM
23	Better dog control	12/3/2018 8:02 PM
24	I walk with small children and at least one is in a pram.With little to no footpaths in my area it is very difficult at times due to the pram getting stuck in the dirt,the children can't ride their scooters/bikes for the entire walk. With the heat of Broken Hill it would be preferable to walk of an evening but the lightening around my area in terrible (near Central Football club) Stray dogs are a big concern.As mentioned I have small children with me and not only am I fearful one will attack but 1 of my children is terrified of dogs and this makes her hesitant to go walking/riding.	12/3/2018 7:13 PM
25	and more footpath infrastructure	12/3/2018 3:59 PM
26	20 kph zones at McCulloch St shops and the North Family Play/Pool Centre. I have had several close calls in these two areas	12/3/2018 1:36 PM
27	Do something about the stray dog problem. I very much miss walking.	12/3/2018 1:03 PM
21		10/0/0010 10 15 514
28	streets are ok to walk around. Cycling is more difficult as there are very few dedicated areas. The speed and proximity of motorised vehicles make it difficult. In fairness to drivers, there is little signage to warn them, and shared areas are difficult because of the slow speed of many cyclists. School areas in particular need drivers to be much more cautious and aware, even though the speed limit is lower. It would be nice to have cycle tracks. The walking/bike track to RFDS @ South is good, though a little rough at times. Often, given the temperature, it is also nice to walk/cycle in shadier areas.	12/3/2018 12:45 PM

Q13 What are the places which you would like linked for new or improved infrastructure? You can enter up to 5 places, these might include your home, schools, shopping centres, parks, the CBD, workplaces and community facilities etc. Please be as specific as you can with your answers. For example, nominate a particular school by name.(If you choose to enter your home address, this will be treated confidentially and used only for the purposes of informing the development of the active transport plan)

ANSWER CHOICES	RESPONSES	
Enter an origin or destination (name or address)	100.00%	60
Enter an origin or destination (name or address)	85.00%	51
Enter an origin or destination (name or address)	58.33%	35
Enter an origin or destination (name or address)	48.33%	29
Enter an origin or destination (name or address)	30.00%	18

#	ENTER AN ORIGIN OR DESTINATION (NAME OR ADDRESS)	DATE
1	Another designated walking area. Like the one around Sturt Park.	1/4/2019 7:11 AM
2	Bike path on overpass needs improvement	1/4/2019 12:51 AM
3	Zebina st footpaths between thomas and williams st	1/1/2019 6:43 PM
4	Parks in area	1/1/2019 1:56 PM
5	South broken Hill	12/31/2018 8:48 AM
6	Brazil street	12/30/2018 9:49 AM
7	south	12/26/2018 10:12 PM
8	KNOX ST	12/26/2018 9:48 PM
9	South Broken Hill in general - more street trees	12/24/2018 5:01 PM
10	Oxide Street	12/21/2018 5:14 AM
11	Patton Street	12/21/2018 12:03 AM
12	Hospital	12/20/2018 11:30 PM
13	Walking trails out the south that lead to and from Patton Park	12/17/2018 3:21 PM
14	Parks	12/17/2018 11:42 AM
15	BAGOT Street	12/15/2018 7:33 PM
16	McCulloch street footpaths	12/15/2018 6:26 PM
17	Lane street	12/15/2018 11:55 AM
18	Williams St near BHNPS	12/14/2018 8:19 AM
19	North Broken Hill	12/13/2018 10:59 PM
20	Zebina Street	12/13/2018 8:52 PM
21	Duff St	12/13/2018 1:46 PM
22	Bonanza Street	12/13/2018 12:43 PM
23	Golf course	12/13/2018 12:31 PM

Answered: 60 Skipped: 55

Imperial lakes	12/13/2018 12:23 PM
Queen Elizabeth Park	12/13/2018 11:34 AM
Ymca	12/13/2018 11:12 AM
Centro wesude plaza	12/13/2018 10:12 AM
Sturt Park	12/13/2018 9:47 AM
All school areas	12/13/2018 9:39 AM
Sturt park	12/13/2018 9:35 AM
Railway town school	12/10/2018 6:21 PM
Argent street	12/8/2018 8:57 AM
Chloride st and neighbours	12/7/2018 9:30 PM
pedestrian crossing in front of the hospital in Thomas street	12/7/2018 5:12 PM
Argent Street - Sydney road end	12/6/2018 6:40 AM
hill st	12/5/2018 9:35 PM
Brown Street	12/5/2018 9:35 PM
All streets that don't have good lighting or paths	12/5/2018 9:33 PM
Uranium street footpath	12/5/2018 9:21 PM
Sulphide st, the footpaths on both sides of the road between Williams st and argent st are dangerous	12/5/2018 5:50 PM
Broken Hill to Silverton	12/5/2018 9:44 AM
Morgan street school opposite side of the toad to school at primary end requires footpath too especially at the primary crossing	12/4/2018 10:43 PM
Menindee Road - Holten Drive - Eyre Street	12/4/2018 9:51 AM
North end Williams st	12/3/2018 10:46 PM
Bonanza St	12/3/2018 10:11 PM
Broken Hill Public school	12/3/2018 9:10 PM
Burke Ward school.	12/3/2018 7:27 PM
Wright street	12/3/2018 7:13 PM
Lakeview caravan to CBD	12/3/2018 5:14 PM
coles shopping centre with roadbridge bikeroad to south with pedestrian crossing.	12/3/2018 4:36 PM
Gloria Jeans	12/3/2018 3:59 PM
Williams Street	12/3/2018 2:34 PM
McCulloch St shops 20kph zone	12/3/2018 1:36 PM
Queen Elizabeth Park	12/3/2018 1:33 PM
Footpaths all over town.	12/3/2018 1:03 PM
anywhere out south	12/3/2018 12:56 PM
Aquatic centre	12/3/2018 12:55 PM
all Schools, TAFE, Visitors Center	12/3/2018 12:45 PM
Refuge for Coles complex Blende Street	12/3/2018 12:09 PM
Oxide Street - better footpaths entire length	12/3/2018 11:46 AM
ENTER AN ORIGIN OR DESTINATION (NAME OR ADDRESS)	DATE
A bike path to SIlverton away from traffic would be lovely.	1/4/2019 12:51 AM
Williams st footpath up from highway deli has lifted forming dangerous upside down v shape	1/1/2019 6:43 PM
Cbd	1/1/2019 1:56 PM
	Queen Elizabeth Park Ymca Centro wesude plaza Sturt Park All school areas Sturt park Railway town school Argent street Chloride st and neighbours pedestrian crossing in front of the hospital in Thomas street Argent Street - Sydney road end Init ist Brown Street All streets that don't have good lighting or paths Uranium street footpath Sulphide st, the footpaths on both sides of the road between Williams st and argent st are dangerous Broken Hill to Silverton Morgan street school opposite side of the toad to school at primary end requires footpath too especially at the primary crossing Menindee Road - Holten Drive - Eyre Street North end Williams st Bonanza St Broken Hill Public school Burke Ward school. Wright street Lakeview caravan to CBD coles shopping centre with roadbridge bikeroad to south with pedestrian crossing. Gloria Jeans Williams Street McCulloch St shops 20kph zone Queen Elizabeth Park Footpaths all over town. anywhere out south

6	railwaytown	12/26/2018 10:12 PM
7	BONANZA ST	12/26/2018 9:48 PM
8	CBD - appropriate street tree plantings/remove inappropriate	12/24/2018 5:01 PM
9	Cummins Street	12/21/2018 5:14 AM
10	Patton Street Park	12/21/2018 12:03 AM
11	CBD	12/20/2018 11:30 PM
12	Dog park improvement	12/17/2018 11:42 AM
13	Queen Elizabeth Park, for children now we have catered for dogs	12/15/2018 6:26 PM
14	Lane street	12/15/2018 11:55 AM
15	Galena St near plaza	12/14/2018 8:19 AM
16	Soccer/cricket oval	12/13/2018 10:59 PM
17	Queens Park	12/13/2018 8:52 PM
18	Knox St	12/13/2018 1:46 PM
19	Central Street	12/13/2018 12:43 PM
20	Aquatic Centre	12/13/2018 12:31 PM
21	Airport road	12/13/2018 12:23 PM
22	Aquatic centre	12/13/2018 11:34 AM
23	Pool	12/13/2018 11:12 AM
24	Central area footpaths	12/13/2018 10:12 AM
25	Hospital	12/13/2018 9:47 AM
26	Regional Aquatic Centre	12/13/2018 9:35 AM
27	Centro	12/10/2018 6:21 PM
28	Westside plaza	12/8/2018 8:57 AM
29	Cummins & Oxide sts	12/7/2018 9:30 PM
30	Chloride/Morgan Street intersection, ramps or step downs from steep gutters.	12/7/2018 5:12 PM
31	Wolfram street - Sydney road end	12/6/2018 6:40 AM
32	Hill street area	12/5/2018 9:35 PM
33	Brockfeild Ave	12/5/2018 9:35 PM
34	Morgan Street school area footpath	12/5/2018 9:21 PM
35	A footpath / walking path along bonanza street from Knox all the way to the overpass including pedestrian dish crossing for wheel chair access and pram access	12/5/2018 5:50 PM
36	Btoken Hill to Mt Gipps	12/5/2018 9:44 AM
37	Hospital	12/4/2018 10:43 PM
38	Argent Street	12/4/2018 9:51 AM
39	South Rd - overpass	12/3/2018 10:11 PM
40	Williams street	12/3/2018 7:27 PM
41	Long street	12/3/2018 7:13 PM
42	North Blende Street to Sturt Park	12/3/2018 5:14 PM
43	Gaffney street with South road and Coles Complex.	12/3/2018 4:36 PM
44	Shopping Centres	12/3/2018 3:59 PM
45	lodide Street	12/3/2018 2:34 PM
46	North Pool 20kph zone	12/3/2018 1:36 PM
47	Round Hill walking cycling track	12/3/2018 1:33 PM

48	New YMCA gym	12/3/2018 12:55 PM
49	a 'circuit' linking attractions, walking or cycle circuit.	12/3/2018 12:45 PM
50	Match up pram ramps for each intersection	12/3/2018 12:09 PM
51	Williams Street - Oxide to Brookfield Ave	12/3/2018 11:46 AM
#	ENTER AN ORIGIN OR DESTINATION (NAME OR ADDRESS)	DATE
1	Oxide street footpaths (access on and off and need work in some places) between Williams and Argent streets	1/4/2019 12:51 AM
2	Morgan st school	1/1/2019 6:43 PM
3	Zabina street	12/30/2018 9:49 AM
4	central	12/26/2018 10:12 PM
5	Crystal St - appropriate trees on railway siding	12/24/2018 5:01 PM
6	Wyman Street	12/21/2018 5:14 AM
7	South dog park	12/21/2018 12:03 AM
8	Sturt Park	12/20/2018 11:30 PM
9	Argent street, footpaths washed regularly and upgraded	12/15/2018 6:26 PM
10	North area near Radium St	12/14/2018 8:19 AM
11	Kanandah Road	12/13/2018 8:52 PM
12	South Broken Hill	12/13/2018 1:46 PM
13	Sturt park	12/13/2018 12:31 PM
14	Mcculloch street	12/13/2018 11:34 AM
15	Argent street	12/13/2018 11:12 AM
16	Crystal Street (Menindee Road end)	12/13/2018 9:47 AM
17	Coles and woolworths	12/13/2018 9:35 AM
18	Argent st	12/10/2018 6:21 PM
19	Coles complex	12/8/2018 8:57 AM
20	More bicycle racks for Argent st and shopping plazas	12/7/2018 9:30 PM
21	footpaths in Morgan street near Interhealth GP clinic	12/7/2018 5:12 PM
22	hill street	12/5/2018 9:35 PM
23	Doe street	12/5/2018 9:35 PM
24	Main roads	12/5/2018 9:21 PM
25	Pedestrian crossing on Thomas street connecting the hospital and superclinic for safety of pedestrians	12/5/2018 5:50 PM
26	Broken Hill North to South and return	12/5/2018 9:44 AM
27	Patton St to Zinc Lake	12/3/2018 10:11 PM
28	Chapple Street	12/3/2018 7:27 PM
29	Warnock street	12/3/2018 7:13 PM
30	Three points along Argent Street	12/3/2018 3:59 PM
31	Argent Street	12/3/2018 2:34 PM
32	Imperial Lakes Precinct	12/3/2018 1:33 PM
33	Bus stop upgrade to be used as shelter	12/3/2018 12:55 PM
34	need a map of these online, & @ Visitor's Centre	12/3/2018 12:45 PM
35	Galena Street - better walking access to Plaza	12/3/2018 11:46 AM
#	ENTER AN ORIGIN OR DESTINATION (NAME OR ADDRESS)	DATE
1	Lighting around zebina, mcgowen st	1/1/2019 6:43 PM
2	Radium street	12/30/2018 9:49 AM

3	north	12/26/2018 10:12 PM
4	Mine lease Block 10 - water the olive trees	12/24/2018 5:01 PM
5	Brown Street	12/21/2018 5:14 AM
6	Patton Street	12/21/2018 12:03 AM
7	Pool	12/20/2018 11:30 PM
8	All footpaths weeded and generally cleaned regularly, not just for special occasions as promised by current Mayor in last election !!!	12/15/2018 6:26 PM
9	Near BHNPS	12/14/2018 8:19 AM
10	Creedon Street	12/13/2018 8:52 PM
11	Bonanza St	12/13/2018 1:46 PM
12	Airport	12/13/2018 12:31 PM
13	Wetlands	12/13/2018 11:34 AM
14	Measured/mapped cycle and/or walking route in non-busy area for fitness/possible community events	12/13/2018 11:12 AM
15	lodide Street	12/13/2018 9:47 AM
16	library	12/13/2018 9:35 AM
17	Patton Street	12/8/2018 8:57 AM
18	footpaths on steep hill at/near University Dept Rural Health	12/7/2018 5:12 PM
19	hill st	12/5/2018 9:35 PM
20	Morgan street	12/5/2018 9:35 PM
21	Walking trails to places of interest around city	12/5/2018 9:44 AM
22	Oxide street	12/3/2018 7:27 PM
23	Gossan Street	12/3/2018 7:13 PM
24	YMCA Integrated Wellness Centre	12/3/2018 3:59 PM
25	Oxide Street	12/3/2018 2:34 PM
26	Williams Street	12/3/2018 1:33 PM
27	Home hardware	12/3/2018 12:55 PM
28	bike racks, water refill (tie up area, for animals)near amenities.	12/3/2018 12:45 PM
29	Brown Street - better roads and footpaths	12/3/2018 11:46 AM
¥	ENTER AN ORIGIN OR DESTINATION (NAME OR ADDRESS)	DATE
1	Lighting in all areas	1/1/2019 6:43 PM
2	Wolfram st near the goal	12/30/2018 9:49 AM
3	everywhere	12/26/2018 10:12 PM
4	Thomas Street	12/21/2018 5:14 AM
5	South Broken Hill	12/21/2018 12:03 AM
6	Rakow Street	12/13/2018 8:52 PM
7	Town Square	12/13/2018 12:31 PM
3	Westside Plaza	12/13/2018 9:47 AM
9	North pool	12/8/2018 8:57 AM
10	pedestrian crossing across crystal street near community health centre	12/7/2018 5:12 PM
11	Hill st area	12/5/2018 9:35 PM
12	Trails to connect tourist attractions in BH & surrounds	12/5/2018 9:44 AM
13	West side plaza	12/3/2018 7:27 PM
14	Around the jail/Broken Hill HighSchool area.	12/3/2018 7:13 PM
15	The Caff	12/3/2018 3:59 PM

16	Any of the streets that have dirt or old bitumen footpaths	12/3/2018 2:34 PM
17	Silverton Road	12/3/2018 1:33 PM
18	O'Connor sports complex for soccer, netball and cricket	12/3/2018 12:55 PM

Q14 Is there anything else you would like to make us aware of regarding walking and cycling in Broken Hill?

Answered: 64 Skipped: 51

#	RESPONSES	DATE
1	Roaming dogs !!	1/6/2019 9:57 AM
2	Need more dog control.	1/4/2019 7:12 AM
3	There's a lot of loose gravel and glass in existing bike tracks, especially on the overpass.	1/4/2019 12:54 AM
4	Dogs make it unsafe. Reported to dog catcher but by the time they come, the dog has returned to its yard. Walker from a nearby street climbed onto our frnce to seek refuge from a viscious dog	1/1/2019 6:45 PM
5	I used to walk every day but have stopped due to the dogs which roam the streets and come running at the fence - also lack of footpaths. I used to walk my dogs but the lack of footpaths mean having to walk on roads or dirt full of weeds and prickles - not good for dogs feet	1/1/2019 1:58 PM
6	Weeds. Three corner Jacks!!!!. Cant take the kids bikes anywhere. Down all the lanes are the absolute worst	12/30/2018 9:50 AM
7	yes stray dogs	12/26/2018 10:13 PM
8	THE STRAY DOG PROBLEM	12/26/2018 9:49 PM
9	Removal of asphalt as pedestrian pathways in the city. It is very uneven, unsightly, and has no aesthetic appeal or function what so ever	12/24/2018 5:05 PM
10	We have a constant problem with stray or lost dogs wandering our streets and it needs policing	12/24/2018 12:18 AM
11	I use to walk a lot. It was very difficult if walking a dog. Not safe to walk on the road, and too uneven for my bad ankles to walk on what should be footpaths. There should be a paved footpath running down one side of each street for safety reasons We have one down part of ours, including our house, but I cannot walk to the Plaza, without walking on rough grass/dirt.	12/19/2018 12:13 AM
12	Cycle paths tend to end abruptly especially at roundabouts where they 'disappear'. It becomes dangerous to negotiate such areas when cars are rushing behind.	12/18/2018 11:09 PM
13	Dogs	12/17/2018 12:03 PM
14	Rubbish everywhere and weeds	12/17/2018 11:43 AM
15	Poor maintenance of foot paths, weeds, uneven surfaces, partial paving, unsafe curbing.	12/15/2018 7:37 PM
16	Main issues - cars on footpaths, no proper footpaths, untidy footpaths. I don't think it should be too hard to tidy our town and maintain,	12/15/2018 6:30 PM
17	The amount of weeds and lack of footpaths is disgusting	12/15/2018 11:56 AM
18	Stray dogs are a real concern	12/14/2018 2:01 PM
19	Get the dogs off the streets and clean up the council strips and walkways	12/14/2018 1:49 PM
20	Dogs are the main reason why I dont walk. Same dogs daily that leave yards, attack etc	12/14/2018 8:20 AM
21	Manage the infrastructure you already have as a start- improve safety by actually fixing footpaths and collecting roaming dogs	12/14/2018 8:19 AM
22	Too many loose dogs	12/14/2018 7:01 AM
23	Just the need for some dog catchers	12/13/2018 11:00 PM
24	No walking ramps to walk up next to park on Duff St. Its a big step up from the road. Street lighting is extremely poor. I don't feel safe as a single woman.	12/13/2018 1:48 PM
25	Stray dogs are scary and stop me walking with my children. Continuous looped footpaths/bikeway	12/13/2018 12:32 PM
26	Please look into a pound and full time dog catcher	12/13/2018 12:15 PM
27	A proper walking cycling track which can skirt the town with shade and seating and not have to worry about traffic. There's nothing worse than having to stop your stride because of traffic and high kerbs	12/13/2018 11:40 AM

	bioken min neuve musport hun community but veg	
28	Can weeds be delt with? Sometimes I have to walk on the road because I cannot safely walk across weeds	12/13/2018 11:18 AM
29	Walking tracks/cycling of broken hill maps to download? Fix all sturt park lighting Plant more trees Community fun run/cyclathon Planned track with km markers	12/13/2018 11:16 AM
30	High prevalence of punctures in Broken Hill is why I stopped cycling, some screws still from roofing.	12/13/2018 9:48 AM
31	You need to install watering points - where people can fill their water bottles. With seating and shade - make them a really attractive rest point for walking trails. More rubbish bins with plastic bags for cleaning up your doggy's poop. More control over stray dogs - it's fing ridiculous how many dogs are loose in this town.	12/13/2018 9:37 AM
32	Yes The Burke Ward School needs a pedestrian crossing in Gypsum Street. Many near misses occur here weekly.	12/12/2018 1:06 PM
33	Water bottle re fill stations in more places. More shade from trees. Better foot paths and ramps.	12/10/2018 6:22 PM
34	No	12/8/2018 8:58 AM
35	No	12/7/2018 10:35 PM
36	I have a disability, and had to hire a wheelchair sadly had to return it, as was using it up the wrong side of the road as tyres couldnt go through the dirt on my street. Got bogged made me so mad, was in enough pain but to feel humiliated was worse cause I couldnt move.	12/7/2018 10:10 PM
37	You could publish some off road tracks on line, maps etc and also have online cycle maps with routes to pool etc (most places you can get to with minimal hills. What's happening with the Silverton cycleway? Council could get that sorted as half way there (though the "completed" parts are falling into disrepair because not finished)	12/7/2018 9:34 PM
38	 Educating cyclists that riding side by side is neither safe nor conducive to good relations with car drivers. Painted cycle paths on roads are a bad idea, far better for cyclists to be able to use the road like any other user and ride where they want. 	12/7/2018 5:49 PM
39	As a mother with a pram I am limited to the main streets where I don't want to walk, I like to walk in other places and it's very hard with a pram, I usually have to walk in the side of the road which is a bit dangerous	12/6/2018 6:42 AM
40	The residents in hill street are getting old. I feel that it is your duty of care to look after them!! We can't pull our bins out through the gravel or even push prams for walking frames through it. The gravel is slippery causing them to fall!!	12/5/2018 9:38 PM
41	You should really consider the safety of broken hills residents as it is unsafe for us to walk during night time especially being female young and with the amount of crime happening	12/5/2018 9:34 PM
42	Yes most of the towns lack of footpaths mean us parents have to walk with our prams on the road which is totally unsafe	12/5/2018 9:23 PM
43	Give pedestrians more time to cross at traffic lights	12/5/2018 10:54 AM
44	Make the tracks interesting and get people on board to assist with planning and installing.	12/5/2018 9:46 AM
45	Water filter stations periodically especially during hot weather.	12/4/2018 10:44 PM
46	Overhanging / overgrown trees that are blocking pathways or blocking the street lights to let light through	12/4/2018 5:27 PM
47	No	12/3/2018 10:12 PM
48	n/a	12/3/2018 9:29 PM
49	I feel there should be a set of traffic lights and and a crossing at the intersection of Bromide and Mica streets. There is no safe way across Bromide street for children going to both Broken Hill Public and BHHS	12/3/2018 9:12 PM
50	A family cycling track somewhere would be nice. Somewhere smooth that kids learning can use without worrying about traffic. Three corner jacks are also a problem around town and thornproofing bike and pram tyres is quite expensive.	12/3/2018 8:06 PM
51	More street lights.	12/3/2018 7:28 PM
52	Animal control Lighting	12/3/2018 7:14 PM
53	The terrible state of the footpaths & the savage dogs that roam the streets. I have to drive the car to Sturt park to walk . Only place I feel safe .	12/3/2018 5:17 PM
54	Street signs not all intersections have proper signage	12/3/2018 5:04 PM
4	Street signs not all intersections have proper signage	12/3/2018 5:04 PM

55

Broken Hill Active Transport Plan Community Survey If you go for a walk early (6am) the hot weather isn't too much of an issue. It is very cold in winter of course. It is a great thing to do and highly recommend it for exercise 12/3/2018 4:50 PM Need more areas for bike parking around the city. 12/3/2018 4:38 PM It is to be appealing. Use addies for table is not accurb up also pead 12/3/2018 2:38 PM

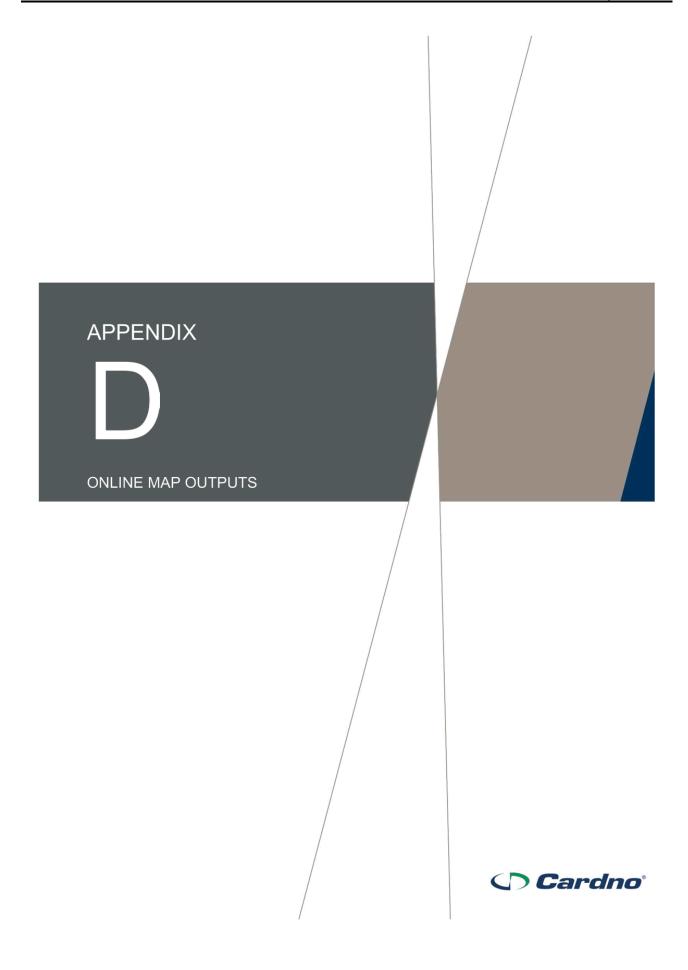
56	Need more areas for bike parking around the city.	12/3/2018 4:38 PM
57	It just needs to be more appealing. Just adding footpaths is not enough we also need beautifying around the city in general so when you do go for a walk or bike ride you are in nicer surroundings.	12/3/2018 2:36 PM
58	Make a TV advertisement to encourage locals to be careful around roundabouts and eg look right ,look left, look bike.	12/3/2018 1:39 PM
59	An events board in the town squaredigital photo frame in a window would do!	12/3/2018 1:36 PM
60	It is difficult for kids to cycle when the blocks change from footpath to dirt (so many flat tyres). Dogs ruin the experience for both walking and cycling.	12/3/2018 1:04 PM
61	It's not safe for us to walk our dogs due to the amount of dogs loose in the city. I appreciate that's not the councils fault but it is the main issue we have these days	12/3/2018 12:58 PM
62	Weed control needs to be done more or footpaths would stop the spread of bindis that puncture bike tyres	12/3/2018 12:57 PM
63	Wheel chair/ pram access needs considering on walking/cycle trails, (Toilets: the minimum of a unisex toilet which can be easily accessed by disabled)	12/3/2018 12:48 PM
64	Hesitant to cycle due to other vehicles. Enjoy walking but concerns include heat (hard to control, maybe more shade where possible), stray dogs, lack of footpaths, lots of dust etc.	12/3/2018 11:49 AM

Q15 Would you like to be kept informed of the development of the active transport plan, including when community and stakeholder consultation will occur and when the draft plan is exhibited? If yes, please enter your email. (we respect your privacy and will only use your email to inform you of issues relating to this active transport plan. Your email address will not be published or linked to your responses)

1	
-	
-	
•	
1	
-	

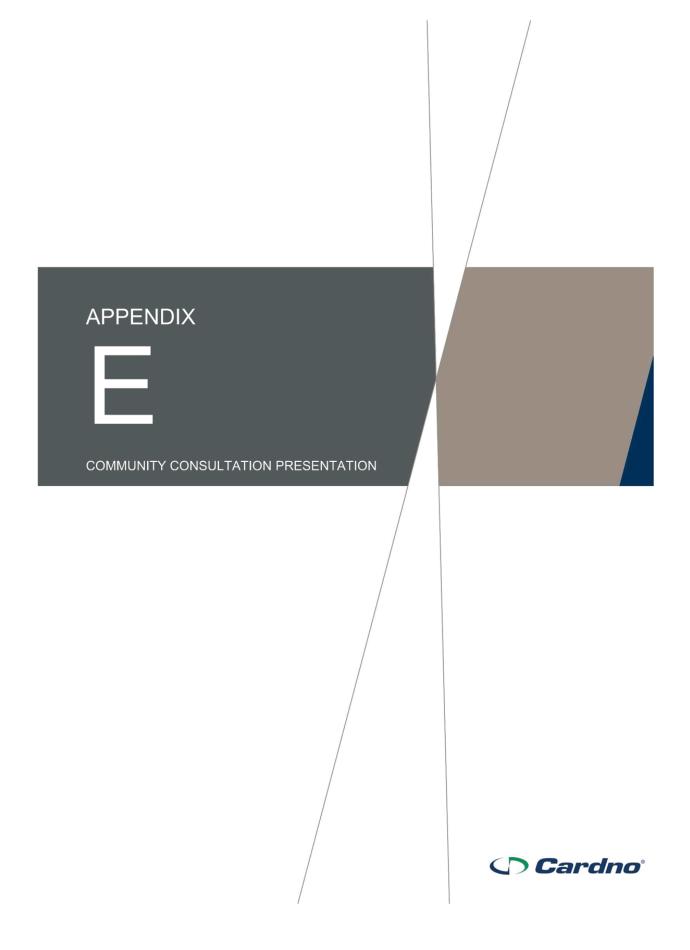
Answered: 36 Skipped: 79





niqueID	CommentDescription	CommentType	CommentCategory	DateSubmitted	CommentMode
1	Steep descent on to street at pedestrian crossings, so steep it requires handrails	Dislike	Footpaths and crossings	27/11/2018 20:32	Pedestrian
1	Trees overhanging the footpath	Dislike	Footpaths and crossings	3/12/2018 3:37	Pedestrian
1	Trees overhang the footpath	Dislike	Footpaths and crossings	3/12/2018 3:39	Pedestrian
4	Footpath raised due to movement and in need of repair	Dislike	Footpaths and crossings	3/12/2018 3:40	Pedestrian
	Footpath is old bitumen style footpath and could be replaced with concrete to match the rest of the street and make it safer for parents who take their kids on scooters to continue to ride. ItàC ^{es} very hard to use a scooter on this type of surface	Idea or Suggestion	Footpaths and crossings	3/12/2018 3:41	
ę	Foot path would be beneficial to the Morgan st primary end crossing to the opposite side	Idea or Suggestion	Footpaths and crossings	4/12/2018 11:45	Pedestrian
7	Accessibility for older community members to access footpath in the front of the Barrier Daily Truth via ramp rather than using driveways at either side of the Barrier Daily Truth which has traffic concerns for the elderly	Idea or Suggestion	Access and connectivity	4/12/2018 23:30	Pedestrian
8	The BDT (Barrier Daily Truth) would be better suited to it's customers if there was a ramp out the front for the elderly and people with physical disabilities.	Idea or Suggestion	Footpaths and crossings	4/12/2018 23:43	Pedestrian
	I am an employee of the Barrier Daily Truth newspaper in Blende Street. Many of our subscibers are elderly and they would benefit from having a ramp out the front for easier access to the office.	Idea or Suggestion	Access and connectivity	5/12/2018 0:02	Pedestrian
	Out The Front of BDT Office 179 Blende Street, we need a ramp as 65% of our customers are Pensioners and a lot of them struggle to get up the high kerbing	Idea or Suggestion	Access and connectivity	5/12/2018 0:04	
11	A ramp at the front of the BDT building, with a handrail, would be of great benefit to elderly people visting and those with mobility restrictions	Idea or Suggestion	Footpaths and crossings	4/12/2018 23:46	Pedestrian
12	A ramp with hand rails at the front of the Barrier Daily Truth would be fantastic for our elderly subscribers.	Idea or Suggestion	Footpaths and crossings	5/12/2018 0:14	Pedestrian
13	The placement of a ramp or curb in front of 169 Blende Street and a handrail would benefit elderly patrons who access the building. It would allow them ease of access, safety and security to know they can get out of their car with care and enter the building free of incident	Idea or Suggestion	Safety and security	5/12/2018 0:16	Pedestrian
14	The Barrier Daily Truth office would greatly benefit from a ramp at the front, due to a substantial number of people visiting the office being elderly, this would allow for easier access for them.	Idea or Suggestion	Footpaths and crossings	5/12/2018 0:20	Pedestrian
15	A ramp for elderly customers to get up the footpath when coming to pay their bill at the Barrier Daily Truth	Idea or Suggestion	Access and connectivity	5/12/2018 1:15	Pedestrian
16	Need a ramp at the BDT for elderly customers.	Idea or Suggestion	Access and connectivity	5/12/2018 2:19	Pedestrian
17	Please attached file	Idea or Suggestion	Access and connectivity	5/12/2018 0:29	Pedestrian
18	Would be great to have a ramp at the entrance to the Barrier Daily Truth to assist our elderly and disabled customers	Idea or Suggestion	Footpaths and crossings	5/12/2018 5:55	Pedestrian
19	A lot of big dogs on the streetd	Dislike	Safety and security	5/12/2018 7:15	Pedestrian
20	At the Barrier Daily Truth Broken Hill N.S.W, there is no Wheelchair ramp (with rails) nor curb cut for the community such as the elderly & Disabled to access the Building in a safely manner.	Idea or Suggestion	Access and connectivity	5/12/2018 8:33	Pedestrian
21	disabled ramp at the front of the BDT	Idea or Suggestion	Safety and security	5/12/2018 11:58	Pedestrian
	The gravel on the footpaths is a great hazard!! It is very slippery causing the elderly to fall!! It is YOUR duty of care to look out for these residents! They can&?"t push their walkers through it, they can bearly shuffle through it. They can&?"t walk on the road as cars come over the hill a million miles an hour. The gravel that goes in our drive way it like stating on ic. I can&?"t up ulm yful wheele bin out through it and have to always relie on others. The gravel that can be a stating of the				
22	footpath.	Idea or Suggestion	Other	5/12/2018 12:36	Pedestrian
23	Elderly/disabled customers to the BDT would benefit from a ramp at the front of the building	Idea or Suggestion	Access and connectivity	6/12/2018 4:36	Pedestrian
24	dangerous crossing the street, could use a pedestrian crossing	Idea or Suggestion	Safety and security	7/12/2018 6:13	Pedestrian
25	gutter is steep to step down from	Dislike	Access and connectivity	7/12/2018 6:15	Pedestrian
26	steep and slippery.	Dislike	Footpaths and crossings	7/12/2018 6:16	
27	swales and no lighting for night walking between cummins lane and Whyman st	Dislike	Footpaths and crossings	7/12/2018 10:35	Pedestrian
25		Dislike	Safety and security	7/12/2018 10:41	Cyclist

29	Poor footpaths and crossings across the whole town. Most donå€ [™] t line up with each other and are a nightmare to try and push a pram. Generally have to walk on the road which is dangerous.	Dislike	Footpaths and crossings	10/12/2018 22:33	Pedestrian
30	A disability ramp at the front of the Barrier Daily Truth as we have alot of disabled and elderly customers who may fall down our high curbs so they try to access the driveways to walk up instead.	Idea or Suggestion	Safety and security	11/12/2018 1:20	Pedestrian
31	Tree roots and tree rubbish in the street causing trip hazards. Trees must be removed.	Dislike	Safety and security	11/12/2018 9:21	Pedestrian
32	Pedestrian crossing required at the Burke Ward School in Gypsum Street between Rakow and Newton streets	Idea or Suggestion	Footpaths and crossings	12/12/2018 2:07	Pedestrian
33	Lack of bike stands+locking stations across all of broken hill	Idea or Suggestion	Parking and pick up/drop off (bicycle/motorcycle/car)	12/12/2018 3:23	Cyclist
34	Lack of trees/vegetation	Dislike	Other	12/12/2018 3:24	Pedestrian
35	Access to cycling maps common route distances(for fitness)+ safe/low traffic areas	Idea or Suggestion	Bicycle infrastructure and facilities	12/12/2018 3:26	Cyclist
36	Need a footpath from gaffney street to south road to coles	Idea or Suggestion	Footpaths and crossings	13/12/2018 9:16	Pedestrian
37		Dislike	Footpaths and crossings	14/12/2018 10:50	Pedestrian
38	Tripped over tree stump, has not been removed.	Dislike	Footpaths and crossings	15/12/2018 8:37	Pedestrian
39	There are no footpaths in Wyman street around our home which makes it very difficult for us to go for a walk especially with young children	Dislike	Footpaths and crossings	18/12/2018 11:51	Pedestrian
40		Dislike		18/12/2018 12:16	Cyclist
41	Broken Hill does not offer any bicycle hiring. An ebike system would be worth exploring. It not only provides a service (particularly to tourists) but also creates revenue	Idea or Suggestion	Bicycle infrastructure and facilities	24/12/2018 6:27	Cyclist



Cardno[®]

Broken Hill Active Transport Plan Encouraging Walking and Cycling

PRESENTER:

December 2018

Topics

01 Background

- 02 Data
- 03 Pedestrian and Cycling Network
- 04 Discussion

1 Broken Hill Active Transport Plan

Cardno[®]

01 Background

2 Broken Hill Active Transport Plan

01 Study Background





Broken Hill City Council has commissioned the development of an **Active Transport Plan**.

- How to encourage more walking and cycling in the community.
- Integrate transport planning and land use planning.
- Develop a 10 year schedule to roll out infrastructure improvements and initiatives.
- Update 2013 Pedestrian Access and Mobility Plan and 2013 Bicycle Plan.
- Study partially funded by Council as well as Roads and Maritime Services.

3 Broken Hill Active Transport Plan

Cardno[®]

Page 366

01 Project Objectives





- > Walking
 - Improve pedestrian access and priority, especially around high pedestrian areas (schools, CBD, shops etc.).
 - Facilitate improved mobility.
 - Audit existing facilities.
 - Review the compliance and safety of the existing network.
- > Cycling
 - Encourage cycling for all trip purposes.
 - Develop a "bicycle network" as opposed to "bicycle routes".
 - Safe, connected and coherent network.
 - Ensure facilities meet design standards.

BROKEN HILL ACTIVE TRANSPORT PLAN

4 Broken Hill Active Transport Plan

01 Why should you care about walking and cycling?

- > Walking and cycling are good for your health! Did you know:
 - People who walk and cycle to work have less sick days and are more productive than those who drive.
 - People who walk and cycle in town centres spend more than people who drive.
 - There is more community satisfaction where there are higher walking and cycling rates.
- > Widely recognised that the benefits vastly outweigh the risks.
- > Walking and cycling may be the only viable options for some people (elderly, disqualified from driving, car too expensive to own and maintain etc.).
- > Cycling and walking are fun!





5 Broken Hill Active Transport Plan

BROKEN HILL ACTIVE TRANSPORT PLAN

01 Project Flow

Project Start Up	
Inception meeting	
Data Collection	
• A review of government and Council policy to provide a strategic need to improve walking and cycling facilities	
Community and Stakeholder Consultation We are here	
• Informing the community and stakeholders of the project, and undertaking surveys to gauge what will be well-received and cost-effective	trategies to
Network Development	_
 A detailed review of existing infrastructure within Broken Hill A strategic assessment of what gaps there are in the pedestrian/cycling network 	
Identification of Upgrades and Prioritisation	_
Discussion with Council about how to prioritise the network development	
Delivery of Draft Active Transport Plan	_
A draft plan will be prepared for review	
Review by Council and the Community Approximately April 2019	
You will have up to four weeks to review and make comments on the report	
Delivery of Final Active Transport Plan	_
The report will then be endorsed by Council	

6 Broken Hill Active Transport Plan

Cardno[®]

02 Data

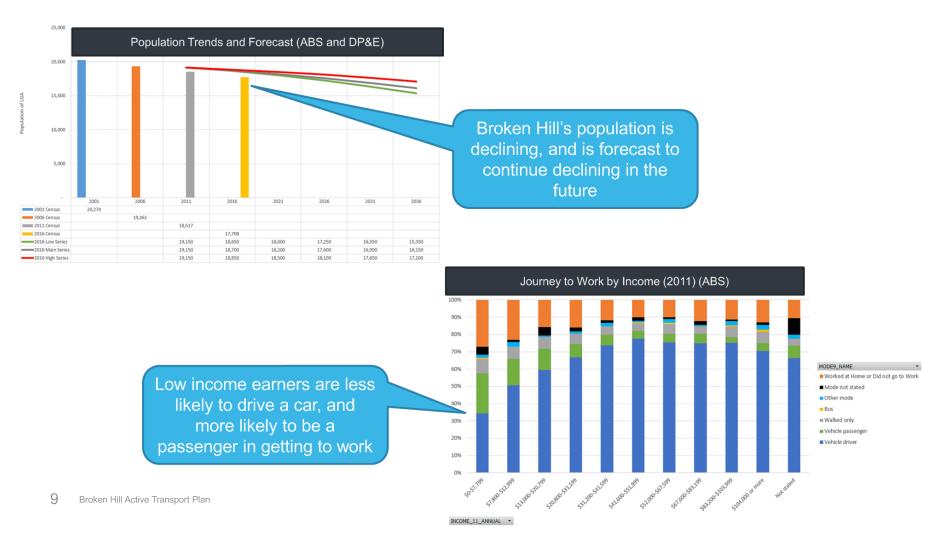
7 Broken Hill Active Transport Plan

02 Demographics

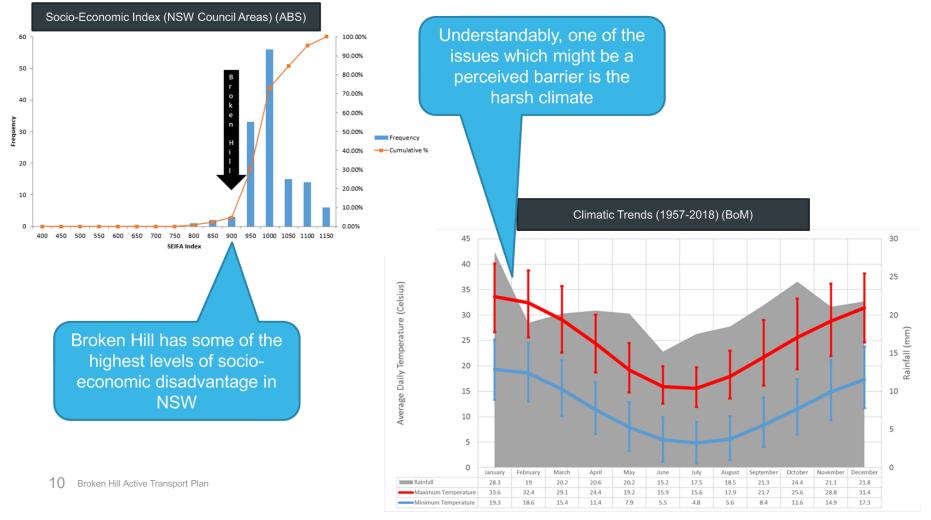
- > 2016 ABS Census Data
 - 17,708 people live in Broken Hill LGA.
 - 1,500 people identify as Aboriginal or Torres Strait Islander.
 - Population is declining (see chart over page).
 - 1.5 vehicles per household.
 - 690 households have 0 vehicles.
 - 70% of people drive to work, 5% walk, 0.5% cycle.
 - Main employment industries include silver-lead-zinc ore mining, hospitals, aged care and supermarket/grocery stores.
- > Other ABS Data
 - High levels of socio-economic disadvantage.
- > BHCC Disability Access Inclusion Plan
 - 1,394 people have a "profound or severe disability" (BHCC).
- 8 Broken Hill Active Transport Plan











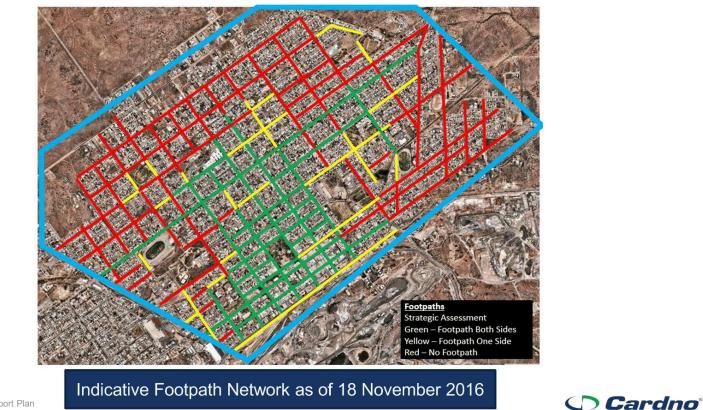
03 Pedestrian and Cycling Network

11 Broken Hill Active Transport Plan

C Cardno

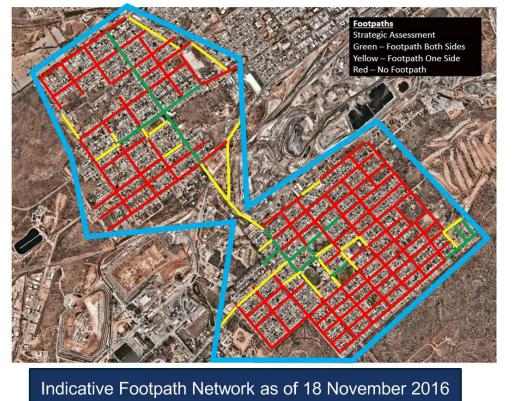
Page 374

03 Broken Hill North Pedestrian Network



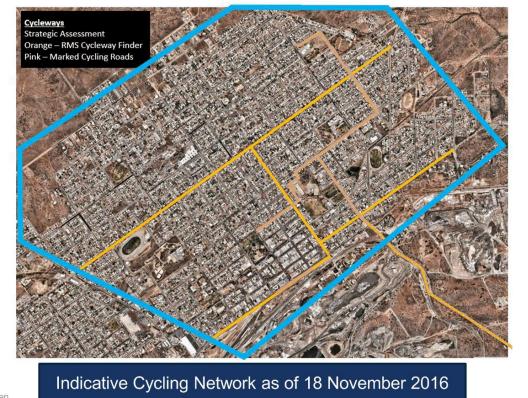
12 Broken Hill Active Transport Plan





13 Broken Hill Active Transport Plan

03 Broken Hill North Cycling Network



14 Broken Hill Active Transport Plan

03 Broken Hill West and South Cycling Network



15 Broken Hill Active Transport Plan

04 Discussion

16 Broken Hill Active Transport Plan

04 Discussion Points

Opportunities	Challenges		
City is a good size for walking and cycling	The weather is too hot/too cold		
Health benefits	 Footpath network incomplete 		
Sense of community	 Not enough urban design and amenity 		
Encourage active lifestyle	Road safety (vehicle speeds/crossing safety etc.)		

What other opportunities or challenges do you see to encouraging walking and cycling?

BROKEN HILL ACTIVE TRANSPORT PLAN

17 Broken Hill Active Transport Plan

Cardno[®]

04 Survey Tools (Online Survey)

Survey open until 21 December

What are the challenges and opportunities to encouraging more walking and cycling?

BROKEN HILL COMMUNITY Survey Broken Hill Active Transport Plan Community Survey

L	School drop off/pick up	Visiting friends and family
	Shopping trip	Trip to recreation area (park/poo
	Commute to work	General fitness
	Other (please specify)	
		11
		<i>h</i>
	ок	4
	ок	
• 11. W	OK	in Broken Hill? (max 2 options)
	_	in Broken Hill? (max 2 options)
□ N □ E	That can we do to make walking and cycling better fore walking and cycling community events nhanced accessibility (better footpaths/kerb ramps/safer	
	That can we do to make walking and cycling better lore walking and cycling community events	Lower speed limits

Broken Hill City Council are developing a new pedestrian accessibility plan and bike plan to make these mode choices more attractive for residents of the city. We would appreciate a few minutes of your time in assisting us in developing a network for you to use, and what you consider most important in the development of the network.

You can do the survey for yourself, or on behalf of someone else (child, parent, friend etc). You can complete the survey for as many people as you like.

This survey should not take more than 5 minutes.

There is a consent question at the end, and you may exit the survey at any time.



18 Broken Hill Active Transport Plan

Cardno[®]

Page 381

BROKEN HILL ACTIVE TRANSPORT PLAN

04 Survey Tools (Online Map)

Online map available until 21 December

See comments made by other people

Upload a photo if you like!

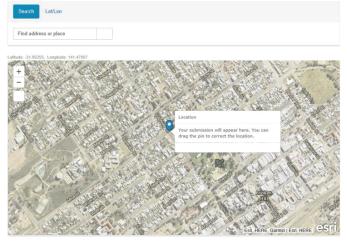
1. Enter Information

What would you like to highlight or raise?							
O Dislike							
⊖ Like							
○ Idea or Suggestion							
What is the mode of transport?							
O Pedestrian							
○ Cyclist							
What is the type of issue?							
Select							
Safety and security	^						
Direction/mapping and signage							
Access and connectivity							
Parking and pick up/drop off (bicycle/motorcycle/car)							
Bicycle infrastructure and facilities							
Footpaths and crossings	\sim						

19 Broken Hill Active Transport Plan

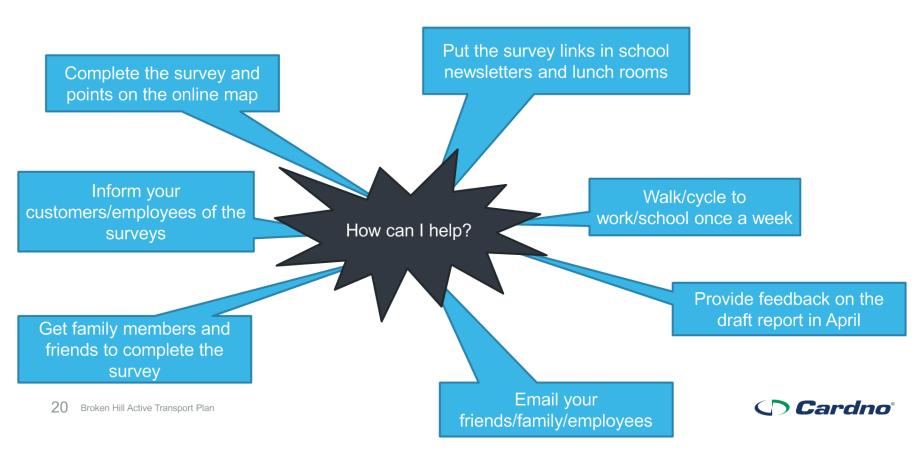
2. Select Location

cify the location for this entry by clicking/tapping the map or by using one of the following options.





04 What can you do?



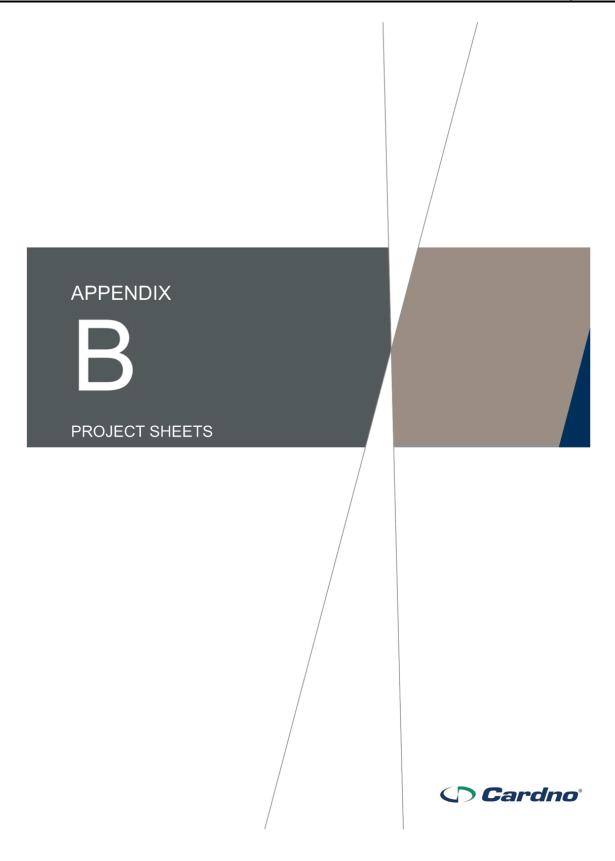
Thank you

For more information



www.cardno.com

21 Broken Hill Active Transport Plan



1 Shared Path Priority Network

1.1 Introduction

Following the initial prioritisation and costing, it was agreed with Council that focusing on improvement works along the shared path network would provide the best value for money, as it would provide greater connectivity and accessibility for both pedestrians and cyclists. Therefore, an additional priority was allocated to works located along the shared path network, to identify the highest priority works.

1.2 Shared path priority network

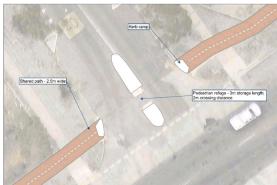
The shared path network has been split into 12 sections, which is outlined in the project sheets included below, which Council can use to support co-funding applications.

The shared path network is shown in Figure 1-1.



Project 1 – Shared path on Blende Street between Galena Street and Silver Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced east-west connectivity between Galena Street and Silver Street in close proximity to the Broken Hill CBD. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to Broken Hill High School and the CBD area.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 2,422 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$1,250,000.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

Project Action List

- 1. Undertake site inspection
- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@_ 31.963225,141.4549338,3a,63.5y,39.69h,90.21t/data=I3m611e113m411sZtD2o65vCAEUiMfrDydlpg12e0l7i1331218i6656, accessed 28 March 2019

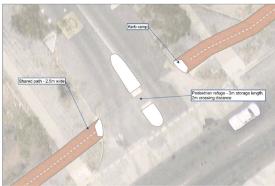


Source: https://www.google.com.au/maps/@-31.955635.141.4673606.3a,49.1y,20.47h.86.25t/data=13m611e113m411sZ8R0RYMo90IGi7sx4DHdZgl2e0I7i13312l8i6656, accessed 28 March 2019

BROKEN HILL ACTIVE TRANSPORT PLAN

Project 2 – Shared path between Blende Street and Wolfram Street along Kaolin Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced north-south access between Blende Street and Wolfram Street. The proposed shared path will provide greater connectivity for both pedestrians and bicyde riders. This particular project will provide enhanced access to the Broken Hill CBD, Broken Hill High School and Broken Hill Public School.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 290 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$130,000.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.



1. Undertake site inspection

Project Action List

- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@-31.9605019,141.4586669,3a,75y,151.09h,90.45t/data=I3m6I1e113m411sdD2SVjOoIJvFjL0M-<u>VVCdwl2e017(13312)8/6656</u>, accessed 28 March 2019



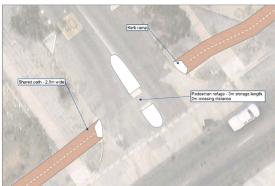
Source: https://www.google.com.au/maps/@-31.9589203,141.4573326,3a,75y,332.85h,87.87U/data=13m611e113m411skGWrQG1-7n4k0e8ldI0T_gl2e0l7i1331218i6656, accessed 28 March 2019

Page 389

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It is recommended Council seek input from a qualified quantity surveyor parallel with design development.

Project 3 – Shared path between Blende Street and Morgan Street along Chloride Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced north-south access between Blende Street and Morgan Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to the Broken Hill CBD, local parks and the hospital.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 1,281 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$800,000.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

Project Action List

- 1. Undertake site inspection
- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@-31.955844,141.4637722,3a,60y,329.02h,88.33t/data=I3m6I1e1I3m4I1seWcuru2M7wtiOIX NDYH2wI2e0I7i13312I8i6656, accessed 28 March 2019



Source: https://www.google.com.au/maps/@-31.9478608,141.4570555,3a,75y,142.83h,85.88l/data=!3m6!1e1l3m4!1sUWHNc3kOyTDXdxjff1fwl/2e0/7/13312!8i6656, accessed 28 March 2019

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It is recommended Council seek input from a qualified quantity surveyor parallel with design development.

Project 4 – Shared path between Galena Street and McCulloch Street via Talc Street, Wolfram Street, Mica Street and Lane Street

trian refuge - 3m storage lengt

Project Action List



- 1. Undertake site inspection
- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



Project Description

Figure 1-1

Shared path - 2.5m wide

Indicative concept drawing

Kerb rame

This link will generally provide enhanced east-west connectivity between Galena Street and McCulloch Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to several schools and parks including Broken Hill High School, Broken Hill Public School and Broken Hill North Public School.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 2,776 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at \$1,510,000.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

Source: https://www.google.com.au/maps/@_ 31.9457664,141.4721487,3a,75y,272.28h,79.69t/data=13m611e113m411sJ8IAOdBy1kLBueWicN5mEQI2e01711331218i6656, accessed 28 March 2019

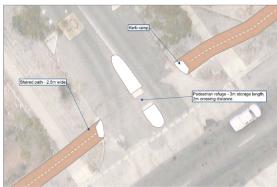


Source: https://www.google.com.au/maps/@-31.9584808,141.4561511,3a,75y,116.63h,84.93t/data=13m611e113m411s5jk2s7Y5uT56pkLkEN03Cgl2e017i13312l8i6656, accessed 28 March 2019

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It is recommended Council seek input from a qualified quantity surveyor parallel with design development.

Project 5 – Shared path between Blende Street and O'Neill Street along Silver Street and McCulloch Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced north-south connectivity between Blende Street and O'Neill Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to the aquatic centre, Wilyama High school and Broken Hill north Public School.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 1,442 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$740,000.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

Project Action List



- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@_ 31.939264,141.4682711,3a,75y,143.77h,83.79i/data=I3m6I1e1!3m4I1sFnIZLkoFRKqNcqYoF5L0NA!2e0I7i13312!8i6656, accessed 28 March 2019

Cardno BROKEN HILL

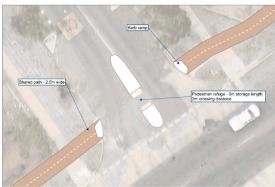


Source; https://www.google.com.au/maps/@-31.9442183,141.4724837,3a,75y,161.85h,90.37t/data=I3m6I1e1I3m4I1sgpuBnsan7UwxXIbRAYsOwI2e0I7i13312I8i6656, accessed 28 March 2019

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It is recommended Council seek input from a qualified quantity surveyor parallel with design development.

Project 6 – Shared path between O'Farrell Street and McCulloch Street along Morgan Street, Uranium Street and O'Neill Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced east-west connectivity between O'Farrell Street and McCulloch Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to Broken Hill hospital, parks, the aquatic centre and Morgan Street Public School.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 2,965 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$1,380,000.

is recommended Council seek input from a qualified quantity surveyor parallel with design development.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets - Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It

Project Action List

1.



- Confirm funding availability (including co-funding if applicable) 2.
- Engage with community and stakeholders about infrastructure vision
- 4 Confirm scope of works including preferred design of crossing treatments
- 5 Undertake concept design of project
- Consult with community and stakeholders 6.
- Undertake detailed design of project
- 8. Construction of facility
- Promotion of new infrastructure to community through newsletter and social media 9

Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@-31.9503361,141.4475657,3a,60y,30.04h,87.01t/data=I3m6I1e1I3m4I1sc7VTZkJAZ09yGkK0X3oECAl2e0I7i13312I8i6656, accessed 28 March

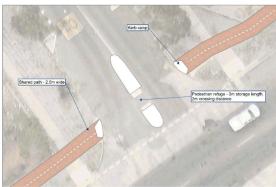


Source: https://www.google.com.au/maps/@-31.943084.141.4593848.3a,75y,47.17h,85.23t/data=!3m611e113m411sd227w8X5MXLREkP7CX3-7QI2e0!7/13312I8i6656, accessed 28 March 2019

Cardno

Project 7 – Shared path between Harris Street and Morgan Street along Rakow Street and O'Farrell Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced east-west connectivity between Harris Street and O'Farrell Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to some commercial areas in north Broken Hill and Burke Ward Public School.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 1,520 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$600,000.

is recommended Council seek input from a qualified quantity surveyor parallel with design development.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It

Project Action List

- 1. Undertake site inspection
- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



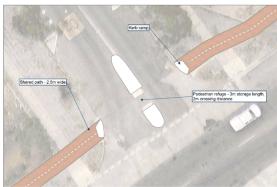
Source: https://www.google.com.au/maps/@_ 31.9597669,141.4408098,3a,75y,252.07h,86.64t/data=I3m611e113m411sPCi2ooTXZFhERNCh6ZZwEg/2e017i13312l8i6656, accessed 28 March



Source: https://www.google.com.au/maps/@_ 31.955004.141.4425334.3a.34.6y.126.35h.88.03t/data=13m611e113m411syEKsN7cmqAdDGzvTWcag-At2e017i13312l8i6656, accessed 28 March 2019

Project 8 – Shared path from Creedon Street to Williams Street via Wills Street and Galena Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced connectivity access between Creedon Street and Williams Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access near Westside Plaza, Railway public school, local parks and some commercial facilities.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 2,024 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$914,000.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

Project Action List

1. Undertake site inspection

- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@_-31.964702,141.4509008.3a,60y,261.34h,86.65t/data=13m611e113m411sO7vg4FJ0ogrWI4rDL7csKA12e0I7i1331218i6656, accessed 28 March 2019

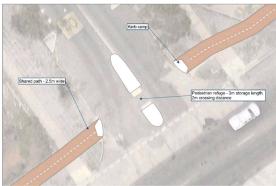


Source: https://www.google.com.au/maps/@-31.9598056,141.4451566,3a,42.8y,320.38h,88.48l/data=13m611e113m411sQ6aeZXe8bJwWogIPS3PYBQI2e0i7i13312l8i66556, accessed 28 March 2019



Project 9 – Shared path between Eyre Street and Williams Street along Gypsum Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced north-south access between Eyre Street and Williams Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to some local parks and Burke Ward Public School.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 2,352 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$1,036,000.

is recommended Council seek input from a qualified quantity surveyor parallel with design development.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It

Project Action List

- 1. Undertake site inspection
- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



Source: https://www.google.com/maps/@_ 31.9608636,141.4399495,3a,34.5y,128.4h,85.88t/data=13m611e113m411s8m5gar_xeCvU2nePe38NcQl2e01711331218i6656, accessed 28 March

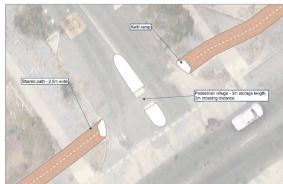


Source: https://www.google.com/maps/@-31.9741952.141.4511591.3a,43.1y,153.29h,83.5Udata=13m611e113m411sFTcKkKxJloQg3YBOOhE4yQ12e017113312l8i6656, accessed 28 March 2019



Project 10 – Shared path between Bonanza Street and Argent Street via Boughtman Street, Rockwell Street, Eyre Street and Menindee Road

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced east-west access between Bonanza Street and Argent Street. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will largely complete a southern bypass of Broken Hill and act as walking and cycling loop, as well as providing direct connectivity to some schools and parks.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 4,777 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$2,067,000.

is recommended Council seek input from a qualified quantity surveyor parallel with design development.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It

Project Action List

1. Undertake site inspection

- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4. Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media
 - Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@-31.9606036,141.4771404.3a,75y,5.49h,77.4t/data=I3m6/1e1I3m411saDPIXUXO2QligvJoMaRZLwl2e0/7i13312l8i6656, accessed 28 March 2019

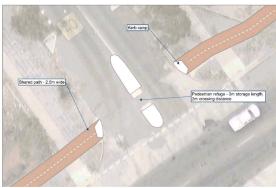


Source: https://www.google.com.au/maps/@-31.9812429,141.4659338,3a,75y,18.33h,78.23t/data=I3m6I1e1I3m4I1sFsOHsd_dlu7zLygi_w1YWAI2e0I7i13312I8i6656, accessed 28 March 2019

CD Cardno

Project 11 – Shared path between Queen Street and Blende Street via Wentworth Road, South Road and Gossan Street

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced north-south access between South Broken Hill and North Broken Hill. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced connectivity near Robinson College, Perilya Limited, Rainbow pre-school and Westside Plaza.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 2,922 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$1,150,000.

is recommended Council seek input from a qualified quantity surveyor parallel with design development.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets – Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It

Project Action List



- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- Confirm scope of works including preferred design of crossing treatments
- 5. Undertake concept design of project
- 6. Consult with community and stakeholders
- 7. Undertake detailed design of project
- 8. Construction of facility
- 9. Promotion of new infrastructure to community through newsletter and social media

Figure 1-2 Existing site photos



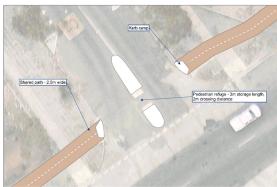
Source: https://www.google.com/maps/@-31.9821919,141.4579954,3a,56.6y,194.61h,82.98l/data=13m611e113m411sGi8ZAoIBg8Pn8Emj7T6Yg12e0I7i13312I8i6656, accessed 28 March 2019



Source: https://www.google.com/maps/@-31.9660767.141.4560784.3a.31.3y.196.21h.82.55i/data=I3m6I1e1I3m4I1sh9qg8kQb7qYYf0eeKRsAcAI2e0I7i13312I8i6656, accessed 28 March 2019

Project 12 – Shared path between Broken Hill Airport and Patton Street along Airport Road and Bonanza Road

Figure 1-1 Indicative concept drawing



Project Description

This link will generally provide enhanced north-south access between Broken Hill Airport and South Broken Hill. The proposed shared path will provide greater connectivity for both pedestrians and bicycle riders. This particular project will provide enhanced access to Broken Hill Airport and Alma Public School.

This project is one of a dozen shared path projects proposed within Broken Hill. The vision is for Broken Hill to provide a comprehensive core network of routes for use by the community.

Project Scope

- > Construction of approximately 1,662 metres of shared path
- > Enhanced crossing facilities including along the route
- > New/upgraded kerb ramps

Strategic Cost Estimate¹

This project has been strategically costed at approximately \$800,000.

This cost is dependent on the type of crossings provided at intersections. See the 'Active Streets - Intersection Treatments' sheet also prepared as part of the Active Transport Plan.

Project Action List

- Undertake site inspection 1.
- 2. Confirm funding availability (including co-funding if applicable)
- 3. Engage with community and stakeholders about infrastructure vision
- 4 Confirm scope of works including preferred design of crossing treatments
- Undertake concept design of project 5
- 6 Consult with community and stakeholders
- 7 Undertake detailed design of project
- Construction of facility 8
- Promotion of new infrastructure to community through newsletter and social media 9.

Figure 1-2 Existing site photos



Source: https://www.google.com.au/maps/@-31.9843822,141.4621515,3a,66.8y,106.38h,91.29t/data=I3m6I1e1I3m4I1sDA1eAQRXPgnC5ZvoYcsbuAl2e0I7i13312I8i6656, accessed 28 March



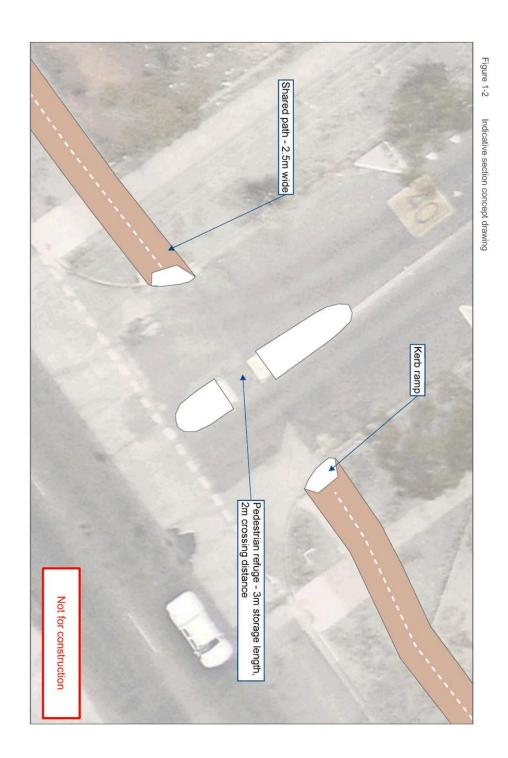
Source: https://www.google.com.au/maps/@-31.9908654,141.4688089,3a,75y,115.55h,85.49t/data=!3m611e113m411sHsG5FIJYGIPBjkfxk8Hv3gl2e017i13312l8i6656, accessed 28 March 2019

¹ This strategic cost estimate is high level and for initial planning only. It must not be relied upon for quoting, budgeting or construction purposes. It is recommended Council seek input from a qualified quantity surveyor parallel with design development.

1.3 Indicative section concept drawing

A high level concept drawing for a typical section across the shared path network is shown in **Figure 1-2**. This indicates the location of shared path and the location of suggested intersection treatments e.g. kerb ramp, refuge island.

This schematic diagram is for illustrative purposes only and should not be used for construction purposes.



1.4 Active Streets - Intersection Treatments

Furthermore, alternative intersection treatments to further enhance the shared path network are outlined below. These treatments provide Council with an overview of further options for investigation, in support of the implementation of the shared path network.

Active Streets - Intersection Treatments



Broadly speaking, there are two parts to an active transport network, there is the linear infrastructure which is made up of footpaths or shared paths, and there are intersection crossings. Whilst focus is often given to the paths, the importance of having appropriately designed crossing facilities is critical to the attractiveness, amenity and safety of the network.

At the commencement of the project, Council indicated that they envision that primary school aged kids would be able to independently ride and walk to school. To achieve this not only requires the development of an off-road pedestrian and cycling network, it also requires a change in how intersections are designed.

In the past 5 years, there have been at least 2 accidents in Broken Hill involving pedestrians and at least 4 accidents involving cyclists under the age of 18

Legally, if a driver is turning left or right into another street, they must give way to a pedestrian, as articulated in Section 72 of the NSW road rules (see example 4 and example 9)¹. However, there is a gap in the legislation – a cyclist is legally recognised as a vehicle (even when on a shared path), and in the example, the vehicle would have priority over a cyclist in the same situation

Going beyond legal definitions, there is also a 'perception' issue. Simply, people (whether drivers or pedestrians) tend to recognise roads as an environment where vehicles have priority. Best practice is to encourage and promote safe road crossings wherever possible. Below there are six examples of intersection treatments in ascending order of desirability for a shared path network for pedestrians and cyclists.

- 1) Road crossing with no kerb extensions and no refuge island
- 2) Road crossing with kerb extension or refuge island
- 3) Pedestrian zebra crossing (road level)
- 4) Continuous footpath treatment
- 5) Partial road closure
- 6) Full road closure with new path

These six are not an exhaustive list of intersection treatments. In nearly all circumstances, small modifications can be made to the design of a crossing facility to accommodate cyclists as well as pedestrians. Options 1 and 2 are generally incompatible with facilitating kids walking and riding to school independently.

In considering improvements to crossing facilities, it is critical that the community is consulted and the reasons and the benefits of changes are communicated. Whilst some members of the community might object to a partial or full road closure, in most instances, the resulting detour (if any) would add an insignificant amount of time to their journey. Indeed, some residents might be a significant beneficiary, with more trees and less traffic volumes on local streets.

1 https://www.legislation.nsw.gov.au/#/view/regulation/2014/758/part7/div2/rule72, accessed 22 March 2019

2 https://www.rms.nsw.gov.au/trafficinformation/downloads/td11_01a.pdf, accessed 22 March 2019

1) Road crossing with no kerb extensions and no refuge island

Characteristic	
Threshold to be met?	None
Cost	Low
Impact to traffic	Baseline
Desirability for pedestrians and cyclists	Low
Allows kids to independently walk and cycle	No

This is a typical crossing. It does not offer a pedestrian or cyclist the feeling of protection or priority. For a standard 12m road, it takes a pedestrian 10 seconds to walk across (longer if mobility impaired).



Source: Google Street View, accessed 22 March 2019

2) Road crossing with kerb extension or refuge island²

Characteristic	
Threshold to be met?	None
Cost	Low-Medium
Impact to traffic	Baseline
Desirability for pedestrians and cyclists	Low-moderate
Allows kids to independently walk and cycle	No

This is a crossing typically used around schools, hospitals and higher pedestrian volume areas. It does not offer a pedestrian or cyclist the feeling of protection or priority. It offers a pedestrian a safe waiting space in the middle of the road.



Source: Google Street View, accessed 22 March 2019

3 https://www.rms.nsw.gov.au/documents/business-industry/partners-and-suppliers/guidelines/sas1742 p1-15.pdf, pg. 17, accessed 22 March 2019

3) Pedestrian zebra crossing (road level)³

Characteristic	
Threshold to be met?	Yes: Ped(P)>30, Vehicle (V)>500 and PxV>60,000 in 3 separate one hour periods of a day
Cost	Low-Medium
Impact to traffic	Variable but usually low
Desirability for pedestrians and cyclists	Moderate
Allows kids to independently walk and cycle	Walk – Generally, yes Cycle – No (Generally yes with modifications)

This is a crossing typically used outside schools, hospitals and higher pedestrian volume areas. It offers pedestrians right of way. Legally, cyclists have to dismount to cross a zebra crossing unless further design changes are considered⁴ and approved. The threshold is difficult to meet in regional areas for new crossings. A zebra crossing may be raised (at footpath instead of road level), and/or be supplemented by refuge or kerb extension - these are desirable design outcomes.



Source: Google Street View, accessed 22 March 2019

BROKEN HILL ACTIVE TRANSPORT PLAN

4) Continuous footpath treatment⁵

Characteristic

Threshold to be met?	Yes – <45 vehicles per hour, no pedestrian threshold
Cost	High
Impact to traffic	Variable but usually low
Desirability for pedestrians and cyclists	Moderate
Allows kids to independently walk and cycle	Generally, yes

There is no precedent for continuous footpaths in Broken Hill, but they are more desirable (from a planning and approval perspective) due to significantly lower volume thresholds. They offer priority to pedestrians and other road users⁶ and because they appear like a 'continuous footpath' across a road. Because of this, continuous footpaths offer pedestrians and cyclists more security when crossing a road.



Source: Google Street View, accessed 22 March 2019 Indicative continuous footpath treatment at northern leg of Gossan St and Morgan St incorporating tree installation.



Source: Google Street View, accessed 26 Match 2019

5) Partial road closure

Characteristic	
Threshold to be met?	No, but approval likely required from Roads and Maritime
Cost	Moderate-High
Impact to traffic	Moderate
Desirability for pedestrians and cyclists	Moderate
Allows kids to independently walk and cycle	Generally, yes

A partial road closure will restrict vehicular access and reduce traffic volumes through an intersection, limiting the distance that pedestrians and cyclists have to cross the road and adding predictability about traffic movements. It does not have any warrants, but the community should be extensively consulted regarding the benefits, and any impacts to access properties. This treatment may be combined with a zebra crossing or continuous footpath treatment (subject to meeting thresholds)



Source: Google Street View, accessed 22 March 2019 Indicative partial road closure at northern leg of Gossan St and Morgan St incorporating tree installation.



6) Full road closure with new path

Characteristic	
Threshold to be met?	No, but approval likely required from Roads and Maritime
Cost	High
Impact to traffic	High
Desirability for pedestrians and cyclists	High
Allows kids to independently walk and cycle	Yes

A full road closure will prevent vehicular access and reduce traffic volumes through an intersection. It does not have any warrants, but the community should be extensively consulted regarding the benefits, and any impacts to access properties. Full road closures present excellent opportunities for pocket parks and enhanced tree plantations.



Source: Google Street View, accessed 22 March 2019 Indicative full road closure at northern leg of Gossan St and Morgan St incorporating tree and bench installation.



Source: Google Street View, accessed 26 Match 2019

Active Transport Plan

Broken Hill

⁶ <u>https://www.legislation.nsw.gov.au/#/view/regulation/2014/758/part7/div3</u>, accessed 25 March 2019

ORDINARY MEETING OF THE COUNCIL

June 8, 2019

ITEM 7

BROKEN HILL CITY COUNCIL REPORT NO. 89/19

SUBJECT:BROKEN HILL LIBRARY, COMMUNITY HUB AND CULTURAL
PRECINCT - PROJECT UPDATE16/89

Recommendation

1. That Broken Hill City Council Report No. 89/19 dated June 8, 2019, be received.

Executive Summary:

At the April 2019 Ordinary Meeting of Council, Broken Hill City Council adopted the Broken Hill Library, Community Hub and Cultural Precinct – Cultural Framework and Synopsis Report. Following the of the adoption of framework Neeson Murcutt Architects commenced the concept design phase of the project. This report seeks to provide a project update.

Report:

At the April 2019 Ordinary Meeting of Council, Broken Hill City Council adopted the Broken Hill Library, Community Hub and Cultural Precinct – Cultural Framework and Synopsis Report.

Following the of the adoption of the framework Neeson Murcutt Architects (NMA) commenced the concept design phase of the project. The concept designs developed incorporate feedback provided during the various community engagement periods including the feedback received during Council's three-month engagement around the Library in late 2017 and as many features as possible that were requested by the public have been included.

The concept designs were presented to the Project Steering Group on May 8, 2019 (Meeting Minutes attached) and to Councillors at a Councillor Workshop on May 27, 2019.

These designs were made publicly available on Council's website on June 12, 2019. <u>https://www.brokenhill.nsw.gov.au/Community/News-articles/Concept-design-for-new-library</u> It is important to note that these designs are still conceptual, and they will continue to evolve through the detailed design stage. Prior to the preparation of detailed designs a detailed cost plan is currently being prepared by NMA and associated consultants.

Strategic Direction:

Key Direction:	1.3 Our history, culture and diversity is celebrated2.1 Our economy is strong and diversified and attracts people to live, work and invest
Objective:	1.3.4 Provide cultural services and facilities that celebrate our rich history.1.3.5 Sustain and grow arts and culture and preserve the importance of our social capital, built heritage and history.
DP Action:	1.3.1.07 Provide a library service for the City and surrounding area 1.3.1.08 Develop a Library Services Strategic Plan

- 1.3.1.09 Initiatives from the Library Services Strategic Plan are implemented
- 1.3.1.06 Preserve historic records held within Council custodianship
- 2.1.4 Increase economic opportunities by activating public spaces.

Financial Implications:

No financial implications as they relate to the project; funds have been budgeted for the development of the Cultural Framework and the development of tender ready construction plans for the building of a community hub / library facility.

Attachments

- 1. Broken Hill Library, Community Hub and Cultural Project Project Steering(PSG) -
- Minutes of Meeting held 8 May 2019

JAY NANKIVELL CHIEF FINANCIAL OFFICER

JAMES RONCON GENERAL MANAGER



Minutes of the Broken Hill Library, Community Hub and Cultural Project – Project Steering Group (PSG) Meeting Held 8 May at 3:30pm – Civic Centre 16/89

1. ATTENDANCE

1.1 Present

Roles	Section	Name
Chair	Mayor	Darriea Turley
Council	Councillor	Marion Browne
Project Vision	BHCC General Manager	James Roncon
Project Administration	Business Systems Analyst	Anne Johansson
Project Steering	Community Representative	Zeta Bennett
Project Steering	Disability Inclusion Working Group	Natasha Bearman
Project Steering	Young Leaders Group	Kelsie Mitchell
Communications	BHCC Manager Communications	Darrin Manuel
Consultant	Neeson Murcutt Architects	Rachel Neeson
Consultant	Neeson Murcutt Architects	Stephen Nellie
Consultant	Okane Management	Steve Williams

1.2 Apologies

Roles	Section	Name
Project Steering	Aboriginal Community Working Party	Maureen O'Donnell
Project Steering	Community Representative	Shane Simmons

2. NEW MEMBER

The General Manager welcomed new member Kelsie Mitchell who is representing the Young Leaders Group

3. PRESENTATION BY NEESON MURCUTT ARCHITECTS

Rachel Neeson and Stephen Nellie from Neeson Murcutt Architects presented Concept Designs including landscaping for the project.

4. NEXT STEPS

- Neeson Murcutt Architects to commence preparation of detailed cost plan with QS sub consultant
- The GM will advise next meeting date.

5. MEETING CLOSE

There being no further business the Chair closed the meeting at 5:20pm.

AUSTRALIA'S FIRST HERITAGE LISTED CITY

ORDINARY MEETING OF THE COUNCIL

June 3, 2019

ITEM 8

BROKEN HILL CITY COUNCIL REPORT NO. 90/19

SUBJECT: DRAFT CODE OF PRACTICE CLOSED CIRCUIT TELEVISION (CCTV) SYSTEM PROGRAMME POLICY 12/14

Recommendation

- 1. That Broken Hill City Council Report No. 90/19 dated June 3, 2019, be received.
- 2. That Council endorse the draft Code of Practice Closed Circuit Television (CCTV) Programme Policy for the purpose of public exhibition.
- 3. That the draft Code of Practice Closed Circuit Television (CCTV) Programme Policy be exhibited for public comment for a 28 day period.
- 4. That Council receives a further report at the conclusion of this exhibition, detailing submissions and any recommended changes arising, with a view to adopting the draft Code of Practice Closed Circuit Television (CCTV) Programme Policy.

Executive Summary:

CCTV can be effective in reducing or preventing crime if it is part of a broader crime prevention and community safety strategy. CCTV can bring benefits to the community through a reduction in crime which can lead to enhanced perceptions of safety in a particular area.

The CCTV Program has been designed to assist in preventing crimes in the Broken Hill local government area. It will assist Council and the NSW Police Force to work together to help provide a safer environment, reduce crime levels by deterring potential offenders, aid crime detection and the apprehension of offenders.

Report:

As part of the 2018/19 capital budget Council adopted for a Smart Lighting and CCTV Solution to be installed at Sturt Park, Patton Park and Council's Administration Building, due to the current lighting in these areas being at the end of their useful life, replacement parts no longer available or cost efficient and to increase public safety through the use of CCTV.

The Code of Practice Closed Circuit Television (CCTV) Program Policy has been developed in consultation with NSW Police Force. The NSW Government's Policy Statement and Guidelines for the Establishment and Implementation of CCTV in Public Places was used as a guide for the development of the CCTV Programme Policy.

Council's CCTV programme consists of a Code of Practice Policy, a Memorandum of Understanding with the NSW Police Force – Barrier Police District, a range of Standard Operating Procedures covering access arrangements, authorisations, and auditing, placement of physical signage at all locations alerting to the presence of recording devices. Once the exhibition process is finalized and Council has resolved upon the policy, it will be placed on Council's website with appropriate maps indicating the location of all cameras. A copy of the Draft Policy and MoU were sent the NSW Police Force – Barrier Police District for feedback on 3 June 2019. Feedback was received from the NSW Police Force in relation to the draft documents with only minor amendments required.

The following facilities currently have CCTV Cameras installed on a continuous 30-day loop.

- □ Charles Rasp Memorial Library;
- □ Broken Hill Regional Art Gallery;
- □ Albert Kersten Mining & Mineral Museum;
- □ Broken Hill Waste Management Facility;
- □ Weigh Bridge at the Broken Hill Waste Facility;
- □ Broken Hill Regional Airport;
- □ Patton Park;
- □ Sturt Park;
- □ Outside the Civic Centre;
- □ Outside the Administration Centre;
- □ Broken Hill Cemetery;
- □ Broken Hill Regional Aquatic Centre;
- □ HACC.

Strategic Direction:

Key Direction:	Our Community
Objective:	1.1 People in our community are in safe hands
Function:	1.1.2 Prioritise action with the Smart City Framework that support
	safer communities within our Parks and Open Spaces
DP Action:	1.1.2.1 - Install CCTV and Smart Lighting as outlined in the Smart
	City Framework
	1.1.2.2 - Install CCTV and Smart Lighting into Patton Park
	1.1.2.3 - Install CCTV and Smart Lighting in other priority assets or
	areas (eg City Centre)

Relevant Legislation:

Local Government Act 1993 Workplace Surveillance Act 2005 Privacy and Personal Information Protection Act 1998 (NSW) Government Information (Public Access) Act 2009 Civil Liability Act 2002 Surveillance Devices Act 2007 Crimes Act 1900(NSW) Copyright Act 1968 (CTH)

Financial Implications:

Civil Liability Act 2002

CCTV footage of defects in roads and footpaths (including pedestrian streets and malls) may constitute "actual notice" of a defect and disentitle Council to the statutory non-feasance defense which would otherwise be available under section 45 of the *Civil Liability Act 2002*.

By taking on the responsibility of ensuring public safety within the monitored area, a local council may be found liable should a person be injured in some way. This is especially so where camera equipment is not working, is not supervised or is pointing in the wrong direction.

Attachments

1. Draft Code of Practice Closed Circuit Television (CCTV) System Programme Policy

RAZIJA NU'MAN DIRECTOR CORPORATE

JAMES RONCON GENERAL MANAGER



DRAFT CODE OF PRACTICE CLOSED CIRCUIT TELEVISION (CCTV) SYSTEM PROGRAMME POLICY

QUALITY CONTROL		
TRIM REFERENCES	D18/11035	
RESPONSIBLE POSITION	Director Corporate	
APPROVED BY		
REVIEW DATE		REVISION NUMBER
EFFECTIVE DATE	ACTION	MINUTE NUMBER
Only include the last revision (PLEASE DELETE THIS ROW)		

1. INTRODUCTION

Closed Circuit Television (CCTV) can bring benefits to the community and assist in identifying and reducing crime which can lead to enhanced public safety in particular locations or in a particular area. CCTV adds security for the protection of Council assets by aiming to prevent, deter and detect incidents of damage and antisocial behaviour.

This Policy, which is designed to operate as a Code of Practice, contains the basic standards in accordance with which Council's CCTV Program will be operated. It is supplemented by Confidential Standard Operating Procedures (SOPs) which provide instructions on aspects of the day to day operation of the Program.

2. POLICY OBJECTIVE

The aim of the CCTV Program is to discourage and/or detect unlawful behaviour in or around council property and in partnership with the NSW Police Force.

This Policy applies to all Council owned CCTV systems installed in public places and CCTV cameras in or on Council property that have the purpose of surveillance.

The objective of the Code of Practice and SOP is to outline the basic standards under which CCTV will be operated by Broken Hill City Council.

The objectives of the CCTV Program are as follows:

- 2.1 To reduce crime levels by deterring potential offenders;
- 2.2 To reduce fear of crime;

Draft Code of Practice Closed Circuit Television System Program Policy

Page 1 of 11

- 2.3 To assist in the detection and prosecution of offenders; and
- 2.4 To help secure a safer environment for those people who live in, work in and visit Council Facilities and public spaces

3. POLICY SCOPE

CCTV cameras, are installed as part of Broken Hill City Council assets, including Council facilities.

- 3.1 This Policy applies to CCTV systems installed in the following public spaces
 - 3.1.1.Sturt Park;
 - 3.1.2.Patton Park;
 - 3.1.3. Outside the Civic Centre;
 - 3.1.4. Outside the Administrative Centre;
 - 3.1.5.Cemetery;
 - 3.1.6. Mobile cameras at the Broken Hill Waste Facility
- 3.2 This Policy also applies to CCTV systems installed in the following Council facilities
 - 3.2.1. Charles Rasp Memorial Library;
 - 3.2.2. Broken Hill Regional Art Gallery;
 - 3.2.3. Broken Hill Regional Airport;
 - 3.2.4. Albert Kersten Mining and Mineral Museum;
 - 3.2.5. Weigh bridge at the Broken Hill Waste Facility;
 - 3.2.6. Broken Hill Regional Aquatic Centre;
 - 3.2.7.HACC.

It is acknowledged that CCTV cameras installed in public place locations and as part of Broken Hill City Council infrastructure may also capture Broken Hill City Council officers performing work tasks. CCTV that is subject to this Code is not designed to intentionally provide workplace surveillance.

4. POLICY STATEMENT

CCTV can be effective in reducing or preventing crime if it is part of a broader crime prevention and community safety strategy. CCTV can bring benefits to the community through a reduction in crime which can lead to enhanced perceptions of safety in a particular area.

CCTV is one of several initiatives designed to assist in preventing crimes in the Broken Hill local government area. It assists Council and NSW Police Force – Barrier Police District to work together to help provide a safer environment, reduce crime levels by deterring potential offenders, aid crime detection and the apprehension of offenders.

This Code of Practice will be developed by Broken Hill City Council, in consultation with Barrier Police District. The NSW Government's Policy Statement and Guidelines for the Establishment and

Implementation of CCTV in Public Places was used as a guide for the development of the CCTV Program.

5. KEY PRINCIPLES

- **5.1** The Code of Practice is based on 15 key principles. In each section the key principle is stated, followed by further explanatory information.
- 5.2 The key principles are as follows:

Principle 1

The CCTV Program will be operated fairly, within applicable law, and only for the purposes for which it is established or which are subsequently agreed in accordance with this Code of Practice.

Principle 2

The CCTV Program will be operated with due regard to the privacy and civil liberties of individual members of the public, including the rights to freedom of religious and political expression and assembly.

Principle 3

The public interest in the operation of the CCTV Program will be recognised by ensuring the security and integrity of operational procedures.

- **5.3** The primary purpose of Broken Hill City Council's CCTV Program is to assist in the prevention of crimes against the person, particularly the following:
 - 5.3.1. Armed robbery;
 - 5.3.2. Robbery with wounding;
 - 5.3.3. Robbery in company of others;
 - 5.3.4.Extortion;
 - 5.3.5.Assault;
 - 5.3.6.Act of terrorism;
 - 5.3.7. Assault occasioning grievous bodily harm;
 - 5.3.8. Assault occasioning actual bodily harm;
 - 5.3.9. Sexual assault; and
 - 5.3.10. Aggravated sexual assault.
- **5.4** The secondary purpose of the CCTV Program is to assist in the prevention of other serious criminal offences, particularly the following:
 - 5.4.1.Steal motor vehicle;
 - 5.4.2.Steal from motor vehicle;
 - 5.4.3.Other steal;
 - 5.4.4.Break and enter;
 - 5.4.5. Malicious damage to property;
 - 5.4.6.Firearm offences;
 - 5.4.7.Receiving stolen goods; and
 - 5.4.8. Dealing or trafficking in drugs.

- **5.5** The CCTV Program will only be used to identify crimes occurring within the area covered by the Program.
- **5.6** The CCTV Program may be used for intelligence gathering on individuals and locations, in relation to offences within the scope of the Program.
- **5.7** The CCTV Program may be used for NSW Police Force special operations, targeting offences covered under the Code of Practice.

6. RESPONSIBILITIES OF THE OWNER OF THE PROGRAM

Principle 4

Broken Hill City Council has primary ownership and responsibility for compliance with the purposes and objectives of the CCTV Program, for the maintenance, management and security of the CCTV Program, and the protection of the interests of the public in relation to the Program.

- **6.1** The Broken Hill City Council will be responsible for the introduction and implementation of the Code of Practice and for ensuring compliance with the principles contained within the Code.
- **6.2** The Broken Hill City Council will comply with the requirements for accountability set out in this Code of Practice.
- **6.3** The Broken Hill City Council will consult with and provide information to the public about the operation of the CCTV Program and about any proposed changes to the Program or Code of Practice.
- 6.4 The Code of Practice can only be changed in compliance with Section 16 of this Code.
- **6.5** Broken Hill City Council retains ownership and has copyright in all documentation and other material related to the CCTV Program.

7. RESPONSIBILITIES OF PARTNER TO THE PROGRAM

Principle 5

As a partner to Broken Hill City Council CCTV Program, the NSW Police Force will act in accordance with the Code of Practice.

- 7.1 Incidents that may involve or lead to a crime against a person, serious threats to public safety, or other serious criminal offence, will be reported to an arranged police contact. The police will assess the situation and determine an appropriate response to the incident.
- **7.2** A Memorandum of Understanding (MoU) in relation to the CCTV Program will be entered into by both the Broken Hill City Council and the NSW Police Force Barrier Police District outlining in detail the respective roles of both parties. The MoU and any variations to it, are to be approved by the General Manager.
- **7.3** The Barrier Police District will be requested to provide Broken Hill City Council with crime statistics in relation to criminal offences for the CCTV Program to be reviewed, evaluated and audited.

Draft Code of Practice Closed Circuit Television System Program Policy

Page 4 of 11

8. ACCOUNTABILITY

Principle 6

Broken Hill City Council will be accountable to the public for the effective operation and management of the CCTV Program.

- 8.1 Broken Hill City Council's Risk and Improvement Committee will undertake and audit function:
 - **8.1.1.** To provide an independent and continuous review and checking mechanism, for the CCTV Program;
 - **8.1.2.** To promote public confidence in the CCTV Program by ensuring its operations are transparent to the public and undergoing independent scrutiny and review;
 - **8.1.3.** To identify and report on any deviations from the Code of Practice, Protocols or SOPs that come to notice during audit;
 - **8.1.4.** To assist in the evaluation of the CCTV program to identify if the purposes of the Program are being complied with and objectives are being achieved;
 - 8.1.5. To recommend action that will safeguard the Program from abuse.
- **8.2** Broken Hill City Council will undertake an annual audit of the CCTV Program, its operations and Code of Practice. The report will be submitted to the Privacy Commission.
- **8.3** Both the General Manager and Public Officer, have an unfettered right of inspection of all facilities associated with external CCTV monitoring, including files and registers. All access should be recorded in the register including the identity of the accompanying person.

9. PUBLIC INFORMATION

Principle 7

The public will be provided with clear and easily accessible information in relation to the operation of Broken Hill City Council's CCTV Program.

- **9.1** Clearly visible signs that CCTV are operating will be displayed at the perimeter of the area covered by the system and at other key points.
- 9.2 Copies of the Code of Practice will be made available on Council's website. The availability of the Code of Practice will be publicised in connection with any publicity arranged for the CCTV Program.
- **9.3** A member of the public has the right to apply for access to personal information held by Broken Hill City Council in the following ways:
 - 9.3.1. A person can apply for information under the Government Information (Public Access) Act 2009. A copy of the Formal Access Application Form can be obtained from Council's website <u>www.brokenhill.nsw.gov.au</u>
 - **9.3.2.** Any person applying for access to their personal information will be required to specify the following details

Draft Code of Practice Closed Circuit Television System Program Policy

Page 5 of 11

- **9.3.2.1.** Approximate location footage was taken from; and
- **9.3.2.2.** Approximate date and time footage was taken
- 9.4 Enquiries in relation to the Broken Hill City Council's CCTV Program and its operation can be made in writing to:

The General Manager Broken Hill City Council PO Box 448 BROKEN HILL NSW 2880 Email: <u>council@brokenhill.nsw.gov.au</u>

10. ASSESSMENT OF THE SYSTEM AND CODE OF PRACTICE

Principle 8

Regular monitoring and evaluation of the CCTV Program will be undertaken to identify whether the purposes of the Program are being complied with and objectives are being achieved.

- 10.1 In consultation with the NSW Police Force Barrier police District, Broken Hill City Council will regularly monitor the operation of the CCTV Program and implementation of the Code of Practice.
- **10.2** Broken Hill City Council is responsible for ensuring that the CCTV Program is subject to an annual evaluation to identify whether its purposes are being complied with and whether objectives are being achieved.
- **10.3** Evaluation will be conducted independently and carried out according to independently established criteria.
- **10.4** Evaluation of the CCTV Program will include as a minimum:
 - 10.4.1. Assessment of its impact upon crime;
 - 10.4.2. Assessment of its impact on neighbouring areas;
 - 10.4.3. Operation of the Code of Practice, Protocols and SOPs; and
 - 10.4.4. Whether the purposes for which the Program was established still exist.
- **10.5** The results of the evaluation will be taken into account in the future functioning, management and operation of the Program.

11. MANAGEMENT OF THE CONTROL ROOM

Principle 9

Staff employed to work in the CCTV control room, whether they be operators or managers, will meet the highest standards of probity.

Principle 10

Access to the CCTV control room will be restricted to authorised staff and their managers as stated in the SOP and the control room will be protected from unauthorised access.

11.1 SOPs are developed for control room staff.

11.2 Broken Hill City Council will adopt:

- 11.2.1. A procedure which clearly states that staff risk disciplinary proceedings (including dismissal) if they breach any of the provisions of the Code of Practice, SOP and Council's Code of Conduct;
- **11.2.2.** A requirement of confidentiality which can be enforced during and after termination of employment; and
- **11.2.3.** Systems of monitoring and supervision that ensure compliance with the Code of Practice, and SOP.
- **11.3** Procedures will be put in place to ensure that access to the control room is restricted to operating staff and their managers and that the control room is protected from unauthorised access, except as provided in Clause 8.4.
- **11.4** The circumstances in which police or other visitors are able to access the control room will be carefully controlled and outlined in the SOP.
- **11.5** Access to the operation of equipment will be limited to Broken Hill City Council staff with that responsibility, and NSW Police Force with the appropriate training in CCTV Operations the Code of Practice, and the Standard Operating Procedures.

12. CONTROL AND OPERATION OF

Principle 11

Information recorded will be relevant and not exceed that necessary to fulfil the purposes of the CCTV Program.

Principle 12

Information will be obtained fairly and in accordance with the privacy provisions of the Code of Practice.

- 12.1 The locations of CCTV cameras will be clearly apparent to the public.
- **12.2** All use of CCTV cameras will accord with the purposes of the CCTV Program as outlined in the Code of Practice, and SOP.
- **12.3** CCTV cameras will not be used to look into adjacent or nearby premises or buildings, unless it is explicitly for the purpose of following (in real time) participants in a crime, which originated in the public domain. Any misuse is to be treated as a breach of this code and subject to disciplinary action.
- 12.4 No sound will be recorded in public places.
- 12.5 'Dummy' CCTV cameras will not be used.
- 12.6 Operators of camera equipment will act in accordance with the highest standards of probity.
- **12.7** All control room staff will be made aware that recordings are subject to routine audit and that they may be required to justify their interest in a particular member of the public or premises.

13. DATA, PHOTOGRAPHS AND RECORDED MATERIAL

Principle 13

The retention of, and access to photographs and recorded material will be only for the purposes provided by this Code of Practice. CCTV data will be retained for 31 days unless they are required in relation to the investigation of crime or for court proceedings. Recorded material no longer required will be disposed of using approved methods.

13.1 Access to and or use of recorded material and photographs will only take place:

- **13.1.1.** In compliance with the needs of NSW Police Force in the investigation and detection of a crime or suspected crime;
- 13.1.2. For use in NSW Police Force intelligence gathering;
- 13.1.3. For use following special or covert operations;
- 13.1.4. For providing evidence in criminal and/or civil proceedings; and/or
- 13.1.5. For identification of witnesses.
- 13.2 CCTV data will not be sold or used for commercial purposes or the provision of entertainment.
- **13.3** The showing of CCTV data to the public will be allowed only in accordance with the needs of the Police in connection with the investigation of crime or in any other circumstances provided by law. Any such action must be formally approved by the Police.
- 13.4 CCTV data shall not, under any circumstances, be used to publicise the existence or success of Broken Hill City Council's CCTV Program.
- **13.5** Appropriate security measures will be taken against unauthorised access to, alteration, disclosure, accidental loss or destruction of recorded material.
- 13.6 CCTV data will be treated according to defined procedures to ensure continuity of evidence.

13.7 All CCTV data may be subject to random inspection by internal audit.

14. CONTACT WITH POLICE

Principle 14

Contact related to the CCTV Program between Broken Hill City Council's staff and the Police, will be conducted strictly in accordance with the Code of Practice.

- 14.1 NSW Police Force will not be permitted to remove any recorded footage or photograph, operate recording equipment or have contact with any recorded footage or photograph at any time unless under the terms of this Code of Practice, the SOP or subject to the execution of a search warrant or other relevant legal process.
- **14.2** Any change in existing arrangements for Police contact with and use of the system will amount to a major change to the Code of Practice and must be agreed to in accordance with the Code of Practice before being implemented.

14.3 Any involvement in the CCTV Program by Police will be recorded by the Broken Hill City Council and will be subject to audit.

15. BREACHES OF THE CODE

Principle 15

The CCTV Program must address the interests of all who may be affected by it, and not be confined to the interests of Broken Hill City Council or the needs of the criminal justice system.

- 15.1 Prime responsibility for ensuring compliance with the Code of Practice lies with the Broken Hill City Council. This responsibility includes ensuring that breaches of the Code are investigated and remedied to the extent that breaches of the Code are within the ambit of Broken Hill City Council's power to remedy.
- **15.2** Complaints in relation to any aspect of the management or operation of the system may be made in writing to:

The General Manager Broken Hill City Council PO Box 448 BROKEN HILL NSW 2880 council@brokenhill.nsw.gov.au

The Privacy and Personal Information Protection Act 1998 authorises Privacy NSW to receive and investigate complaints about alleged violations of privacy. Any member of the public is entitled to lodge a complaint with Privacy NSW. The contact details for Privacy NSW are as follows:

Information and Privacy Commission GPO Box 7011 SYDNEY NSW 2001 Tel: 1800 472 679 Email: jpcinfo@jpc.nsw.gov.au

15.3 Broken Hill City Council will cooperate with the investigation of any complaint by Privacy NSW.

Exceptions

None

Legislation

None

16. CHANGES TO THE CODE OF PRACTICE

- 16.1 A major change to this Code can only be made after consultation with the NSW Police Force Barrier Police District and upon agreement of Broken Hill City Council. Major changes must consider any requirements of the MoU.
- **16.2** A major change is any change that will have significant impact upon the operation of CCTV or this Code. An example of a major change is a change to the purpose of the system or proposal to install further permanent cameras.
- **16.3** Any major change to CCTV or to this Code will be included in the evaluation report detailed in part 8.2 of this code.
- **16.4** A minor change to this Code may be made with the agreement of the General Manager. Minor changes will be advised to Councillors.

- **16.5** A minor change is a change to the existing document that does not affect the meaning or intent of the CCTV Program or Code of Practice.
- 16.6 Amendments that are minor in nature include, but are not limited to, the following:
 - 16.6.1. Changes to the format;
 - **16.6.2.** Changes to the title or name of a position, Directorate, Group, Team, document, publication, address (including URL), or legislation referred to in the existing document;
 - 16.6.3. Correcting spelling or grammar;
 - 16.6.4. Editing for language consistency; and or
 - **16.6.5.** Change to those responsible for implementing the document as a result of an organisational restructure.

17. IMPLEMENTATION

17.1 Roles and Responsibilities

The following Council officers are responsible for the implementation and the adherence to this policy:

- General Manager;
- Director Corporate;
- Manager Information Services.

17.2 Communication

This Policy will be communicated to the community and staff in accordance with Council's Policy, Procedure and Process Framework. Following adoption by Council the Policy will be made available on Council's website.

17.3 Associated Documents

The following documentation is to be read in conjunction with this policy.

- NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in public places;
- Standard Operating Procedures Closed Circuit Television (CCTV);
- Broken Hill City Council Code of Conduct;
- CCTV Confidentiality Agreement;
- CCTV Data Collection Register;
- Application to view/obtain a copy of CCTV data from Broken Hill City Council's public CCTV System by a member of the NSW Police Force.

18. REVIEW

Review of this policy will incorporate relevant legislation, documentation released from relevant state agencies and best practice guidelines.

The standard review period will be within each term of Council following the Local Government Elections, or as required to ensure that it meets legislation requirements and the needs of the community and Council. The responsible Council officer will be notified of the review requirements three months prior to the expiry of this policy.

The Director Corporate is responsible for the review of this policy.

19. LEGISLATIVE AND LEGAL FRAMEWORK

This policy is to be read in conjunction with the following:

- Local Government Act 1993
- Government Information (Public Access) Act 2009
- Privacy and Personal Information Protection Act 1998
- NSW Government's Policy and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places
- Workplace Surveillance Act 2005
- Security Industry Act 1997
- Surveillance Devices Act 2007
- State Records Act 1998
- Copyright Act 1968
- Australian Standards AS 4806.1-2006 Closed Circuit television (CCTV)

This Code is supported by confidential Standard Operating Procedures for the effective management, operation and monitoring of the Program.

Council employees shall refrain from personal activities that would conflict with proper execution and management of Council's Code of Practice Closed Circuit Television System Program Policy. Council's Code of Conduct provides guidance for recognising and disclosing any conflicts of interest.

20. DEFINITIONS

Public place is defined from the Local Government Act 1993 and refers to public reserves, public bathing reserves, public baths or swimming pools, public roads, public bridges, public wharfs or public road-ferries with the addition of public transport and car parks.

Closed Circuit Television is defined as a television system that transmits images on a 'closed loop' basis, where images are only available to those directly connected to the transmission system. The transmission of closed circuit television images may involve the use of coaxial cable, fibre-optic cable, telephone lines, infra-red and radio transmission systems. A hand held or fixed video cassette recorder is not included in this definition unless it is connected to a transmission system.

CCTV Program – means the Code of Practice Closed Circuit Television System Program Policy, MoU and Standard Operating Procedures.

Control Room - means the facility within a specific site where CCTV data/footage is stored

Licensed – means holding an appropriate licence under the *Security Industry Act* 1997 to undertake activities associated with CCTV

Memorandum of Understanding – means the agreement entered by Broken Hill City Council and the NSW Police Force – Barrier Police District.

Video surveillance means surveillance by a closed circuit television system for direct visual monitoring and/or recording of activities on premises or in a place

ORDINARY MEETING OF THE COUNCIL

May 22, 2019

ITEM 9

BROKEN HILL CITY COUNCIL REPORT NO. 91/19

SUBJECT: CATEGORISATION OF COUNCIL MANAGED CROWN RESERVES UNDER THE CROWN LAND MANAGEMENT ACT 2016 18/144

Recommendation

- 1. That Broken Hill City Council Report No. 91/19 dated May 22, 2019, be received.
- 2. That Council request approval from the Minister for Water, Property and Housing of the attached proposed initial categorisations for Council managed Crown Reserves under the *Crown Land Management Act 2016*.
- 3. That the General Manager be authorised to sign any required documents regarding the categorisation of Crown Reserves and notification to the Minister of assigned categorisation.

Executive Summary:

Council has been appointed the Crown Land Manager for over sixty Crown Reserves under the new *Crown Land Management Act 2016*. As part of Council's new obligations as Crown Land Manager, Council is required to provide a notice of initial assigned categorisations of reserves to the Minister for Water, Property and Housing.

Under the new *Crown Land Management Act 2016*, these categorisations are to reflect the categorisations for community land under the *Local Government Act 1993*, and be in line with the gazetted reserve purpose. Council staff have reviewed the initial categorisations suggested by Crown Lands, making amendments where appropriate and providing justification on the attached *Written notice of assigned categorisation* form. It is recommended that this form be submitted to the Minister for consideration, with the categorisations being subject to final Crown Lands approval.

Report:

The Crown Land Management Act 2016 commenced 1 July 2018. A previous report was presented to Council in June 2018 regarding Council's obligations under the new Act. Of particular importance is the change in how Council managed Crown Reserves are dealt with under this new legislation. Previously, Council acted as the Reserve Trust Manager for over 60 Crown Reserves across the city. The new Act transfers further responsibility to Councils, with these reserves to be managed as if they are public land as per the Local Government Act 1993.

Public land under the *Local Government Act 1993* is to be classified as either community or operational land. Council staff have reviewed the Crown Reserves that have been appointed to Council, and community land appears to be the appropriate classification for all reserves.

Council is required to further categorise any Crown Reserves managed as community land, using the guidance categories for community land under the *Local Government Act 1993*. An initial category is to be assigned by Council, and notification is to be provided to the Minister for Water, Property and Housing. The Department of Industry (Crown Lands) will then review the categories proposed by Council to ensure the proposed categories align with the purpose of the reservation. Crown Lands will then either accept Council's suggested categorisation, or direct Council to alter the assigned category.

Once Council has assigned initial categories and received Crown Land approval, Council will then be able to prepare Plans of Management for the reserves, another requirement under the *Crown Land Management Act 2016*. The Plans of Management will be prepared in line with the requirements for community land Plans of Management under the *Local Government Act 1993*. The Office of Local Government have provided funding to assist Councils with the preparation of Plans of Management, although it is likely to be insufficient. Further reports to Council will provided once draft Plans of Management have been prepared for consideration.

The categories for community land under Division 2 of the *Local Government Act* 1993 include:

- Natural Area
- Sportsground
- Park
- Area of Cultural Significance
- General Community Use

Further categories for land categorised as a natural area include:

- Bushland
- Wetland
- Escarpment
- Watercourse
- Foreshore

Crown Lands provided guidance categories to Council, based on the gazetted reserve purpose. Council staff have undertaken a review of all Crown Reserves to determine if the category suggested by Crown Lands is appropriate for the historical and current management of the reserve, and ensuring that the assigned category will allow Council to manage the reserve effectively long-term. Where a category proposed by Council staff differs from Crown Lands' initial suggested category, justification has been provided. Council may assign multiple categories to the land where the reserve has multiple reservation of dedication purposes.

Council staff have completed the attached notification form, detailing each reserve, the reserve purpose, and Council's proposed category. A Council resolution is required to notify the Minister of the proposed categories as per the attachment, as the giving of a notice to the Minister is a non-delegable function under Part 3 Section 377(1)(s) of the *Local Government Act 1993*. It is also recommended that the General Manager be authorised to sign any documents relating to the notification of initial categorisation, including the attached notification form.

Strategic Direction:

Key Direction:	Our Community
Objective:	1.4 Our built environment supports our quality of life
Function:	Open Spaces
DP Action:	1.4.1.07 Provide accessible parks and open space

Relevant Legislation:

Crown Land Management Act 2016 Local Government Act 1993

Financial Implications:

Nil financial implications for categorisation of reserves. Preparation of Plans of Management may have future cost implications as preparation costs may exceed funding provided by the Office of Local Government.

Attachments

1. U Crown Land Categorisation - Written notice of assigned categorisation

ANTHONY MISAGH CHIEF OPERATIONS OFFICER

JAMES RONCON GENERAL MANAGER



Written notice of assigned categorisation

Council Crown land managers should use this form to notify the minister administering the *Crown Land Management Act 2016* of the initial categorisation assigned to Crown land, as referred to in section 36 of the *Local Government Act 1993*.

Important information

Please refer to the accompanying *Guideline—initial categorisation of Crown land managed by council Crown land managers* for further information.

Contact us

For more information, please contact us at:

NSW Department of Industry—Lands & Water PO Box 2155 DANGAR NSW 2309

Phone: 1300 886 235 Fax: 02 4925 3517 Email: council.clm@crownland.nsw.gov.au Web: industry.nsw.gov.au/lands

Web: olg.nsw.gov.au/crownland

Lodgement

Email the completed form to: council.clm@crownland.nsw.gov.au

or

Mail to:

NSW Department of Industry Attn: Council Crown land management PO Box 2155 DANGAR NSW 2309



Applicant details

Table 1. Applicant details

Council Crown land manager	Broken Hill City Council	
Postal address	PO Box 448, BROKEN HILL NSW 2880	
Contact	Georgina Falkner	
Email	georgina.falkner@brokenhill.nsw.gov.au	

Declaration

- I [Name] [Position], in accordance with section 3.23 of the Crown Land Management Act 2016, hereby provide written notice of initial categorisation applied to Crown land under the management of the above Crown land manager as listed in the below schedule.
- I declare and affirm that the information provided on this form is accurate to the best of my knowledge and belief.
- I declare that I am authorised by the Council to make this application.

Name:		
Position:		
Signature:	Date:	

Schedule

Particulars of reserves

If council has assigned a categorisation that differs from departmental guidance as to categories that might most closely relate to reserve or dedication purposes, it must justify why it considers the assigned category to be most closely related to the purpose.

Table 2. Categorisation

Reserve/Dedication	Purpose(s)	Categorisation	Justification (if required)
R6964 Broken Hill Cemetery	Cemetery Extensions; Plantation	General Community Use	No change from suggested initial category
R7770 E.T. Lamb Memorial Oval	Other Public Purposes; Buildings	General Community Use	No change from suggested initial category
R12859 Queen Elizabeth Park	Public Recreation; Community Purposes	Park; General Community Use	North Mine Hall is part of the Reserve used for General Community Use. Given that there is an additional gazetted purpose of Community Purposes, this additional category is suggested in addition to Park.



Reserve/Dedication	Purpose(s)	Categorisation	Justification (if required)
R30903 Bill Renfrew Sportsground	Public Recreation	General Community Use	Used by West Broken Hill Football Club for AFL, General Community Use is more appropriate categorisation than suggested category of Park
R35059 Broken Hill Cemetery	Cemetery Extensions; Plantation	General Community Use	No change from suggested initial category.
R45549 Broken Hill Cemetery	Cemetery Extensions	General Community Use	No change from suggested initial category
R51443 Broken Hill Cemetery	Cemetery Extensions; Plantation	General Community Use	No change from suggested initial category
R51993 Broken Hill Cemetery	Addition; Cemetery	General Community Use	No change from suggested initial category
R57585 War Memorial	War Memorial	Area of Cultural Significance	No change from suggested initial category
R62453 Broken Hill Cemetery	Cemetery Extensions; Plantation	General Community Use	No change from suggested initial category
R62455 Broken Hill Cemetery	Addition; Cemetery	General Community Use	No change from suggested initial category
R63300 Picton Sportsground	Public Recreation	General Community Use	Currently and historically used for community and sporting groups for activities such as training; schools also use the reserve for sporting carnivals.
R66816 Preservation of Native Flora	Preservation of Native Flora	Bushland	No change from suggested initial category
R66893 Patton Street Park	Public Recreation	Park	No change from suggested initial category
R69366 Broken Hill Cemetery	Addition; Cemetery	General Community Use	No change from suggested initial category
R69368 Broken Hill Cemetery	Plantation	General Community Use	No change from suggested initial category



Reserve/Dedication	Purpose(s)	Categorisation	Justification (if required)
R70321 E.P. O'Neill Park	Public Recreation	General Community Use	Currently and historically used by groups such as the local netball, tennis, and soccer associations. Given the major users, the initial suggested categorisation of Park is not as appropriate as General Community Use.
R71398 Duke of Cornwall Park	Public Recreation	General Community Use	Current and historical uses such as the use of the tennis court mean that General Community Use is more appropriate than initial suggested categorisation as Park.
R73591 Clarke Street Park	Public Recreation	Park	No change from suggested initial category
R73677 McCauley Park	Public Recreation	General Community Use	Not currently maintained as a park but still regularly used for access by adjoining users. General Community Use most appropriate category.
R75710 Block 10	Public Recreation	Bushland	No suggested initial category, but the Reserve is a natural area characterised by Bushland attributes.
R75968 Broken Hill Plantation	Plantation	Bushland	No suggested initial category, but bushland category is appropriate for reserve purpose of plantation.
R77803 Broken Hill	Public Recreation	Park	No change from suggested initial category
R78370 Broken Hill Cemetery	Addition; Cemetery	General Community Use	No change from suggested initial category
R80123 Duff Street Park	Public Recreation	General Community Use	Variety of uses such as tennis courts and other sporting facilities, General Community Use allows for this mix of uses as opposed to initial suggested category of Park.
R80124 Duff Street Park	Access	General Community Use	No change from suggested initial category



Reserve/Dedication	Purpose(s)	Categorisation	Justification (if required)
R80125 Duff Street Park	Parking	General Community Use	No change from suggested initial category
R80715 123 Bagot Street	Public Recreation	General Community Use	Initial suggested category of Park not applicable as reserve has not been used as a park for many years, but future plans for the reserve are more in line with category of General Community Use.
R80749 Broken Hill Plantation	Public Recreation	General Community Use	Mixture of bushland/regeneration area and also includes a rifle club on part of the land that is zoned RE2.
R80869 Newmarket Sportsground	Public Recreation	General Community Use	Primarily used for greyhound racing, General Community Use is more appropriate than initial suggested category of Park.
R81345 Eyre Street Park	Public Recreation	Bushland	Reserve has not been used as suggested initial category of 'Park' for a significant amount of time, with no park infrastructure remaining. Unlikely to change as it is adjacent to Line of Lode with high levels of lead contamination. Currently it is dominated by bushland and will likely remain so, with the vegetation on the site being important for dust and lead mitigation.
R82085 E.P. O'Neill Park	Public Recreation	General Community Use	Currently and historically used by tennis, netball, and soccer groups, with associated facilities. Therefore General Community Use is suggested as opposed to the initial suggested category of Park.
R84883 Broken Hill Regeneration Area	Regeneration Area	Bushland	Suggested category of bushland appropriate for reserve purpose.
R85997 Sturt Park – Transformer Site	Municipal Purposes	General Community Use	No change from suggested initial category
R86440 Broken Hill Regeneration Area	Regeneration Area	Bushland	No change from suggested initial category



Reserve/Dedication	Purpose(s)	Categorisation	Justification (if required)
R86957 McCauley Park	Children's Playground	General Community Use	Not currently maintained as a park but still regularly used for access by adjoining users. General Community Use most appropriate category.
R89794 – Sturt Park – Old Pool Site	Public Baths	Park	No change from suggested initial category
R91212 Broken Hill Civic Centre	Municipal Purposes	General Community Use	No change from suggested initial category
R95737 Norm Fox Sporting Complex	Public Recreation	General Community Use	Currently and historically used by tennis, netball, and soccer groups, with associated facilities. Therefore General Community Use is suggested as opposed to the initial suggested category of Park.
R101157 AJ Keast Park	Recreation	Park	No change from suggested initial category
R230050 Ultralight Aircraft Reserve	Public Recreation; Urban Services	General Community Use	Has previously been leased to Ultralight Aircraft users and given the reserve purpose, General Community Use allows for this type of use. Not used as Park which was the initial suggested category.
R230073 White Rocks Reserve	Heritage Purposes	Area of Cultural Significance	No change from suggested initial category
R230092 Living Desert State Park	Environmental Protection; Heritage Purposes; Public Recreation	Natural Area; Area of Cultural Significance;	No initial category provided but current use is most suited to Natural Area and Area of Cultural Significance, given the purposes of Environmental Protection and Heritage Purposes.
R1001349 Patton Park	Public Recreation	Park	No change from suggested initial category
R1001350 Alma Oval	Public Recreation	General Community Use	Oval used by sporting groups and schools, General Community Use is more appropriate than suggested initial category of Park.



Reserve/Dedication	Purpose(s)	Categorisation	Justification (if required)
R1003026 Sturt Park	Public Recreation	Park	No change from suggested initial category
R1003428 Gladstone Park	Public Recreation	General Community	Used by groups such as swimming club for meeting/training rooms and basketball courts. General Community Use would be more appropriate than suggested initial category of Park.
R1003968 Memorial Oval	Athletic Sports Ground; Public Recreation; Racecourse; Showground	Sportsground; Area of Cultural Significance; General Community Use	Oval and surrounding grandstands and changerooms used as Sportsground. War Memorial on site considered an Area of Cultural Significance. Other remaining area used for General Community Use e.g. show pavilions and offices, markets, camping, casual uses such as indoor sports.
R1011928 Mulga Creek Wetland	Public Recreation; Urban Services	Wetland	Reserve is currently used for purposes fitting with Wetland category as opposed to suggested category of General Community Use/Park.
R1014148 Alma Institute & South Community Centre	Community Purposes	General Community Use	No change from suggested initial category
R1024928 Broken Hill Cemetery	General Cemetery	General Community Use	No change from suggested initial category
R1024948 Broken Hill Cemetery	General Cemetery	General Community Use	No change from suggested initial category
R1024968 Broken Hill Cemetery	General Cemetery	General Community Use	No change from suggested initial category
R1024969 Broken Hill Cemetery	Cemetery Extensions	General Community Use	No change from suggested initial category
R1024988 Broken Hill Cemetery	General Cemetery	General Community Use	No change from suggested initial category
R1025028 Broken Hill Cemetery	Cemetery Extensions	General Community Use	No change from suggested initial category



© State of New South Wales through Department of Industry 2018. The information contained in this publication is based on knowledge and understanding at the time of writing (May 2018). However, because of advances in knowledge, users are reminded of the need to ensure that the information upon which they rely is up to date and to check the currency of the information with the appropriate officer of the Department of Industry or the user's independent adviser.

ORDINARY MEETING OF THE COUNCIL

June 17, 2019

13/19

ITEM 10

BROKEN HILL CITY COUNCIL REPORT NO. 92/19

SUBJECT: MINUTES OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING HELD 9 MAY 2019

Recommendation

- 1. That Broken Hill City Council Report No. 92/19 dated June 17, 2019, be received.
- 2. That minutes of the Audit, Risk and Improvement Committee Meeting held 9 May 2019 be received.
- 3. That Council adopts the following amendments to the Audit, Risk and Improvement Committee Charter:
 - a) Page 2 Attendees (non-voting) add Executive Leadership Team and Corporate Risk Officer.
 - b) Page 4 External Audit delete item 2.
 - c) Page 6 Review of the Audit, Risk and Improvement Committee Charter add the words "Risk and Improvement": to line 1.

Executive Summary:

The Charter of the Broken Hill Audit Committee, as endorsed by Council at its meeting on 29 March 2017, requires the Audit, Risk and Improvement Committee to refer the minutes and recommendations of the Audit, Risk and Improvement Committee to the next scheduled Ordinary Council Meeting.

The Broken Hill City Council Audit, Risk and Improvement Committee met on Thursday, 9 May 2019 and the minutes of this meeting are provided as an attachment to this report.

Report:

The Audit, Risk and Improvement Committee considered the following items at their meeting held 1 March 2019:

- 1. Annual Engagement Plan for the 2018/2019 Audit of Broken Hill City Council
- 2. Internal Audit Progress Report
- 3. Service Review Update
- 4. Council ICT Strategy and Road Map
- 5. Enterprise Risk Management Policy and Framework Review Project Report
- 6. Community Satisfaction Survey
- 7. Audit, Risk and Improvement Committee Charter
- 8. Audit, Risk and Improvement Committee Action List Report

The Audit, Risk and Improvement Committee recommended to make changes to the Committee's Charter as follows:

- a) Page 2 Attendees (non-voting) add Executive Leadership Team and Corporate Risk Officer.
- b) Page 4 External Audit delete item 2.
- c) Page 6 Review of the Audit, Risk and Improvement Committee Charter add the words "Risk and Improvement": to line 1.

The current Charter is attached to this report for Council to consider the amendments as recommended by the Audit, Risk and Improvement Committee Meeting held 9 May 2019.

Meeting dates for the remainder of the year are:

- Thursday 15 August 2019
- Friday 4 October 2019 (via teleconference)
- Thursday 14 November 2019.

Minutes of the meeting held 9 May 2019 are attached for Council's endorsement.

Strategic Direction:

Key Direction:	4	Our Leadership
Objective:	4.1	Openness and Transparency in Decision Making
Function:		Leadership and Governance
DP Action:	4.1.1.13	Maintain good governance and best practice methods and
		ensure compliance with various guidelines and legislation

Attachments

- 1. J Audit, Risk and Improvement Committee minutes 9 May 2019
- 2. U Audit, Risk and Improvement Committee Charter adopted March 2017

JAY NANKIVELL CHIEF FINANCIAL OFFICER

JAMES RONCON GENERAL MANAGER

9 MAY 2019

MINUTES OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING HELD THURSDAY, MAY 09, 2019 (10:00AM)

PRESENT: Mr Jim Mitchell (Chairperson), Councillor Dave Gallagher and Delex Xavier (O'Connor Marsden).

Via teleconference – Mr Damian Pulgies, Mayor Darriea Turley AM, Councillor Jim Nolan, Mr David Nolan (NSW Audit Office), Mr Andrew Marsden (O'Connor Marsden) and Ms. Judy Malpas (O'Connor Marsden).

General Manager - James Roncon, Chief Financial Officer - Jay Nankivell, Chief Operations Officer - Anthony Misagh, Director Corporate -Razija Nu'man, Manager Communications - Darrin Manuel, Corporate Risk Officer - Scott Howe and Governance Officer - Leisa Bartlett.

APOLOGIES:

ACKNOWLEDGEMENT OF COUNTRY

Mr Jim Mitchell delivered the Acknowledgement of Country.

Nil.

At the Committee's concurrence the order of business was suspended for the Committee to consider Item 1 whilst Mr David Nolan of the NSW Audit Office was able to be present via teleconference.

REPORTS

ITEM 1 - BROKEN HILL CITY COUNCIL REPORT NO. 9/19 - DATED MAY 02, 2019 - ANNUAL ENGAGEMENT PLAN FOR THE AUDIT OF BROKEN HILL CITY COUNCIL - FINANCIAL YEAR 2018/19 11/26

Mr David Nolan, NSW Audit Office, spoke to his report and outlined the key issues and risks that may impact the current year's audit, these include:

- Assessing fair value of Council's infrastructure, property, plant and equipment
- Quality and timeliness of financial reporting
- Information Technology controls
- New Accounting Standards
- Management and use of Credit Cards
- Completeness and accuracy of Council's Crown Land assets

Mr Nolan advised that the full audit team will be in Broken Hill on 28 May 2019 to commence interim work for the audit in order for the audit reports to be completed on time.

Following a question from Mr Damian Pulgies regarding Information Technology controls and the importance of conducting an internal audit on Information Technology security, the Committee decided that this audit should be conducted in the 2019/2020 financial year. Ms Judy Malpas of O'Connor Marsden advised that they can alter the order that the internal audits will be carried out to include the Information Technology Controls audit in the new financial year, but that cyber security and penetration testing would need to be carried out by a professional in this field.

Recommendation

1. That Broken Hill City Council Report No. 9/19 dated May 2, 2019, be received.

CARRIED

Page 1

9 MAY 2019

ITEM 2 - BROKEN HILL CITY COUNCIL REPORT NO. 10/19 - DATED MAY 02, 2019 - INTERNAL AUDIT PROGRESS REPORT 18/142

Ms Judy Malpas and Mr Andrew Marsden spoke to the three internal audit reports that had been completed on the following functions of Council:

- Payroll function;
- · Waste Facility weighbridge operations and procurement; and
- Recruitment and Performance Management of Waste Management Staff

Ms Malpas advised of the moderate risk issues of the Waste Facility were due to inadequate policies and procedures and that it appeared that the reason performance reviews were not being undertaken was due to staff being "maxed out" in their grading and therefore would not gain anything in undertaking their performance review, but in fact it would be a way of discussing their performance, behaviours and any work procedures/practices that needed improvement etc.

The General Manager advised that over the last twelve months, Council has commenced implementing a cultural change program which looks at values and behaviours in the organisation. The program engages staff to be involved in changing Council's culture. The General Manager also advised that 10-12 staff left Council last financial year due to Council holding its staff accountable for work performance. Another improvement in this area is the involvement of independent staff on recruitment panels to ensure Council gets the right people into positions.

The Committee discussed the risks identified with regards to the weighbridge audit which recommended internal investigations into the audit findings around tender companies quotation processes; the potential for missing opportunities for revenue at the waste facility; the difficulties to change the process for charging the public to use the waste facility and community consultation around this. Concerns were also raised regarding the introduction of fees and whether this would increase the incidents of illegal dumping on the outskirts of the City.

The Chief Financial Officer advised that Council had lost approximately \$1.5M in revenue due to noncharging at the Waste Facility, and that stringent processes need to be introduced to ensure that Council's adopted fees and charges are adhered to. The proposed new fee structure has been developed to be fairer to all users of the facility and the fees are more reasonable to discourage illegal dumping. The loss in revenue may impact the management of EPA compliance requirements at the facility.

The Committee discussed the need to inform ICAC under Section 11 reporting, regarding matters contained in the Internal Auditor's Report.

The Committee discussed the number of internal audits to be completed during the 2019/2020 financial year and it was agreed to add a fourth audit regarding IT security.

Recommendation

- 1. That Broken Hill City Council Report No. 10/19 dated May 2, 2019, be received.
- 2. That the Audit, Risk & Improvement Committee note the report on the Payroll Internal Audit.
- 3. That the Audit, Risk & Improvement Committee note the report on the Fee Charging and Procurement at the Broken Hill Waste Facility Internal Audit Report.
- 4. That the Audit, Risk & Improvement Committee note the report on Recruitment and Performance Management at the Broken Hill Waste Facility Internal Audit Report.

Page 2

- 5. That the Audit Risk & Improvement Committee note and provide comment on the Internal Audit Plan for 2019/20.
- That Council notifies ICAC under Section 11 Reporting of matters identified in the Internal Auditor's Report.
- That O'Connor Marsden conduct the following audits for 2019/2020, in the following order: a) IT Security
 - b) Project Management
 - c) Asset Management
 - d) Governance Lighthouse

CARRIED

Mr David Nolan of NSW Audit Office left the meeting at 11:00am

MINUTES FOR CONFIRMATION

That the Minutes of the Audit, Risk and Improvement Committee meeting held Friday March 01, 2019 be confirmed.

CARRIED

REPORTS CONTINUED

ITEM 3 - BROKEN HILL CITY COUNCIL REPORT NO. 11/19 - DATED APRIL 23, 2019 - SERVICE REVIEW UPDATE 14/197

The Chief Financial Officer advised that since April 2017, 16 service reviews had either been completed or were in the process of being completed out of 64 services identified. Improvements had been made to operating practices to increase staff efficiencies/increase revenue/improve customer service where identified in the service reviews, for example:

- the Art Gallery, Library and GeoCentre customer service hours were reduced so that other work on organising programs/policies/office work could be completed.
- Improved management at the Airport has seen an increase of \$40K in revenue.
- An annual saving of \$125K will be made by changing the leasing arrangement for cleaning of the Airport terminal building and operating the kiosk.
- Long standing parking issues were identified and addressed at the Airport.
- The Cleaning service review has identified a lack of quality control and that some of Council's buildings were being reviewed more than others.

Recommendation

1. That Broken Hill City Council Report No. 11/19 dated April 23, 2019, be received.

CARRIED

The Mayor left the meeting at 11:20am

Mr Delex Xavier of O'Connor Marsden left the meeting at 11:20am

Page 3

9 MAY 2019

9 MAY 2019

ITEM 4 - BROKEN HILL CITY COUNCIL REPORT NO. 12/19 - DATED APRIL 30, 2019 - BHCC ICT STRATEGY AND ROAD MAP 13/158

The Chief Financial Officer spoke to the report.

Recommendation

1. That Broken Hill City Council Report No. 12/19 dated April 30, 2019, be received.

2. That the Audit, Risk & Improvement Committee provide feedback on the ICT Strategy.

CARRIED

ITEM 5 - BROKEN HILL CITY COUNCIL REPORT NO. 13/19 - DATED APRIL 30, 2019 -ENTERPRISE RISK MANAGEMENT POLICY AND FRAMEWORK REVIEW PROJECT REPORT 13/19

The Corporate Risk Officer spoke to his report regarding Council's top 13 strategic risks; and also advised that Council was now using State Cover's software Vault which is currently in test phase, but will be rolled out to the organisation in the near future.

The Chair thanked the Corporate Risk Officer for his work thus far on Council's top strategic risks.

Recommendation

That Broken Hill City Council Report No. 13/19 dated April 30, 2019, be received.

CARRIED

Q18/4

ITEM 6 - BROKEN HILL CITY COUNCIL REPORT NO. 14/19 - DATED MAY 02, 2019 -COMMUNITY SATISFACTION SURVEY

The Manager Communications spoke to his report regarding the 2018 Community Satisfaction Survey advising that it has been seven years between surveys; that the survey results showed that Broken Hill has a very dedicated anti-Council group, and that this group skewed the outcome of the survey so much so that the independent assessors, Iris Research, discarded the majority of the online survey data in order to gain a truer reflection of the communities satisfaction in Council's services and operations.

The survey was undertaken by Council's Communications staff and Corporate Services staff and the Director Corporate advised that the Quadrant Analysis (page 110) needs to be reviewed prior to the next survey to ensure that Council is gaining useful data to use to make improvements in the key areas.

Recommendation

1. That Broken Hill City Council Report No. 14/19 dated May 2, 2019, be received.

CARRIED

Page 4

ITEM 7 - BROKEN HILL CITY COUNCIL REPORT NO. 15/19 - DATED APRIL 30, 2019 - AUDIT, RISK AND IMPROVEMENT COMMITTEE CHARTER 13/19

Recommendation

- 1. That Broken Hill City Council Report No. 15/19 dated April 30, 2019, be received.
- 2. That the Audit, Risk and Improvement Committee Charter be amended as follows:
 - a) page 2 Attendees (non-voting) add Executive Leadership Team and Corporate Risk Officer.
 - b) page 4 External Audit delete item 2.
 - c) page 6 Review of the Audit, Risk and Improvement Committee Charter add the words "Risk and Improvement" to line 1.

CARRIED

ITEM 8 - BROKEN HILL CITY COUNCIL REPORT NO. 16/19 - DATED APRIL 30, 2019 - AUDIT,RISK AND IMPROVEMENT COMMITTEE ACTION LIST REPORT13/19

The Chief Financial Officer advised that in relation to Item 5 of the Action List, the reply correspondence from ICAC will be tabled at the next meeting.

Recommendation

1. That Broken Hill City Council Report No. 16/19 dated April 30, 2019, be received.

CARRIED

Change to Meeting Schedule:

Next meeting: 10:00am ACST, 15 August 2019

Meeting to discuss Audit Clearance Report: 10:00am ACST, 4 October 2019

The Chairperson thanked O'Connor Marsden and the NSW Audit Office for attending the meeting via teleconference.

Meeting closed at 12:17pm.

The foregoing minutes were read and confirmed at the Audit, Risk and Improvement Committee meeting held on 15 August 2019.

Chairperson

9 MAY 2019

BROKEN HILL

BROKEN HILL CITY COUNCIL

Audit, Risk & Improvement Committee Charter

1. Objective

The objective of the Broken Hill City Council Audit, Risk & Improvement Committee ("the Committee") is to provide independent advice and assistance to the Broken Hill City Council on financial management, risk management internal controls, governance and external accountability responsibilities.

As per the Local Government Amendment (Governance and Planning) Bill 2016 (NSW) Schedule 1 Amendment of Local Government Act 1993 No 30, Part 4A Internal Audit.

The Committee must keep under review the following aspects of the Council's operations:

- a) Compliance
- b) Risk Management
- c) Fraud Control
- d) Financial Management
- e) Governance
- f) Implementation of the strategic plan, delivery program and strategies
- g) Service reviews
- h) Collection of performance measurement data by council
- i) Any other matters prescribed by the regulations

The Committee is also to provide information to the Council for the purpose of improving the Council's performance of its functions.

2. Authority

The Council authorises the Committee, within the scope of its role and responsibilities to:

- Obtain any information it needs from the General Manager or external parties (subject to their legal obligations to protect information).
- Discuss any matters with the External Auditor or other external parties (subject to confidentiality considerations).
- Request the attendance of any employee or Councillor at Committee meetings.
- Obtain external legal or other professional advice considered necessary to meet its responsibilities.

3. Composition & Tenure

The Committee will consist of:

AUSTRALIA'S FIRST HERITAGE LISTED CITY

Chair

One of the Independent Members will be appointed by Council for the new Term of the Audit Committee. The Chairperson will be rotated every two (2) years.

Members (voting)

- Three (3) Councillors
- Two (2) Independent Members

Attendee (non-voting)

- General Manager
- Manager Finance

Invitees (non-voting) for specific Agenda items

- Representatives of the External Auditor
- Other officers may attend by invitation as requested by the Committee

The Independent members will be appointed for the term of Council, after which they will be eligible for extension or re-appointment following a formal review of their performance.

The members of the Committee, taken collectively, will have a broad range of skills and experience relevant to the operations of the Broken Hill City Council. At least one member of the Committee shall have accounting or related financial management experience, with understanding of accounting and auditing standards in a public sector environment.

4. Roles & Responsibilities

The Committee has no executive powers, except those expressly provided by the Council.

In carrying out its responsibilities, the Committee must at all times recognise that primary responsibility for management of the Council rests with the Council and the General Manager as defined by the *Local Government Act* 1993.

The responsibilities of the Committee may be revised or expanded by the Council from time to time.

The Committee's responsibilities are:

Risk Management

- 1. Review whether management has in place a current and comprehensive management framework and associated procedures for effective identification and management of business and financial risks.
- 2. Review whether a sound and effective approach has been followed in developing strategic risk management plans for major projects or undertakings.
- 3. Review the impact of the risk management framework on its control environment and insurance arrangements.

- 4. Review whether a sound and effective approach has been followed in establishing business continuity planning arrangements including whether plans have been tested periodically.
- 5. Review the effectiveness of the Council's fraud protection and protected disclosure procedures and systems.

Control Framework

- 1. Review whether management has adequate controls in place, including over external parties such as contractors and advisors.
- 2. Review whether management has in place relevant policies and procedures and these are periodically reviewed and updated.
- 3. Progressively review whether appropriate processes are in place to assess whether policies and procedures are complied with.
- 4. Review whether appropriate policies and procedures are in place for the management and exercise of delegations.
- 5. Review whether management has taken steps to embed a culture which is committed to ethical and lawful behaviour.

External Accountability

- 1. Review the processes in place designed to ensure financial information included in the annual report is consistent with the signed financial statements.
- Satisfy itself that there are appropriate mechanisms in place to review and implement where appropriate, relevant State Government reports and recommendations.
- 3. Satisfy itself that there is a performance management framework linked to organisational objectives and outcomes.
- 4. Satisfy itself the annual financial reports comply with applicable Australian Accounting Standards, supported by appropriate management sign-off on the statements and the adequacy of controls.
- 5. Review and monitor the delivery of Council's Long Term Financial Plan.

Legislative Compliance

- 1. Determine whether management has appropriately considered legal and compliance risks as part of risk assessment and management arrangements.
- 2. Review the effectiveness of the system for monitoring compliance with relevant laws, regulations and associated government policies.

Internal Audit

- 1. Monitor and review the effectiveness of Council's Internal Audit function in the context of the Council's overall risk management system.
- 2. Consider and make recommendations on the Program of the Internal Audit function and the adequacy of its resources and access to information to enable it to perform its function effectively and in accordance with the relevant professional standards.
- 3. Review all reports on the Council's operations from the Internal Auditor.
- 4. Review and monitor management's responsiveness to the findings and recommendations of the Internal Audit function.

External Audit

- 1. Act as a forum for communication between the Council, General Manager, Senior Management, Internal Audit and External Audit.
- 2. Consider recommendations from management in conjunction with the NSW Auditor General on the appointment of the External Auditor.
- Provide input and feedback on the financial statements and performance audit coverage proposed by External Audit and provide feedback on the External Audit services provided.
- 4. Satisfy itself that the annual financial reports comply with applicable Australian Accounting Standards and supported by appropriate management sign-off on the statements and the adequacy of internal controls.
- 5. Review all external plans and reports in respect of planned or completed external audits, and monitor the implementation of audit recommendations by management.
- 6. Consider significant issues raised in relevant external audit reports and better practice guides, and ensure appropriate action is taken.
- 7. Review the External Management Letter and Audit Opinion, including whether appropriate action has been taken in response to audit recommendations and adjustments.

Improvement

1. Have oversight of the performance improvement functions of the organisation including:

- a) Reviewing the annual performance of Council against the key performance indicators documented in the Operational Plan, and providing advice to the General Manager on the adequacy of Council's performance against these indicators.
- b) Reviewing Council's community survey and provide advice to the General Manager on the adequacy of Council's performance in terms of community satisfaction.
- c) Identify and recommending to the General Manager, Council services or business processes that may benefit from review through the Committee's exercise of its functions.

5. Responsibilities of Members

Members of the Committee are expected to:

- 1. Understand the relevant legislative and regulatory requirements appropriate to the Broken Hill City Council.
- 2. Contribute the time needed to study and understand the papers provided.
- 3. Apply good analytical skills, objectivity and good judgement.
- 4. Express opinions frankly, ask questions that go to the fundamental core of issues and pursue independent lines of enquiry.

6. Reporting

Minutes and recommendations of the Audit Committee will be referred to the next scheduled ordinary Council meeting.

The Chair of the Audit, Risk & Improvement Committee (or their delegate) may be required to attend this meeting and speak to the recommendations of the Committee.

The Committee may, at any time, consider any other matter it deems of sufficient importance to do so. In addition, at any time, an individual Committee member may request a meeting with the Chair of the Committee.

7. Administrative Arrangements Meetings

The Committee will meet at least four (4) times per year, with one (1) of these meetings to include review and endorsement of the Annual Audited Financial Reports and External Audit Opinion.

All meetings will be held in Broken Hill.

The need for additional meetings will be decided by the Chair of the Committee, though other Committee members may make requests to the Chair for additional meetings. Additional meetings may be held utilising Skype or other technology.

The forward Meeting Plan, including meeting dates and agenda items, will be reviewed each meeting and amended as required. The forward Meeting Plan will cover all Committee responsibilities as detailed in this Audit, Risk & Improvement Committee Charter.

Quorum

A quorum will consist of a majority of Committee Members, including at least one independent member. Meetings can be held in person, by telephone or by video conference.

Meeting Procedures

Meetings of the Audit, Risk & Improvement Committee will be held in accordance with the Council's Code of Meeting Practice, including the ability to exclude the public and management from meetings.

Decisions will be made by consensus.

Secretariat

A secretary will be appointed to provide adequate secretariat support to the Committee. The Secretariat will ensure the agenda for each meeting and supporting Business Papers are circulated, at least one (1) week before the meeting, and ensure minutes of the meeting are prepared and maintained.

Minutes shall be approved by the Chair and circulated to each member within three (3) weeks of the meeting being held.

Conflict of Interests

Councillors, Council Staff and members of Council Committees must comply with the applicable provisions of Council's Code of Conduct in carrying out the functions as Council Officials. It is the personal responsibility of Council Officials to comply with the standards in the Code of Conduct and regularly review their personal circumstances with this in mind.

Committee members must declare any conflict of interests at the start of each meeting or before discussions of a relevant agenda item or topic. Details of any conflicts of interest should be appropriately minuted.

Where members or invitees at Committee meetings are deemed to have a real or perceived conflict of interest, it may be appropriate they be excused from Committee deliberations on the issue where the conflict of interest may exist. The final arbiter of such a decision is the Chair of the Committee.

Induction

New members will receive relevant information and briefings on their appointment to assist them to meet their Committee responsibilities.

Assessment Arrangements

The Chair of the Committee will initiate a review of the performance of the Committee at least once every two (2) years. The review will be conducted on a selfassessment basis (unless otherwise determined by the Chair), with appropriate input from management and any other relevant stakeholders, as determined by the Chair.

Review of the Audit, Risk and Improvement Committee Charter

At least once every two (2) years the Audit Committee will review this Audit, Risk & Improvement Committee Charter.

ORDINARY MEETING OF THE COUNCIL

June 12, 2019

ITEM 11

BROKEN HILL CITY COUNCIL REPORT NO. 93/19

SUBJECT:MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING NO
393 HELD WEDNESDAY JUNE 4, 201911/397

Recommendation

- 1. That Broken Hill City Council Report No. 93/19 dated June 12, 2019, be received.
- 2. That the minutes for the Local Traffic Committee Meeting No.393 held June 4, 2019 be received.

Executive Summary:

Under Guidelines published in March 2009 by the Roads and Traffic Authority (now known as the Roads and Maritime Services), entitled '*A guide to the delegation to councils for the regulation of traffic* states:

"The Local Traffic Committee (LTC) has no decision-making powers and is primarily a technical review committee. It only advises the Council on matters for which the Council has delegated authority, being certain prescribed traffic control devices and traffic control facilities.

The Council must refer all traffic related matters to the LTC prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to the elected Council must be referred directly to Roads and Maritime Services or relevant organisation. Such matters must not be referred to the LTC.

Council is not bound by the advice given by its LTC. However if Council does wish to act contrary to the unanimous advice of the LTC or when the advice is not unanimous, it must notify Roads and Maritime Services and the NSW Police and wait 14 days before proceeding."

Report:

This report is to provide Council with the minutes and action list of the Local Traffic Committee meeting held June 4, 2019 which details recommendations to Council for consideration and adoption.

Strategic Direction:

Key Direction:	4. Our Leadership
Objective:	4.3 United We Stand
Function:	Leadership & Governance
DP Action:	4.3.1.1 Develop committees and/or workgroups for key issues and
	projects impacting Council and the City

Relevant Legislation:

- Road Transport (Safety and Traffic Management) Regulation 1999, and
- Road Rules 2008
- A guide to the delegation to councils for the regulation of traffic (guidelines)

Financial Implications:

Financial implications for any of the recommendations to Council will be detailed in the LTC minutes, if relevant.

Attachments

1. J Minutes - Local Traffic Committee - Meeting No 393, 4 June 2019

ANTHONY MISAGH CHIEF OPERATIONS OFFICER

JAMES RONCON GENERAL MANAGER

LOCAL TRAFFIC COMMITTEE MINUTES OF MEETING NO 393

Held **9.35am** Tuesday, 4 June 2019 First Floor Meeting Room - Council Administration Building

The Chairperson Project Delivery Manager, Michael Cain opened the meeting at **9:35am** and welcomed all representatives present.

393.1 Present

Michael Cain	Project Delivery Manager/Chairperson
Peter Beven	Local Member's Representative
Marion Browne	Councillor
Senior Constable Matt Whitelum	NSW Police
Michael Cain	Council's Project Delivery Manager
Emily Bogucki	Minute Secretary/Administration Officer
David Vant	Roads and Maritime Services (RMS) Representative

393.2 Apologies

Joe Sulicich Inspector Yvette Smith Roads and Maritime Services (RMS) Representative NSW Police

393.3 Disclosure of interest - nil

393.4 Adoption of previous minutes

Previous minutes of meeting No 392 held 8 May 2019 were confirmed via online voting as follows:

All in favour: RMS, Local Member's Representative, Council, NSW Police

393.5 Council Resolutions

The following Committee Recommendations were adopted by Council at its meeting held May 2019.

+		
ITEM 14 - BROKEN HILL CITY COUN	ICIL REPORT	T NO. 69/19 - DATED MAY 15, 2019 - MINUTES
OF THE LOCAL TRAFFIC COMMITTE	EE MEETING	NO 392 HELD WEDNESDAY MAY 8, 2019
		11/397
Resolved		
1. That Broken Hill City Council F	Report No. 69	0/19 dated May 15, 2019, be received.
 That the minutes for the Local May 8, 2019 be received. 	Traffic Comr	nittee Meeting No.392 held
RESOLUTION		
Minute No. 46078		
Councillor M. Browne moved)	
Councillor C. Adams seconded)	CARRIED

The Mayor took a question on notice from Councillor Kennedy regarding whether the Traffic Committee was aware that the traffic lights on the corner of Oxide and Argent Streets were malfunctioning.

Councillor Browne advised that she will raise this matter at the next Traffic Committee Meeting.

Local Traffic Committee Minutes Meeting No 393

Page 1 of 17

Councillor Marion Browne raised a question on behalf another Councillor, regarding the timing of the traffic lights at Oxide and Argent Streets. It was noted that the opinion of some people is that the lights do not change quick enough and are rather lengthy. Discussion around a letter in the paper this morning regarding the issue.

David Vant, RMS requested the correspondence be forwarded to him via email as a separate issue. RMS to review and inspect and if they are unable to resolve, escalation to Sydney.

393.6 Correspondence In

ltem No.	EDRMS No.	Details
393.6.1	D19/24769	Menindee Road & Argent Street – Yvette Smith
Discussion Notes		Discussion around who owns the road as it is a cross section, Menindee Road belonging to Council and Argent Street belonging to RMS (Heavy Vehicle Road).
		NSW Police, Senior Constable Matt Whitelum attended a motor vehicle accident there last week and there was a sign up. It was a big sign which was clearly visible.
		Chairperson, Michael Cain to inspect signs are in place and if not, Council will reinstate.
		RMS, David Vant clarified that issues like this can be resolved immediately as it is a maintenance issue. It does not need to go through LTC as nothing is changing and therefore no approval is required.
Recommendation	ı	Chairperson, Michael Cain to check all signs are in place and if not Council will reinstate.
ltem No.	EDRMS No.	Details
393.6.1	D19/25138	Request for approval of artwork on street name sign – Rebecca McLaughlin
Discussion Notes		Discussion around location of sign which is out at the Airport. The request submitted is in relation to the artwork being included on the sign.
		It was noted that the artwork was not provided in requested submitted there Emily to chase up and forward a copy to the Committee including dimensions.
		Presumption that it will be a larger sign to be able to include artwork (dragon fly as his signature piece).
Recommendation		Emily to forward a copy of mock up design (including dimensions) to Committee once Rebecca has returned to the Office.
		Item to be discussed at next meeting.

Local Traffic Committee Minutes Meeting No 393

Page 2 of 17

Item No.	EDRMS No.	Details
393.6.1	D19/17274	458 Lane Lane – Request no parking sign – Jason Elliot
Discussion Notes		Chairperson, Michael Cain to take photos of the site and assess the problem. If we put up a no parking sign, we will need to install one either side of the driveway. An assessment of the Lane needs to happen, as Lane Lane can be quite tight.
		Local Member's Representative, Peter Bevan suggested something else which people have been known to do, is give up part of their land (at the back of property) i.e. move their back fence in to allow a wider turning swing.
		Clarification that Jason was talking about some parking right across the middle of the access Lane.
Recommendation	1	Chairperson Michael Cain, to take photos of site and provide an update at the next meeting.

393.7 Correspondence Out

Item No.	EDRMS No.	Details
393.7.1	D19/23000	Outcome – Parking in Argent Street – Adrian Madeley

393.8 General Business

ltem No.	EDRMS No.	Details
393.8.1		Railway Safety Management Plan – RMS, David Vant
Discussion Notes		RMS, David Vant's Manager Sharon has requested the Railway Safety Management Plan to be discussed at the Local Traffic Committee.
		Discussion around development of plan and that Committee members may not have heard about the Railway Safety Management Plan, not many Councils have. Apparently, they are now cracking down on having a plan under the Railway Safety Act, especially as there have been a couple of fatalities at crossings lately.
Recommendation		Chairperson Michael Cain, to contact Sharon to discuss requirements.
		No further action required by Committee.
ltem No.	EDRMS No.	Details
393.8.2		Installation of Gateway Signs – RMS, David Vant
Discussion Notes		Discussion around progressing of installing gateway signs. RMS, David Vant is working with Council's Infrastructure Projects Officer, Rebecca McLaughlin on the project.

Local Traffic Committee Minutes Meeting No 393

Page 3 of 17

	We have commenced looking at locations.
	Local Member's Representative, Peter Bevan advised that previously proposed locations had been looked and marked ou.
	David was not aware that this has happened however Rebecca has sent through GPS locations of possible sites to RMS to review, at this stage there have been no objections.
	Peter advised that the only thing they were concerned about was having a nice background behind the signs, as people will want to take pictures with the signs.
	David also advised sufficient off road parking for the vehicles would need to be incorporated.
	Rebecca was looking into site clearance and then lodging the Development Application with Council.
	Airport Road is organised by Council as it is not an RMS road.
	The Development Application will need to go to RMS for formal comment.
Recommendation	Chairperson, Michael Cain to follow up with Rebecca and to provide a brief at the next meeting.

391.9 Action Item List

Item No.	380.6.1
EDRMS No.	D18/13851, D18/13854
CRM No.	N/A
Responsible Officer	Council's Infrastructure Works Engineer, Daniel Morris
Current Status	Pending – October 2018
Date	Item Details
April 2018	Wright and Warnock Streets Intersection - traffic safety concerns.
April 2018 Date	Wright and Warnock Streets Intersection - traffic safety concerns.
Date	Committee Recommendation/s

Local Traffic Committee Minutes Meeting No 393

Page 4 of 17

Recommendation Seconded: RMS, NSW Police and Local Member's Representative noted 'all for'.

	Against: Nil
Action Date	Running Actions
April 2018	Council's Asset Planner Transport, James Druitt discussed safety concerns and the correspondence received about a recent motor vehicle incident that occurred at the Wright and Warnock Streets intersection.
	Council has previously placed infrastructure at the intersection to reduce vehicle speed as a result from consultation via survey with the residents of the affected area. Previous traffic/speed counts conducted by Council indicated that 95% of traffic in the area drive within the designated speed limit.
	Council's Infrastructure Projects Engineer, David Zhao suggested that bollards could possibly be installed as an option to increase protection for the property primarily at the corner of Wright and Warnock Streets intersection. The Committee agree that this may be a suitable option.
	Council's Asset Planner Transport, James Druitt advised that the residents of the area previously requested the investigation of the intersection being closed. The Committee noted that a road closure is not feasible and there is not enough evidence in traffic/speed counts and incident history to justify a road closure.
	A Council Officer will to contact the proponent to discuss other possibly safety infrastructure such as bollards.
May 2018	A Council Officer will to contact the proponent to discuss other possibly safety infrastructure such as bollards.
	Council's Asset Planner Transport, James Druitt advised the Committee that he has undertaken several conversations with the proponent to try and find possible feasible solutions to resolve this matter.
	The Committee discussed that incident history in this areas is rare and current infrastructure in place is considered adequate. Council's Infrastructure Projects Engineer, David Zhao suggested highway barrier/chevron crash barrier as a final possible option to resolve this matter. Council's Asset Planner Transport, James Druitt to look into cost associated.
June 2018	Councillor Browne queried Council's Infrastructure Projects Engineer, David Zhao if there was any consideration given to works relating to removal of the S- Bend section on Warnock Street. David Zhao advised no, not at this stage.
July 2018	The Committee discussed the crash history in this area with minimal incidents noted. Councillor Browne queried the option of speed humps, Council's Infrastructure Projects Engineer, David Zhao will now investigate the options and costing of speed humps.
	The Committee discuss this request and its discussion history.

Local Traffic Committee Minutes Meeting No 393

Page 5 of 17

	The Committee recommend that Council order and install temporary speed humps at Wright and Warnock Streets Intersection for a trial period.
August 2018	Pending as per July 2018.
September 2018	Council have received the July 2018 recommendation with no objections noted. Council's Works Engineer, Daniel Morris will arrange for a plan to be drafted in relation to the location for the temporary installation. The draft plan will be provided to the Committee for comment.
October 2018	Pending - Council's Works Engineer, Daniel Morris to provide draft plans.
November 2018	Council's Works Engineer, Daniel Morris provided plans for speed humps. The Committee commented, they would like the plan amended to move the speed humps from in front of the Central Football Club to the S bend closer to the Warnock Street Depot.
	Daniel Morris to provide amended plan for further review.
December 2018	Pending
February 2019	Two speed humps to be installed towards the first bend of Warnock Street and another just after.
March 2019	The proposed speed humps are going to affect a lot of 'working crews' using heavy machinery and trucks.
	Discussion held that there has only been one formal complaint lodged to Council. Suggestion that bollards be installed as a second option.
	Committee have decided to change solution to guard rails instead of speed humps. Chairperson, David Zhao to look into the budget.
April 2019	Chairperson, Michael Cain to follow up with Council's new Infrastructure Projects Engineer and report back to LTC.
May 2019	Still waiting for an Engineer to be employed action to remain engine
June 2019	Still waiting for an Engineer to be employed – action to remain ongoing.
Item No.	387.6.1
EDRMS No.	D18/48798
CRM No.	
Responsible Officer	Council's Infrastructure Projects Engineer, David Zhao
Current Status	

Page 6 of 17

Date	Item Details		
November 2018	Street lighting concerns in Creedon Street – additional lighting requested to improve safety for vehicles		
Date	Committee Recommendation/s		
June 2019	Report to be prepared and submitted to Council.		
Action Date	Running Actions		
November 2018	NSW Police, Inspector Yvette Smith has advised that Creedon Street is a heavy vehicle route and additional street lighting would increase safety in the area.		
	The Committee identified that Creedon Street is an RMS road.		
	Council's Infrastructure Projects Engineer, David Zhao advised installation of street light poles are approximately \$20,000 per pole.		
	The Committee discussed other relevant parties that may be able to assist in community awareness for safety and possibly be involved in a community consultation process such as, Compass Housing, Essential Energy, Maari Ma. Councillor Browne also suggested the Aboriginal Working Party may be an appropriate contact.		
	Inspector Smith offered to arrange Police staff who are trained in the Safer by Design Program to contact Council to discuss conducting a safety audit of the Creedon Street area. This audit will be the first step in identifying possible issues and resolutions.		
December 2018	Officer Ben Kelly to do the audit - still pending. NSW Police to contact David Zhao regarding night time inspection.		
February 2019	Safety Audit was completed. Report is still pending. Senior Constable Matt Whitelum will follow up with Officer Ben Kelly and get him to make contact with David Zhao.		
March 2019	Pending – Ben Kelly to provide update.		
April 2019	Pending – Inspector Yvette Smith to provide design once reviewed. Emily to forward to Committee.		
May 2019	Inspector Yvette Smith to provide design at next Traffic Meeting.		
	Conversation around a possible solution of using solar powered street lights. If the cost is better this might be a possibility. Similar to design in Patton Park. They are very sensitive to damage. It is about meeting the criteria of that road with RMS as it is a heavy vehicle by-pass.		
June 2019	Emily to email a copy of Report to RMS, David Vant.		
	Conversation around the overall report which is looking at pedestrian safety.		
	Discussion around using solar powered lights. There are some trees that will need to be removed. Looking at removing two peppercorn trees		

Page 7 of 17

which are sort of right next to where the CCTV is, however a full report is yet to be completed.

Recommendations include reducing speed by putting symbols on the road/street signs

It is a heavy bypass route, RMS advised no speed reductions applicable as it does not meet the guidelines for a 40km high pedestrian area.

Councillor Marion Browne raised an idea about sourcing other funds as this is going to be an expensive project. Has this matter been referred to the Aboriginal Working Party? There might be some funding for Safer Communities which they might be aware of. This Committee is only really concerned about the location of the lighting.

RMS David Vant, suggested the Aboriginal Working Party should be taking the taking the lead on the project.

Chairperson, Michael Cain advised that another recommendation was moving the bus shelter. Removal of a bus shelters/sites need to go through the National Transport Authority for approval. If we want to do that we can but we have to speak to the bus company.

Discussion around this maybe going to the HUB and if it is still managed by Compass Housing.

The bus location is purely an application, we can talk to the bus company and see if they would be willing to move the stop. Discussion around when the buses run.

Senior Constable Matt Whitelum clarified that the concerns are that people are congregating in the bus shelter at night and then spilling out onto the road regardless of when the buses run.

Removing the shelter isn't an option however moving it back from the road and back towards the HUB is a possibility. Problem identified that directly in front of the HUB, a new sharps bin and garbage bin has been installed.

Local Members Representative, Peter Bevan suggested possibility putting up railing or some sort of wall to prevent access from the shelter to the footpath.

Councillor Marion Browne suggested a report to Council might help us to engage the Aboriginal Working Party and identify possible funding solutions.

Issue to be referred to the next Council meeting. Chairperson, Michael Cain to arrange report and include assessment of Creedon Street provided by NSW Police.

Chairperson, Michael Cain to provide an update at next LTC on the lighting program.

Item No.	390.6.1
EDRMS No.	D19/5575
CRM No.	

Local Traffic Committee Minutes Meeting No 393

Page 8 of 17

Responsible Officer	Council's Infrastructure Projects Engineer, David Zhao		
Current Status	Pending		
Date	Item Details		
March 2019	Disabled Parking Access – Broken Hill North School – Bianca Marcon		
Date	Committee Recommendation/s		
June 2019	No further action required by Committee – item to be removed.		
Action Date	Running Actions		
March 2019	Committee approved for one disabled parking space with time restrictions of 8am-4pm weekdays, to be arranged. David will look into budget and costings for works.		
April 2019	Chairperson, Michael Cain to follow up with Council's new Infrastructure Projects Engineer and report back to Committee.		
	In the interim a letter to be sent to the School advising that the LTC are actively looking at installing one disabled car parking space and will provide an update after costing has been finalised. Request if the School have any suggestions on preferred location of park.		
May 2019	Chairperson, Michael Cain has had conversations with Principle Brett Cumming regarding possible locations of disabled park. The School have suggested that there is a car space in the 10 minute drop off zone that would be ideal. Response to be sent to Bianca advising that a park will be implemented.		
June 2019	Raise as a project and remove as an item.		
Item No.	391.6.1		
EDRMS No.	D19/5246		
CRM No.			
Responsible Officer	Council's Project Delivery Manager, Michael Cain		
Current Status	Pending		
Date	Item Details		

Local Traffic Committee Minutes Meeting No 393

Page 9 of 17

April 2019	Barrier Highway/Argent Street Speed Sign Request – Transport NSW		
Date	Committee Recommendation/s		
June 2019	No further action required by Committee – item to be removed.		
Action Date	Running Actions		
April 2019	David Zhao had already forwarded this request to NSW Police, Inspector Yvette Smith requesting additional traffic enforcement. This was passed onto the Highway Patrol Sergeant who has tasked the highway car, Senior Constable Matt Whitelum to the area.		
	Within the first hour a speeding infringement was issued.		
	Senior Constable Matt Whitelum, is going to track the number of tickets verse hours spent patrolling the area and this data will be reported back at the next LTC.		
	RMS, David Vant sought clarification regarding if there were any issues with the signage.		
	Inspector Yvette Smith confirmed there are no issues with the signs, the complainant wanted speed cameras installed in the area to prevent speeding.		
May 2019	Senior Constable Matt Whitelum advised he has patrolled the area and can't see a reason why there needs to be a camera installed. He has tried on numerous occasions to speak to the complainant however every time he goes to the property, it is all locked up.		
	Conversation held around moving forward, what action should be taken.		
	Senior Constable Matt Whitelum will continue to patrol the area. He can guarantee every time coming back into town that he normally gets at least one person speeding.		
	RMS, David Vant suggested a reinforcement of the speed limit sign. Infringers are obviously deliberately speeding in this area.		
	Discussion held around the speed changes being from is 50 to 80 as you come up over the hill. It already comes down from 110 to 80 to 50.		
	Chairperson, Michael Cain said the speed changes are well posted. It was never an issued when the mine was operating as people were aware of the changes. I think it is just awareness of the speed limits and managing it moving forward. I don't think as far as the LTC there is any action moving forward.		
	RMS, David Vant advised that there should already be a 50km ahead sign as there is a decrease in speed of more than 20km.		
	Recommendation – to inspect current signage arrangements and if required install a 50 ahead sign.		
June 2019	Chairperson, Michael Cain inspected area and confirmed that signage is clearly visible and meets specifications. There is plenty of notification when you are required to reduce speed.		

Page 10 of 17

Discussion around removal of the north mine trucks reducing risk and increasing safety for drivers.

Item No.	392.6.1			
EDRMS No.	D19/16433			
CRM No.				
Responsible Officer	Council's Project Delivery Manager, Michael Cain			
Current Status	Pending			
Date	Item Details			
May 2019	Road Closure Application Broken Heel Main Closure – The Palace Hotel			
Date	Committee Recommendation/s			
June 2019	No further action required by Committee – item to be removed.			
Action Date	Running Actions			
May 2019	Concerns were raised regarding the Crash Repairers, as last year they had access issues with the road closure, however it was noted these issues had been rectified.			
	,			
	issues had been rectified. Discussion held around the new Medical Centre and the implications the road closure will have on the facility. The weekend may be fine but			
	issues had been rectified. Discussion held around the new Medical Centre and the implications the road closure will have on the facility. The weekend may be fine but there were concerns about the weekday closure. The Medical Centre will need access to the lane as this is where some			
	issues had been rectified. Discussion held around the new Medical Centre and the implications the road closure will have on the facility. The weekend may be fine but there were concerns about the weekday closure. The Medical Centre will need access to the lane as this is where some of the disabled parks are allocated. It was also noted the entire footpath will be closed off, this request has			
June 2019	 issues had been rectified. Discussion held around the new Medical Centre and the implications the road closure will have on the facility. The weekend may be fine but there were concerns about the weekday closure. The Medical Centre will need access to the lane as this is where some of the disabled parks are allocated. It was also noted the entire footpath will be closed off, this request has been submitted through a hoarding application to Council. Chairperson, Michael Cain to arrange consultation with the Medical Centre regarding the proposed road closure and hoarding application, 			
June 2019	 issues had been rectified. Discussion held around the new Medical Centre and the implications the road closure will have on the facility. The weekend may be fine but there were concerns about the weekday closure. The Medical Centre will need access to the lane as this is where some of the disabled parks are allocated. It was also noted the entire footpath will be closed off, this request has been submitted through a hoarding application to Council. Chairperson, Michael Cain to arrange consultation with the Medical Centre regarding the proposed road closure and hoarding application, to address any objections. If no issues are raised by Medical Centre, closure to be approved and 			
June 2019 Item No.	 issues had been rectified. Discussion held around the new Medical Centre and the implications the road closure will have on the facility. The weekend may be fine but there were concerns about the weekday closure. The Medical Centre will need access to the lane as this is where some of the disabled parks are allocated. It was also noted the entire footpath will be closed off, this request has been submitted through a hoarding application to Council. Chairperson, Michael Cain to arrange consultation with the Medical Centre regarding the proposed road closure and hoarding application, to address any objections. If no issues are raised by Medical Centre, closure to be approved and 			

Local Traffic Committee Minutes Meeting No 393

Page 11 of 17

CRM No.			
Responsible Officer	Council's Project Delivery Manager, Michael Cain		
Current Status	Pending		
Date	Item Details		
May 2019	Road Closure Application Broken Heel Argent Street Parade – The Palace Hotel		
Date	Committee Recommendation/s		
June 2019	No further action required by Committee – item to be removed.		
Action Date	Running Actions		
May 2019	RMS, David Vant suggested changes to the TCP redirecting traffic to the right coming out of Argent Lane to prevent motorists from making illegal turns.		
	Chairperson, Michael Cain will arrange a new TCP.		
	Discussion around road work ahead signs, with regards to Oxide Street. The sign on the eastern side of the intersection, needs to direct traffic to turn left out of Argent.		
	Michael clarified with David with regard to Oxide and Sulphide Streets, there is a gap off of Argent Street. It is right next to the Palace Hotel, that section will be closed off and is part of the 'main' road closure. Construction fencing will be run around that area.		
	The significance of the festival was noted. It is big attraction and draws a lot of tourists.		
	Chairperson, Michael Cain to arrange changes to TCP, moving the signs in Chloride Street and putting in the no turn signs.		
	TCP to be circulated to Committee for approval.		
June 2019	TCP was circulated to Committee and there were no objections. Palace Hotel to be issued road closure permit.		
Item No.	392.6.6		
EDRMS No.	D19/20888		
CRM No.			
Responsible Officer	Council's Project Delivery Manager, Michael Cain		

Local Traffic Committee Minutes Meeting No 393

Page 12 of 17

Current Status	Pending		
Date	Item Details		
May 2019	Request parking lines in Chapple and McCulloch Streets – Broken Hill North Public School		
Date	Committee Recommendation/s		
June 2019	No further action required by Committee – item to be removed.		
Action Date	Running Actions		
May 2019	The Principal has requested that the lines be painted as people leave large gaps between parks.		
	Local Member's Representative, Peter Bevan pointed out that the lined parks would create extra parking spaces.		
	Discussion around costs. Committee agreed that a sales and service quote to be created and issued by Council with costs being charged to the school.		
	Chairperson, Michael Cain to organise a sales and service quote for works.		
June 2019	Quote to be raised for proposed works with costing to be paid by the School.		
	Discussion around possible objections by parents as it will mean reverse parallel parking.		
	If school agrees to quote, invoice to be raised and works to be scheduled.		
Item No.	392.8.1		
EDRMS No.			
CRM No.			
Responsible Officer	Council's Project Delivery Manager, Michael Cain		
Current Status	Pending		
Date	Item Details		
May 2019	Disabled parking/access in front of the pre-pole office in Argent Street		

Local Traffic Committee Minutes Meeting No 393

Page 13 of 17

Date	Committee Recommendation/s			
June 2019	No further action required by Committee – item to be removed.			
Action Date	Running Actions			
May 2019	Councillor Marion Browne raised concerns about the ongoing issue of the disabled access ramp in front of the pre-pole office in Argent Street as the current ramp being used is rather dangerous.			
	Chairperson, Michael Cain pointed out whatever ramp is used/created will still have some 'bounce' in it.			
	Councillor Marion Browne stated that is better than having nothing but people really need to be able to access the building and people that are not mobile are finding it difficult. People are having to rush and assist those using the ramp so they don't fall and hurt themselves.			
	Michael Cain, will arrange a site visit with Council's Boiler Maker and Infrastructure Superintendent. They will try and reduce the movement in the current ramp for the interim and work out a long term solution.			
	Chairperson, Michael Cain to provide Committee an update at next meeting on proposed works.			
June 2019	Parking was done and the ramp was great. It was actioned very quickly. Overall a much better service.			
	Councillor Marion Browne advised there is a need for a permanent ramp not necessarily in that exact location. There are ramps near the parks but there aren't many, we could do with a couple of extra ramps.			
	Chairperson, Michael Cain advised that this type of work is included in the Active Transport Plan which Council are currently reviewing. Assessments have conducted to identify accessibility gaps.			
Item No.	392.8.2			
EDRMS No.				
CRM No.				
Responsible Officer	Council's Project Delivery Manager, Michael Cain			
Current Status	Pending			
Date	Item Details			
May 2019	Oxide Street Parking near Repco			
Date	Committee Recommendation/s			

Page 14 of 17

June 2019	No further action required by Committee – item to be removed.		
Action Date	Running Actions		
May 2019	Concerns raised about parking arrangements on the corner of Oxide Street near Repco. When pulling out (near Silver City Chinese) quite often your view is blocked and you cannot see properly.		
	Chairperson, Michael Cain advised that Council is scheduled to reinstate current lines tomorrow (10/05/2019). However we can investigate the issue and if required paint over the lines.		
	A consultation with Repco needs to happen to get their opinion on the situation and possible solutions.		
	Suggestion that one park in Oxide Street on the corner be removed to allow better visibility.		
	Chairperson, Michael Cain to arrange consultation with Repco and report back to the Committee.		
June 2019	Chairperson, Michael Cain consulted with Repco regarding parking, you are required to stop in the laneway, there is a stop sign. Repco were against the idea of reducing parking as it will have an impact on their business.		
	Really if people are doing the right thing and stopping at the stop sign this should not be an issue. Repco did advise they don't generally have many issues.		
	Senior Constable Matt Whitelum to do a few extra patrols of the area, after issuing a few tickets word tends to get out and people are more tentative to traffic rules in place.		
	Local Member's Representative, Peter Bevan had a look along Argent Street and pointed out the best way to do these things is to write a formal letter attention to the Local Traffic Committee for their review and action. If there is no letter it is very hard for us to do anything about it.		
	Chairperson, Michael Cain discussed the issue with a few other businesses and they all advised any reduction in parking will impact their businesses.		
Item No.	392.6.4		
EDRMS No.	D19/18743		
CRM No.			
Responsible Officer	Council's Project Delivery Manager, Michael Cain		
Current Status	Pending		

Page 15 of 17

Date	Item Details		
May 2019	Broken Hill Aquatic Centre Disabled Parking		
Date	Committee Recommendation/s		
Action Date	Running Actions		
May 2019	Chairperson, Michael Cain advised that previously the Committee has not found this request to be justified however is unsure of a simpler solution. The walkway utilised to access the Aquatic Centre is down further where the disabled parking is currently located. If we move the parks to the corner, people will still have a distance to walk. We would have to take out 3 standard parks to put in the disabled park and there would still be no ramps or walkways.		
	RMS, David Vant sought clarification if any changes had been made?		
	Michael Cain advised that no changes had previously been made and the concerns raised are in regard to how far the walk is from the disabled parks to the Aquatic Centre.		
	Councillor Marion Browne, suspects this issue will be raised at Council. To make changes to the current parking, the bus zone would have to be moved, I am not sure how many people use the bus service?		
	Discussions held around the Bus Zone and who utilises this parking space. It was identified as the drop off/pick up zone for and the local bus service.		
	Councillor Marion Browne, if we could explore the option of moving the bus stop to across the road. Most of the people June is talking about would be coming by car not the town bus. It is probably easier for kids to cross the road as they are in a controlled group environment.		
	David Vant clarified the location of the bus stop, which is on McCulloch Street.		
	Questions raised in relation to the kerbs and if the bus zone was moved then kerbed ramps would have to be created for the disabled parks. The requests submitted to LTC is for 3 disabled parking spaces, is this achievable?		
	Councillor Marion Browne, advised that it is the users of the hydro pool that they are concerned about. They are using the pool to increase mobility and therefore do have difficulties accessing the Centre.		
	Committee agreed this matter must be handled carefully and investigations into solutions need to be conducted.		
	Chairperson, Michael Cain to contact Bus Link regarding the possibility of changing their bus route and conducted investigations regarding spacing etc and report back at the next LTC.		
June 2019	Chairperson, Michael Cain spoke with the bus company and they were not supportive of moving the bus stop as there is a lot of work involved for this to happen. The company have asked that in fact the bus zone		

Page 16 of 17

be extended to the end of the street, as it is at times hard for the bus to get out, as cars park directly in front of the stop.

Michael also had a conversation with Danielle, Assist Manager of the Aquatic Centre and they were not happy to reduce the unloading zone as it is used by parents dropping kids. They had concerns about children having to cross the road. A lot of disabled people use the Taxi service which utilises the drop off zone. YMCA point of view is that they didn't want changes directly out front but are happy to make changes in the car park.

There are disabled parks located further down however one is located directly in front of the ambulance gate. This will need to be removed and made a 'no parking zone', to allow ambulance access. Currently if an ambulance is called and someone is parked there, the YMCA have to locate the owner of the vehicle to have it moved.

On the other side of the carpark there are two oversized parks which can easily be changed into disabled parks by putting symbols on the road. They would have to utilise the nearby crossings to cross the carpark.

Map of proposed changes to be forwarded to the Committee for their review.

Chairperson, Michael Cain to contact June Page and Councillor Page to discuss proposed changes and gain their feedback. An update to be provided at the next meeting.

Next Meeting Date - Tuesday, 2 July 2019

393.11 Meeting Closed - 10.27am

Local Traffic Committee Minutes Meeting No 393

Page 17 of 17

ORDINARY MEETING OF THE COUNCIL

June 12, 2019

ITEM 12

BROKEN HILL CITY COUNCIL REPORT NO. 94/19

SUBJECT:INVESTMENT REPORT FOR MAY 201917/82

Recommendation

1. That Broken Hill City Council Report No. 94/19 dated June 12, 2019, be received.

Executive Summary:

The Local Government (General) Regulation 2005 (Part 9, Division 5, Clause 212), effective from 1 September 2005, requires the Responsible Accounting Officer of a Council to provide a written report setting out details of all monies that have been invested under Section 625 (2) of the Local Government Act 1993, as per the Minister's Amended Investment Order gazetted 11 March 2011. The Responsible Accounting Officer must also include in the report, a certificate as to whether the investment has been made in accordance with the Act, the Regulations and the Council's Investment Policy.

As at 31 May 2019, Council's Investment Portfolio had a current market valuation of \$25,479,511 or principal value (face value) of \$25,398,345 and was compliant with policy and legislative requirements as per the below table.

Report:

Council's investments as at 31 May 2019 are detailed in Attachment 1.

Portfolio Summary			
Portfolio Performance vs. RBA Cash Rate		Council's investment performance did exceed benchmark.	
Investment Policy Compliance			
Legislative Requirements	\checkmark	Compliant with policy	
Portfolio Credit Rating Limit	×	Non-Compliant with policy	
Institutional Exposure Limits	\checkmark	Compliant with policy	
Term to Maturity Limits	\checkmark	Compliant with policy	

Market Review

Global issues

The US/China trade war isn't showing any signs of letting up and is hurting business confidence across those countries' trading partners, including Australia. Meanwhile a threatened tariff on Mexican imports into the US contributed to more concern in the financial markets, both in the US and abroad, to end the month. Along with the threat to profits and growth, the US trade wars with its largest trading partners is forcing companies to realign their supply chains adding further complication and potential shortages which could flow through to poor retail sales. Despite the grey clouds on the horizon, the US, Chinese, Japanese and even European economies are showing some signs of strength as inflation remains low and monetary policy remains accommodative.

Domestic issues

In Australia, the Reserve Bank of Australia (RBA) gave its clearest signal to date that due to poor Gross Domestic Product (GDP) figures and continuing low inflation that they will consider "the case for lower interest rates" at its upcoming meeting. The Australian financial markets reacted positively to the unexpected Coalition victory at the Federal elections; largely as a result of proposed policy changes to franking credits, negative gearing and capital gains tax being taken off the table. Post-election data releases showed continuing economic weakness with building approvals, business investment and credit growth all lower.

Interest rates

With the RBA's Governor Lowe strongly implying an interest rate cut would be likely as soon as June, the market immediately priced in two cuts of 25 basis points (bps) by October and more than 50% chance of another cut by February. Term deposit rates continue to follow the market lower with sharp declines across all maturities. The average highest rates on offer for 3-month TDs at month end was 2.30%, down from 2.40% in April and 2.57% in March. Likewise, the average of the highest 12 month rates was 2.22%, down from at 2.40% last month and 2.65% in March. The best rates among the lower rated banks were largely in the 2.25%2.45% area across 3-12 months range, with the 6 month area offering the highest rates in the short term

Investment Portfolio Commentary

Council's investment portfolio posted a return of -1.68%pa for the month of May versus the bank bill index benchmark return of 1.79%pa. For the financial year to date, the investment portfolio returned 3.36%pa, exceeding the bank bill index benchmark's 2.01%pa by 1.35%pa. During May, Council's investment portfolio had \$2.5m in 6 and 7 month term deposits mature with a weighted average rate of approximately 2.71%pa. All of the \$2.5m was reinvested in a range of 3, 5, 6 and 7 month TDs at an average rate of approximately 2.45%, reflecting the sharp drop in interest rates across all maturities.

The T-Corp MT and LT Growth Funds were down 0.2% and 1.2% respectively during May. Australian shares were up 1.7% during the month with Telecoms (+7.1%) leading the gains (Telstra in particular) as the ACCC announced its intention to block the proposed merger of Australia's third and fourth largest telecommunication companies. Materials (+3.1%) benefitted from the iron ore price hitting a 5 year high, while Financials (+2.6%) benefitted from the re-election of the Coalition Government. Consumer Staples (-4.2%) was the worst performing sector. Overseas markets focused largely on the ongoing US/China trade war with the US S&P 500 (-6.4%), Chinese S&P 300 (-6.6%), European S&P 350 (-4.7%), and Japanese S&P 500 (-6.7%) all falling sharply.

TCorp Investments Outside of Policy

Council's TCorp investments ended outside of policy for May by 0.1% or \$28,734. It was anticipated that this amount would be covered by rates income but due to rates income being paid a day late by significant rate payers this fell short. Cash reserves will be monitored in alignment with TCorp managed funds for the month of June and sale of TCorp investments will occur if required to meet policy limits.

As at 31 May 2019, Council's Investment Portfolio had a current market valuation of \$25,479,511 or principal value (face value) of \$25,398,345 and was compliant with all legislative and policy requirements.

	Source of Funds	Principal Amount
GENERAL	Operating Capital & Internal Restrictions	\$17,403,345
FUND	Accommodation Bonds Reserve	\$45,000
	Royalties Reserve	\$620,000
	Domestic Waste Management Reserve	\$3,490,000
	Grants	\$3,380,000
	Developer Contributions	\$460,000
	TOTAL PORTFOLIO	\$25,398,345

Certificate by Responsible Accounting Officer

All investments have been placed in accordance with Council's Investment Policy, Section 625 of the *Local Government Act 1993* (as amended), the Revised Ministerial Investment Order gazetted 11 February 2011, Clause 212 of the *Local Government (General) Regulations 2005* and Third Party Investment requirements of the then Department Local Government Circular 06-70. Council continues to obtain independent financial advice on its investment portfolio in accordance with the then Department of Local Government Circular of 16 September 2008.

Strategic Direction:

Key Direction 4:Our LeadershipObjective 4.1:Openness and Transparency in Decision MakingAction 4.1.1Maintain good governance and best practice methods and ensure
compliance with various guidelines and legislation.

Relevant Legislation:

This report is provided for Council's consideration in compliance with the requirements of *Part 9, Division 5, Clause 212 of the Local Government (General) Regulations 2005.*

Financial Implications:

The recommendation has no financial impact.

Attachments

1. J Investment Report - May 2019

JAY NANKIVELL CHIEF FINANCIAL OFFICER

JAMES RONCON GENERAL MANAGER



Investment Summary Report May 2019



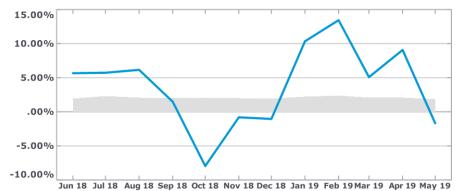
Executive Summary



CITY COUNCIL

Investment Holdings

	Face Value (\$)	Current Value (\$)	Current Yield (%)
Cash	7,250,107.75	7,250,107.75	1.85
Managed Funds	7,648,237.15	7,648,237.15	-10.17
Term Deposit	10,500,000.00	10,581,165.77	2.67
	25,398,344.90	25,479,510.67	-1.43

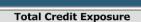


Investment Performance

Portfolio Annualised Return

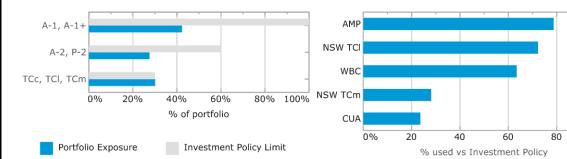
100

Ausbond BB Index Annualised Return



Investment Policy Compliance Highest Individual Exposures

Term to Maturities



Maturity Profile	Face Value (\$)	Policy Max
Between 0 and 1 Year	25,398,345	100% 100%
	25,398,345	



Investment Holdings Report



Cash Accounts						
Face Value (\$)	Current Yield	Institution	Credit Rating	Current Value (\$)	Deal No.	Reference
1,984,350.47	1.0900%	Westpac Group	A-1+	1,984,350.47	473409	Cheque
5,265,757.28	2.1345%	Westpac Group	A-1+	5,265,757.28	535442	90d Notice
7,250,107.75	1.8486%			7,250,107.75		

Face Current Value (\$) Yield	Institution	Credit Rating	Fund Name	Current Value (\$)	Deal No.	Reference
7.86 1.5102%	NSW T-Corp (Cash)	TCc	Cash Fund	7.86	535329	
5,508,413.12 -13.4160%	NSW T-Corp (LT)	TCI	Long Term Growth Fund	5,508,413.12	536442	
2,139,816.17 -1.8017%	NSW T-Corp (MT)	TCm	Medium Term Growth Fund	2,139,816.17	536441	
7,648,237.15 -10.1665				7,648,237.15		

-	-	
ſerm	Den	osits
	DCP	03103

Maturity Date	Face Value (\$)	Rate	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency
5-Jun-19	500,000.00	2.7300%	National Australia Bank	A-1+	500,000.00	6-Dec-18	506,619.32	537392	6,619.32	At Maturity
12-Jun-19	500,000.00	2.7400%	National Australia Bank	A-1+	500,000.00	10-Dec-18	506,493.42	537413	6,493.42	At Maturity
19-Jun-19	500,000.00	2.6000%	Bankwest	A-1+	500,000.00	20-Feb-19	503,597.26	537555	3,597.26	At Maturity
26-Jun-19	500,000.00	2.6500%	AMP Bank	A-2	500,000.00	27-Feb-19	503,412.33	537570	3,412.33	At Maturity
3-Jul-19	500,000.00	2.6500%	AMP Bank	A-2	500,000.00	11-Mar-19	502,976.71	537631	2,976.71	At Maturity
10-Jul-19	500,000.00	2.7500%	AMP Bank	A-2	500,000.00	9-Jan-19	505,386.99	537463	5,386.99	At Maturity
17-Jul-19	500,000.00	2.7500%	AMP Bank	A-2	500,000.00	16-Jan-19	505,123.29	537474	5,123.29	At Maturity
24-Jul-19	500,000.00	2.5500%	Suncorp Bank	A-1	500,000.00	21-Mar-19	502,515.07	537647	2,515.07	At Maturity
14-Aug-19	500,000.00	2.3600%	National Australia Bank	A-1+	500,000.00	16-May-19	500,517.26	537945	517.26	At Maturity
25-Sep-19	500,000.00	2.7500%	IMB Ltd	P-2	500,000.00	23-Jan-19	504,859.59	537480	4,859.59	At Maturity
9-Oct-19	500,000.00	2.8500%	Credit Union Australia	A-2	500,000.00	7-Dec-18	506,871.23	537401	6,871.23	At Maturity
9-Oct-19	500,000.00	2.7500%	National Australia Bank	A-1+	500,000.00	9-Jan-19	505,386.99	537462	5,386.99	At Maturity



Investment Holdings Report

BROKEN HILL

Term Dep	DOSITS									
Maturity Date	Face Value (\$)	Rate	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency
16-Oct-19	500,000.00	2.8000%	AMP Bank	A-2	500,000.00	13-Mar-19	503,068.49	537640	3,068.49	At Maturity
23-Oct-19	500,000.00	2.4000%	AMP Bank	A-2	500,000.00	22-May-19	500,328.77	537968	328.77	At Maturity
30-Oct-19	500,000.00	2.3000%	AMP Bank	A-2	500,000.00	29-May-19	500,094.52	537989	94.52	At Maturity
6-Nov-19	500,000.00	2.9000%	Credit Union Australia	A-2	500,000.00	7-Dec-18	506,991.78	537402	6,991.78	At Maturity
13-Nov-19	500,000.00	2.7600%	National Australia Bank	A-1+	500,000.00	16-Jan-19	505,141.92	537473	5,141.92	At Maturity
20-Nov-19	500,000.00	2.8000%	AMP Bank	A-2	500,000.00	11-Mar-19	503,145.21	537632	3,145.21	At Maturity
27-Nov-19	500,000.00	2.5000%	AMP Bank	A-2	500,000.00	8-May-19	500,821.92	537936	821.92	At Maturity
4-Dec-19	500,000.00	2.5000%	AMP Bank	A-2	500,000.00	8-May-19	500,821.92	537937	821.92	At Maturity
11-Dec-19	500,000.00	2.9000%	Credit Union Australia	A-2	500,000.00	7-Dec-18	506,991.78	537403	6,991.78	Annually
	10,500,000.00	2.6662%			10,500,000.00		10,581,165.77		81,165.77	



Broken Hill City Council Accrued Interest Report - May 2019



Accrued Interest Report									
Investment	Deal No.	Ref	Face Value (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Accrued (\$)	Percentage Return
<u>Cash</u>									
Westpac Group	473409	Cheque	1,984,350.47			1,379.86	31	1,379.86	1.09%
Westpac Group	535442	90d Notice	5,265,757.28			9,528.74	31	9,528.74	2.13%
Cash Total						10,908.60		10,908.60	1.90%
Managed Funds									
Cash Fund	535329		7.86	29-May-17			31	0.01	1.51%
Medium Term Growth Fund	536441		2,139,816.17	12-Feb-18			31	-3,306.83	-1.80%
Long Term Growth Fund	536442		5,508,413.12	09-Feb-18			31	-67,808.46	-13.42%
Managed Funds Total								-71,115.28	-10.32%
Term Deposits									
National Australia Bank	537340		500,000.00	22-Nov-18	01-May-19	5,939.73	0	0.00	
AMP Bank	537208		500,000.00	10-Oct-18	08-May-19	7,910.96	7	263.70	2.75%
National Australia Bank	537304		500,000.00	07-Nov-18	08-May-19	6,731.51	7	258.91	2.70%
AMP Bank	537278		500,000.00	31-Oct-18	15-May-19	7,115.07	14	508.22	2.65%
AMP Bank	537261		500,000.00	24-Oct-18	22-May-19	7,910.96	21	791.10	2.75%
National Australia Bank	537358		500,000.00	28-Nov-18	29-May-19	6,731.51	28	1,035.62	2.70%
National Australia Bank	537392		500,000.00	06-Dec-18	05-Jun-19		31	1,159.32	2.73%
National Australia Bank	537413		500,000.00	10-Dec-18	12-Jun-19		31	1,163.56	2.74%
Bankwest	537555		500,000.00	20-Feb-19	19-Jun-19		31	1,104.11	2.60%
AMP Bank	537570		500,000.00	27-Feb-19	26-Jun-19		31	1,125.34	2.65%
AMP Bank	537631		500,000.00	11-Mar-19	03-Jul-19		31	1,125.34	2.65%
AMP Bank	537463		500,000.00	09-Jan-19	10-Jul-19		31	1,167.81	2.75%
AMP Bank	537474		500,000.00	16-Jan-19	17-Jul-19		31	1,167.81	2.75%

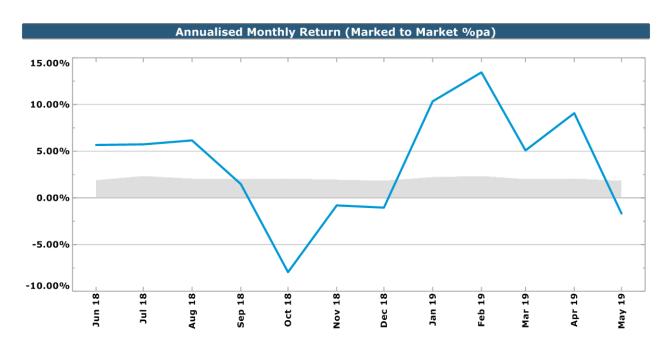
Broken Hill City Council Accrued Interest Report - May 2019

Accrued Interest Report

Investment	Deal No.	Ref Valu	Face le (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Accrued (\$)	Percentage Return
Suncorp Bank	537647	500,0	00.00	21-Mar-19	24-Jul-19		31	1,082.88	2.55%
National Australia Bank	537945	500,0	00.00	16-May-19	14-Aug-19		16	517.26	2.36%
IMB Ltd	537480	500,0	00.00	23-Jan-19	25-Sep-19		31	1,167.81	2.75%
Credit Union Australia	537401	500,0	00.00	07-Dec-18	09-Oct-19		31	1,210.27	2.85%
National Australia Bank	537462	500,0	00.00	09-Jan-19	09-Oct-19		31	1,167.81	2.75%
AMP Bank	537640	500,0	00.00	13-Mar-19	16-Oct-19		31	1,189.04	2.80%
AMP Bank	537968	500,0	00.00	22-May-19	23-Oct-19		10	328.77	2.40%
AMP Bank	537989	500,0	00.00	29-May-19	30-Oct-19		3	94.52	2.30%
Credit Union Australia	537402	500,0	00.00	07-Dec-18	06-Nov-19		31	1,231.51	2.90%
National Australia Bank	537473	500,0	00.00	16-Jan-19	13-Nov-19		31	1,172.06	2.76%
AMP Bank	537632	500,0	00.00	11-Mar-19	20-Nov-19		31	1,189.05	2.80%
AMP Bank	537936	500,0	00.00	08-May-19	27-Nov-19		24	821.92	2.50%
AMP Bank	537937	500,0	00.00	08-May-19	04-Dec-19		24	821.92	2.50%
Credit Union Australia	537403	500,0	00.00	07-Dec-18	11-Dec-19		31	1,231.51	2.90%
Term Deposits Total						42,339.74		24,097.17	2.71%
						53,248.34		-36,109.51	-1.68%







Portfolio Annualised Return

AusBond BB Index Annualised Return

Historical Performance Summary						
	Portfolio	AusBond BB Index	Outperformance			
May 2019	-1.68%	1.79%	-3.47%			
Last 3 Months	4.01%	1.92%	2.09%			
Last 6 Months	5.58%	1.99%	3.59%			
Financial Year to Date	3.36%	2.01%	1.35%			
Last 12 months	3.55%	1.99%	1.56%			



INVESTMENT REPORT FOR MAY 2019

Investment Performance Report





AusBond BB Index Rolling 12 month Return Portfolio Rolling 12 month Return

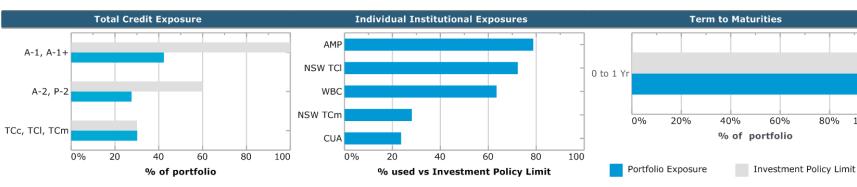
Historical Performa	ance Summa		
	Portfolio	AusBond BB Index	Outperformance
May 2019	-0.14%	0.15%	-0.29%
Last 3 Months	0.99%	0.48%	0.51%
Last 6 Months	2.72%	0.99%	1.73%
Financial Year to Date	3.05%	1.82%	1.23%
Last 12 months	3.55%	1.99%	1.56%



60%

80%

100%



	Credit Rating	Face Value (\$)		Policy Max	
Short Term	A-1	500,000			
Short Term	A-1+	10,250,108			
		10,750,108	42%	100%	~
Short Term	A-2	6,500,000			
Short Term	P-2	500,000			
		7,000,000	28%	60%	~
Short Term	TCc	8			
Short Term	TCI	5,508,413			
Short Term	TCm	2,139,816			
		7,648,237	30%	30%	×
		25,398,345	100%		

✓ = compliant X = non-compliant

	% us Inves Policy	tment
AMP Bank (A-2, A-)	79%	~
NSW T-Corp (LT) (TCl, TCl)	72%	~
Westpac Group (A-1+, AA-)	63%	~
NSW T-Corp (MT) (TCm)	28%	~
Credit Union Australia (A-2, BBB)	24%	~
National Australia Bank (A-1+, AA-)	22%	~
IMB Ltd (P-2, Baa1)	8%	~
Suncorp Bank (A-1, A+)	5%	~
Commonwealth Bank of Australia (A-1+, AA-)	4%	•
NSW T-Corp (Cash) (TCc)	0%	~

	Val	Face ue (\$)		Policy Max	
Between 0 and 1 Year	25,3	98,345	100%	100%	~
	25,39	8,345			
Detailed Maturity Profile		v	Fac alue (\$	-	
00. Cash + Managed Funds		14	,898,34	5 59	%
01. Less Than 30 Days		2	,000,00	0 8	%
02. Between 30 Days and 60 Days		2	,000,00	0 8	%
03. Between 60 Days and 90 D	ays		500,00	0 2	%
04. Between 90 Days and 180 Days		5,000,000		0 20	%
05. Between 180 Days and 365	5 Days	1	,000,00	0 4	%
		25,3	398,34	5	_



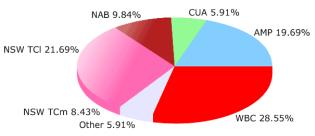




Individual Institutional Exposures 12,000,000 Portfolio Investment **Parent Group Credit Rating** 10,000,000 Exposure (\$) Policy Limit (\$) AMP Bank A-2, A-5,000,000 6,349,586 8,000,000 Commonwealth Bank of Australia 500,000 11,429,255 A-1+, AA-6,000,000 Credit Union Australia A-2, BBB 1,500,000 6,349,586 4,000,000 IMB Ltd P-2, Baa1 500,000 6,349,586 2,000,000 11,429,255 National Australia Bank A-1+, AA-2,500,000 0 NSW T-Corp (Cash) TCc 8 7,619,503 CBA-B.. AMP CUA IMB TCI NSW T-Corp (LT) 5,508,413 7,619,503 NSW T-Corp (MT) TCm 2,139,816 7,619,503 Suncorp Bank A-1, A+ 500,000 10,159,338 Westpac Group A-1+, AA-7,250,108 11,429,255

25,398,345







ansaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Receive
1-May-19	537340	National Australia Bank	Term Deposits	Maturity Face Value - Received	500,000.0
1 Huy 15	337310	National Australia Bank	Term Deposits	Interest - Received	5,939.7
			· · · · · · · · · · · · · · · · · · ·	Deal Total	505,939.7
				Day Total	505,939.73
8-May-19	537208	AMP Bank	Term Deposits	Maturity Face Value - Received	500,000.0
		AMP Bank	Term Deposits	Interest - Received	7,910.96
				Deal Total	507,910.96
	537304	National Australia Bank	Term Deposits	Maturity Face Value - Received	500,000.00
		National Australia Bank	Term Deposits	Interest - Received	6,731.51
				Deal Total	506,731.51
	537936	AMP Bank	Term Deposits	Settlement Face Value - Paid	-500,000.00
				Deal Total	-500,000.00
	537937	AMP Bank	Term Deposits	Settlement Face Value - Paid	-500,000.00
				Deal Total	-500,000.00
				Day Total	14,642.47
15-May-19	537278	AMP Bank	Term Deposits	Maturity Face Value - Received	500,000.00
		AMP Bank	Term Deposits	Interest - Received	7,115.07
				Deal Total	507,115.07
				Day Total	507,115.07
16-May-19	537945	National Australia Bank	Term Deposits	Settlement Face Value - Paid	-500,000.00
				Deal Total	-500,000.00
				Day Total	-500,000.00
22-May-19	537261	AMP Bank	Term Deposits	Maturity Face Value - Received	500,000.00
		AMP Bank	Term Deposits	Interest - Received	7,910.96
				Deal Total	507,910.96
	537968	AMP Bank	Term Deposits	Settlement Face Value - Paid	-500,000.00
				Deal Total	-500,000.00
				Day Total	7,910.96





Cash Flows Report

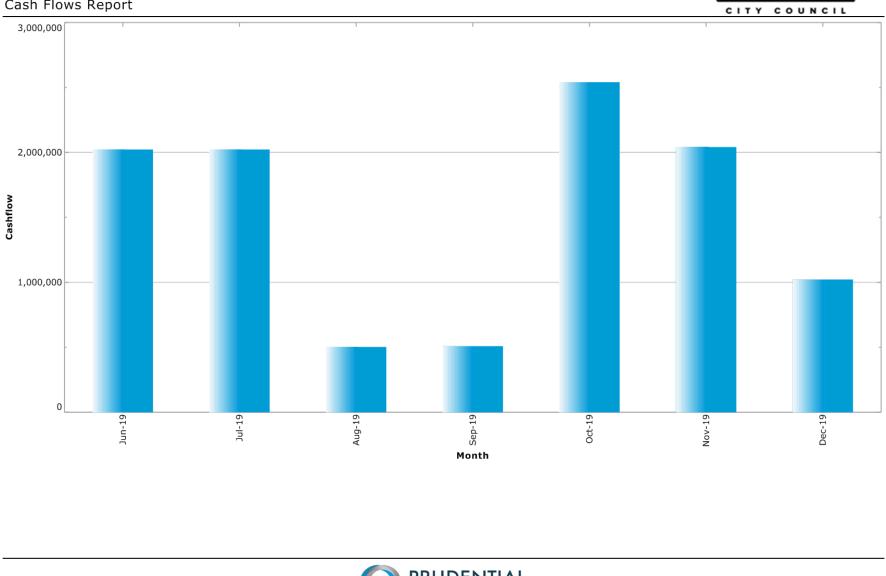
Current Month C	ashflows				
Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Received
29-May-19	537358	National Australia Bank	Term Deposits	Maturity Face Value - Received	500,000.00
		National Australia Bank	Term Deposits	Interest - Received	6,731.51
				Deal Total	506,731.51
	537989	AMP Bank	Term Deposits	Settlement Face Value - Paid	-500,000.00
				Deal Total	-500,000.00
				Day Total	6,731.51
				Net Cash Movement for Period	<u>542,339.73</u>

ext Month Cash	nflows				
Transaction Date	Deal No.	Cashflow Counterparty	Asset Type	Cashflow Description	Cashflow Due
5-Jun-19	537392	National Australia Bank	Term Deposit	Maturity Face Value - Received	500,000.00
		National Australia Bank	Term Deposit	Interest - Received	6,768.9
				Deal Total	506,768.9
				Day Total	506,768.90
12-Jun-19	537413	National Australia Bank	Term Deposit	Maturity Face Value - Received	500,000.0
		National Australia Bank	Term Deposit	Interest - Received	6,906.3
				Deal Total	506,906.3
				Day Total	506,906.30
19-Jun-19	537555	Bankwest	Term Deposit	Maturity Face Value - Received	500,000.00
		Bankwest	Term Deposit	Interest - Received	4,238.30
				Deal Total	504,238.3
				Day Total	504,238.36
26-Jun-19	537570	AMP Bank	Term Deposit	Maturity Face Value - Received	500,000.00
		AMP Bank	Term Deposit	Interest - Received	4,319.80
				Deal Total	504,319.80
				Day Total	504,319.80
				Net Cash Movement for Period	2,022,233.42



BROKEN HILL

Cash Flows Report



BROKEN HILL

ORDINARY MEETING OF THE COUNCIL

June 14, 2019

ITEM 13

BROKEN HILL CITY COUNCIL REPORT NO. 95/19

SUBJECT: ACTION LIST REPORT

<u>11/21</u>

Recommendation

1. That Broken Hill City Council Report No. 95/19 dated June 14, 2019, be received.

Executive Summary:

The purpose of this report is to ensure that Council and the community are informed on the status of actions required by previous Council resolutions.

Report:

A new format Action List was presented to the June 2017 Council Meeting to provide Councillors with a clearer way of reporting on the progress of outstanding Council resolutions. As per Minute No. 45570, the Action List has been produced in the new colour coded format and shows the progress of Council' outstanding decisions (Green – completed, Yellow – in progress and Red – not yet commenced).

The Action Lists attached to this report cover decisions at Ordinary Council Meetings and Extraordinary Council Meetings; are for information only and will be provided to Council on a monthly basis.

Discussions have been held with staff regarding the long outstanding items on the Action List, most of which are leasing/licencing matters. Staff will be working to finalise these items as a priority and/or request Council to rescind resolutions where circumstances have changed.

Strategic Direction:

Key Direction:	4 - Our Leadership
Objective:	4.2 – Our Leaders Make Smart Decisions
Function:	Leadership and Governance
DP Action:	4.2.1.1 - Decisions are made in a timely manner to ensure effective
	delivery.

Relevant Legislation:

Local Government Act 1993

Financial Implications: Nil

Attachments

- 1. J Action List Ordinary Council Meetings
- 2. J Action List Extraordinary Council Meetings

JAMES RONCON GENERAL MANAGER

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT REQUIRED	SUBJECT
Ordinary Meeting of the Council 27 September 2017	False	Confidential Matters
FROM BROKEN HILL SC PLAYGROUND AND OUT (General Manager's Note 10A(2) (c) of the Local Go	HOOL OF THE AIR - TDOOR AREA - CONF <u>e</u> : This report consider vernment Act, 1993 w	ORT NO. 178/17 - DATED SEPTEMBER 11, 2017 - APPLICATION USE OF PART OF QUEEN ELIZABETH II PARK AS A FIDENTIAL 12/180 s a licence agreement and is deemed confidential under Section hich provides for information that would, if disclosed, confer a he Council is conducting (or proposes to conduct) business).
RESOLUTION		
Minute No. 45655 Councillor C. Adams mov Councillor J. Nolan secon	/	 That Broken Hill City Council Report No. 178/17 dated September 11, 2017, be received.
		 That Council seeks Ministerial approval to enter into a licence agreement with Broken Hill School of the Air for the use of part (approx. 1080 square metres) of Queen Elizabeth II Park Lot 1, DP914746 as an outdoor play and dining area.
		3. That the licence agreement be for a period of 20 years.
		4. That due to the Broken Hill School of the Air being a non-profit community organisation, the licence fee for the site be set at a peppercorn rental of \$1.00 per year (no CPI increase to apply) with the total fee for the 20 year licence to be paid in advance.
		 That Council be responsible for all legal costs in the set-up of the licence up to the value of \$500.00 and Broken Hill School of the Air be responsible for any additional costs over this amount.
		That all other standard licence agreement terms apply.
		 That the Broken Hill School of the Air be responsible for the ongoing maintenance of the play and dining area for the duration of the licence agreement.
		 That the Mayor and General Manager be authorised to execute the licence documents under the Common Seal of Council.
		 That any media relating to the matter advises that the land to be occupied by the School as an outdoor play and dining area is the old tennis court area which is an underutilised part of the park.
12 Jun 2019 - 10:54 AM - Georgin Documents being signed and sea 15 May 2019 - 10:37 AM - Georgi Council's solicitors in the process 07 Mar 2019 - 1:53 PM - Leisa B School P&C rep has been in cont 06 Feb 2019 - 1:49 PM - Leisa B	led. <i>na Falkner</i> of finalising draft licence for <i>artlett</i> act with Council. Awaiting fo	signing.

Page 1 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT REQUIRED	SUBJECT						
Draft licence prepared, awaiting	response from School of the Air to fina	lise licence.						
05 Dec 2018 - 2:31 PM - Leisa Bartlett								
Council has received approval advice from SOTA and Solicitors have been approached to commence drafting the licence agreement.								
05 Dec 2018 - 1:52 PM - Leisa Bartlett								
Letter of acceptance received fi	Letter of acceptance received from SOTA. Solicitor has been engaged to draft up the licence agreement.							
09 Oct 2018 - 5:06 PM - Leisa	Bartlett							
Awaiting advice from SOTA								
11 Sep 2018 - 12:07 PM - Leisa	a Bartlett							
Still no advice received from SC	DTA. Email reminder notice sent.							
15 Aug 2018 - 3:29 PM - Leisa	Bartlett							
Still awaiting advice from SOTA								
16 May 2018 - 1:33 PM - Leisa	Bartlett							
Action reassigned to Francois \	/anDerBerg by: Leisa Bartlett							
16 Mar 2018 - 3:40 PM - Leisa	Bartlett							
SOTA advised that they are hap	opy to proceed but are waiting for the E	ducation Dept approval first.						
15 Feb 2018 - 10:27 AM - Leisa	Bartlett							
Email reminder send to SOTA 1	5/2/18.							
02 Nov 2017 - 4:18 PM - Leisa	Bartlett							
Letter sent to the school reques School's P&C Committee.	ting confirmation that the school wishes	to enter a licence agreement with Council as the request came from the						
Ordinary Meeting of the Counci 26 April 2018	False Repor	ts						
ITEM 13 - BROKEN HIL	L CITY COUNCIL REPORT NO	D. 59/18 - DATED APRIL 06, 2018 - COMPULSORY						
	NOCK GOSSAN STREET ROA							
Resolved:								
1. That Broken Hill City	y Council Report No. 59/18 date	d April 6, 2018, be received.						
and Gossan Street t		d Governor for approval to acquire the sections of Warnock 69 in Deposited Plan 1182254, under Section 177 of the <i>rnment Act 1993.</i>						
3. That the acquisition Compensation) Act		with the requirements of the Land Acquisition (Just Terms						
4. That upon acquisitic accordance with Se	n, Council to undertake require ction 7 of the <i>Roads Act 1993</i> .	d actions to open the subject road by registration of a plan in						
RESOLUTION Minute No. 45805 Councillor C. Adams mo Councillor D. Gallagher		CARRIED						
14 Jun 2019 - 3:27 PM - Leisa	,	OANTED						
no change in status								
15 May 2019 - 10:41 AM - Geo	raina Falkner							
	-	ed Acquisiton Notices. Investigating budget and Native Title prior to making						
07 Mar 2019 - 1:55 PM - Leisa								
No change, still awaiting respor								
06 Feb 2019 - 1:51 PM - Leisa								
In discussions with Crown Land								
and about shorts with brown Early	o regarding nativo milo.							

Page 2 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING FURTHER REPORT REQUIRED	SUBJECT			
13 Nov 2018 - 9:26 AM - Leisa Bartlett				
Still awaiting OLG advice due to Native Title.				
09 Oct 2018 - 5:08 PM - Leisa Bartlett				
Awaiting OLG advice				
11 Sep 2018 - 4:40 PM - Leisa Bartlett				
No change, still awaiting advice from OLG.				
15 Aug 2018 - 3:32 PM - Leisa Bartlett				
MPDC advised - OLG advised that the land is subject to a Native Title Cla is waiting for further advice from OLG.	im and that compulsory acquisition cannot go ahead at this stage. Council			
16 May 2018 - 9:45 AM - Leisa Bartlett				
In progress.				
Ordinary Meeting of the Council False Confident 31 October 2018	tial Matters			
ITEM 18 - BROKEN HILL CITY COUNCIL REPORT NO. PROPERTY - LOT 2 IN DEPOSITED PLAN 1067380 - CC (General Manager's Note: This report considers Sale of F (c) of the Local Government Act, 1993 which provides for advantage on a person with whom the Council is conducti	DNFIDENTIAL 11/204 Property and is deemed confidential under Section 10A(2) information that would, if disclosed, confer a commercial			
RESOLUTION				
Minute No. 45947	1. That Broken Hill City Council Report No. 184/18			
Councillor M. Browne moved)	dated September 28, 2018, be received.			
Councillor C. Adams seconded)				
	 That Council negotiate a new lease (with CPI increase) with the West Darling Machinery Preservation Society for use of 479 Crystal Street (Lot 2 in Deposited Plan 1067380) That the Mayor and General Manager be authorised to execute lease documents under the Common 			
	Seal of Council.			
	CARRIED			
14 Jun 2019 - 3:20 PM - Leisa Bartlett				
Solicitor preparing draft lease, meeting being held with West Darling Mach to finalise lease.	inery Preservation Society on 20 June to update them and discuss matter			
17 May 2019 - 3:31 PM - Leisa Bartlett				
Draft lease being prepared.				
07 Mar 2019 - 2:55 PM - Leisa Bartlett				
in progress				
16 Nov 2018 - 2:13 PM - Leisa Bartlett				
New lease being disucssed with tenant.				
Ordinary Meeting of the Council False Confident 28 November 2018	tial Matters			
ITEM 22 - BROKEN HILL CITY COUNCIL REPORT NO. 206/18 - DATED NOVEMBER 09, 2018 - CONSOLIDATED BROKEN HILL HOLDINGS PROPOSED SUBLEASE OF AIRPORT HANGAR 30 - CONFIDENTIAL 11/218 (General Manager's Note: This report considers a lease and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business). Resolved				
1. That Broken Hill City Council Report No. 206/18 dated	November 9, 2018, be received.			

Page 3 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

		THER REPORT REQUIRED	SUBJECT
2.			port 'Hangar 30' (also known as Lot 13, or part Holdings subleasing the hangar to Consolidated Aviation
3.	That the General Manager be	authorised to negotiate	the terms and conditions of the sublease agreement.
4.	That Consolidated Broken Hil proposed sublease agreemer		le for any legal fees incurred by Council regarding the
5.	That the Mayor and General I Common Seal of Council.	Manager be authorised to	to sign and execute any required documents under the
Mir Col Col 14 Ju no ch 15 Mi Deed 07 Mi	SOLUTION <u>nute No. 45972</u> uncillor B. Algate moved uncillor J. Nolan seconded <i>in 2019 - 3:28 PM - Leisa Bartlett</i> ange in status <i>ay 2019 - 10:38 AM - Georgina Falkne</i> with tenant for execution. <i>ar 2019 - 2:10 PM - Leisa Bartlett</i> or still with Solicitor))	CARRIED
	eb 2019 - 1:53 PM - Leisa Bartlett		
	r is with Solicitors to prepare sublease	».	
	ec 2018 - 3:02 PM - Leisa Bartlett dvised: draft advice being prepared.		
Ordin	ary Meeting of the Council	False Confident	ntial Matters
ITE LIC (Ge Sec	M 19 - BROKEN HILL CITY C ENCE FOR WATER MAIN OV eneral Manager's Note: This r ction 10A(2) (c) of the Local Go	VER PART WILLYAMA (eport considers a propos overnment Act, 1993 whi	214/18 - DATED NOVEMBER 28, 2018 - PROPOSED COMMON - CONFIDENTIAL 11/63 sed licence agreement and is deemed confidential under ich provides for information that would, if disclosed, confer ncil is conducting (or proposes to conduct) business).
RE	SOLUTION		
Co	nute No. 45990 uncillor J. Nolan moved uncillor C. Adams seconded)	 That Broken Hill City Council Report No. 214/18 dated November 28, 2018, be received.
			 That Council (as Trust Managers for the Willyama Common Trust) consent to Essential Water constructing a water supply main over part of the Willyama Common, being part of Lot 7307 in Deposited Plan 1179131 and part of Lot 7300 in Deposited Plan 1179131, with Council consenting to a license agreement and any future easement that may be required.
			 That the General Manager be authorised to negotiate the terms and conditions of the license agreement, including any financial considerations.
			 That Essential Water be responsible for any legal costs associated with the drafting of the license and any costs associated with any future easements.

Page 4 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

	IER REPORT EQUIRED		SUBJECT
		5.	That the Mayor and General Manager be authorised to sign any required documents under the Common Seal of Council, in the absence of a Trust Seal.
14 Jun 2019 - 3:29 PM - Leisa Bartlett			CARRIED
no change in status.			
15 May 2019 - 10:40 AM - Georgina Falkner			
Awaiting advice from Essential Water.			
07 Mar 2019 - 2:12 PM - Leisa Bartlett			
no change matter still in progress			
08 Feb 2019 - 10:19 AM - Leisa Bartlett			
in progress			
Ordinary Meeting of the Council	False Gener	ral Busine	22
20 February 2019			
ITEM 5 - AFTER-SCHOOL HOURS	S SPORTS PARTIC	IPATIO	N (GB1/19) 11/161
RESOLUTION <u>Minute No. 46004</u> Councillor T. Kennedy moved Councillor B. Algate seconded 14 Jun 2019 - 4:29 PM - Leisa Bartlett DC advised: still awaiting response from Hea 16 May 2019 - 8:24 AM - Razija Nu'man)) Ith Department.	1.	That Broken Hill City Council contacts Kate Hogg, President of Barrier Primary School Sports Association; sporting bodies in Broken Hill and the Broken Hill Health Service, advising that participation of Broken Hill children in all after- school sports activities is around 50%, well below the State participation rate of 68% and that as a Council we are interested in getting the participation rate up to the same participation rate or better than the rest of the State. CARRIED
Response received. Awaiting response from	Health where meeting wil	l be called	to discuss.
14 Mar 2019 - 4:45 PM - Leisa Bartlett			
Letter has been sent to Kate Hogg.			
07 Mar 2019 - 2:13 PM - Leisa Bartlett			
letter being drafted to Kate Hogg to notify her participation of children in Broken Hill.	of Council's resolution ar	nd reques	ing a further conversation to be held to discuss sporting
Ordinary Meeting of the Council 27 March 2019	False Repor	rts	
OF PROPERTY TO BROKEN HILI		<u>O. 38/19</u>	- DATED MARCH 25, 2019 - PROPOSED GIFTING 15/103
Resolved:			
	on (Minute No. 460 [°] e authorised to sign	14) of th transfer	e February 2019 Ordinary Council Meeting; the deeds under Seal of Council, for the gifting of Lots 4
RESOLUTION			

Page 5 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT REQUIRED		SUBJECT	
Minute No. 46042 Councillor M. Browne mov Councillor C. Adams seco 12 Jun 2019 - 10:52 AM - Georgin Documents being signed 17 May 2019 - 11:06 AM - Leisa L Deed of Transfer documents being	nded) a Falkner Bartlett		CARRIED	
16 May 2019 - 4:07 PM - Leisa Ba				
Documents being finalised with Co	ouncil's solicitor			
Ordinary Meeting of the Council 27 March 2019	False	Confidentia	al Matters	
T18/8 - HYDRAULIC SER (General Manager's Note the Local Government Act	VICES AT BROKEN HI : This report considers , 1993 which provides for	LL REGIO a tender a or informa	7/19 - DATED FEBRUARY 25, 2019 - TENDER AWARD DNAL AIRPORT - CONFIDENTIAL T18/8 and is deemed confidential under Section 10A(2) (c) of ation that would, if disclosed, confer a commercial g (or proposes to conduct) business).	
RESOLUTION				
Minute No. 46043 Councillor T. Kennedy mo Councillor M. Browne seco			 That the confidential matter be considered in open session. 	
			 That Broken Hill City Council Report No. 37/19 dated February 25, 2019, be received. That Council awards the Tender T18/8 to Arthur Robinson Plumbing for a lump sum of \$157,178.60 inc. GST That Council enters into a works Contract with Arthur Robinson Plumbing 	
			CARRIED	
14 Jun 2019 - 3:03 PM - Leisa Ba COO advised: Contractor engage 17 May 2019 - 9:26 AM - Leisa Ba COO advised: Contract to be fina 05 Apr 2019 - 10:32 AM - Lacey B Tender award being developed. P	d, work has commenced and artlett lised next week. Start date to Butcher	be advised	'5% complete. New tank is being reinforced and prepared for concrete.	
Ordinary Meeting of the Council 17 April 2019	False	Reports		
ITEM 8 - BROKEN HILL CITY COUNCIL REPORT NO. 43/19 - DATED APRIL 04, 2019 - PROPOSAL TO RENAME AIRPORT ROAD TO PRO HART WAY 19/32 Resolved				
	that a formal application		pril 4, 2019, be received. hitted to the NSW Geographical Name Board to rename	
RESOLUTION Minute No. 46050				
Councillor M. Clark moved Councillor C. Adams seco				

Page 6 of 17

ACTIO	ON LIST – ORDINARY COU	NCIL MEETINGS			Printed: Friday, 14 June 2019 4:45:51 PM
	MEETING	FURTHER REPORT REQUIRED			SUBJECT
СОО 17 Ма	ay 2019 - 10:25 AM - Leisa I	rtlett from Traffic Committee then signs will			
	ary Meeting of the Council ril 2019	False Reports	-		
RE	M 10 - BROKEN HILL GIONAL ART GALLER ENING HOURS	CITY COUNCIL REPORT NO. Y AND ALBERT KERSTEN M	45/19 NINC	9 - DATED M AND MINE	IARCH 21, 2019 - BROKEN HILL RALS MUSEUM (GEOCENTRE) 17/206
Min Cou	SOLUTION ute No. 46052 uncillor C. Adams move uncillor M. Clark second	,	1.		n Hill City Council Report No. 45/19 dated 2019, be received.
			2.	for the Brok	il approve the change in operating hours en Hill Regional Art Gallery and Albert ning & Minerals Museum (GeoCentre) to:
				a.	Broken Hill Regional Art Gallery – 36 hours per week (closed Monday) all year around
				b.	Albert Kersten Mining & Minerals Museum (GeoCentre) - 36 hours per week (closed Sunday) all year around
					CARRIED
New h	ay 2019 - 8:18 AM - Razija N nours implemented. PLETE	u'man			
Ordina 17 Ap	ary Meeting of the Council ril 2019	False Reports			
SU		TION OF THE CENTRAL BUS			IARCH 22, 2019 - TEMPORARY ALCOHOL-FREE ZONE FOR 2019 11/307
Res	solved				
1.	That Broken Hill City (Council Report No. 46/19 dated	, be r	eceived.	
2.	portion of the Central Crystal Street, Argent close off Crystal Lane	Business District (CBD) Alcoho Street, 221 Argent Street and 7 behind the Palace Hotel and 2	I-Free Argen 21 Arg	e Zone for the t House/Barr gent Street.	for the temporary suspension of a e area of Sulphide Street bounded by ier Crash Repairs. It is also proposed to This area will also include footpaths in front of the Palace Hotel and 221 Argent
3.		ect to the final conditions, inclus			ptember 2019 to 10am Monday, 16 s, contained in the liquor licence as
4.	media release and ad		Truth		one be advised to the public by way of dvertisement also confirms that all other

Page 7 of 17

ACTION LIST – ORDINARY COUNCIL MEE	TINGS	Printed: Friday, 14 June 2019 4:45:51 PM
	HER REPORT EQUIRED	SUBJECT
5. That the General Manager be of Barrier Local Area Comman		nt the suspension and advertising processes on final advice
6. That Barrier Local Area Comm	nand be advised of Cou	ncil's decision.
RESOLUTION <u>Minute No. 46053</u> Councillor M. Browne moved Councillor D. Gallagher seconded 14 Jun 2019 - 4:31 PM - Leisa Bartlett)	CARRIED
Action reassigned to Anthony Misagh by: Lei	isa Bartlett	
14 Jun 2019 - 4:30 PM - Leisa Bartlett		
no change in status to date		
16 May 2019 - 8:16 AM - Razija Nu'man		
Awaiting information regarding application fo	r liquor licence by operators	of Broken Heel Festival.
Ordinary Meeting of the Council		
29 May 2019	False Notice of	Motion
		<u>/EN NO. 9/19 - DATED MAY 24, 2019 - WATER</u>
PURIFIERS FOR MENINDEE ANI	<u>D WILCANNIA</u>	11/426
RESOLUTION Minute No. 46068		
Councillor C. Adams moved)	1. That Motions of Which Notice has been Given No.
Councillor D. Gallagher seconded	ý	9/19 dated May 24, 2019, be received.
		 That the offer from Cyclowater Global Pty Ltd to donate a cycloniser to the townships of Wilcannia and Menindee be referred to the Central Darling Shire Council.
		CARRIED
05 Jun 2019 - 11:53 AM - Leisa Bartlett		
Councillor Kennedy's Notice of Motion has b COMPLETE	een forwarded to the Genera	I Manager of the Central Darling Shire Council.
Ordinary Meeting of the Council 29 May 2019	False Reports	
ITEM 5 - BROKEN HILL CITY CO	UNCIL REPORT NO. 6	0/19 - DATED MARCH 26, 2019 - ANNUAL FEES -
MAYOR AND COUNCILLORS		11/20
RESOLUTION		
Minute No. 46069 Councillor M. Browne moved Councillor B. Licul seconded)	 That Broken Hill City Council Report No. 60/19 dated March 26, 2019, be received.
		 That effective 1 July 2019, the Local Government Remuneration Tribunal annual fee increase of 2.5% for 2019/2020 financial year be applied to the current fees for the Mayor and Councillors.
		 That allocation of a fee for the Deputy Mayor when acting in the role as Mayor, being the daily fee based on the annual additional Mayoral fee; with the fee so payable deducted from the Mayor's fee, be reaffirmed.

Page 8 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT REQUIRED	SUBJECT
		CARRIED On the casting vote of the Mayor
14 Jun 2019 - 3:10 PM - Leisa Bartl	ett	
CFO advised: fee increase has been COMPLETE	n implemented for new fi	inancial year.
Ordinary Meeting of the Council 29 May 2019	False	Reports
ITEM 6 - BROKEN HILL CIT MEETING PRACTICE FOR		DRT NO. 61/19 - DATED APRIL 09, 2019 - MODEL CODE OF S IN NSW 2018 12/14
RESOLUTION		
<u>Minute No. 46070</u> Councillor M. Clark moved Councillor J. Nolan seconde) d)	 That Broken Hill City Council Report No. 61/19 dated April 9, 2019, be received.
		 That Council adopts the draft Code of Meeting Practice Policy (based on the Model Code of Meeting Practice for Local Councils in NSW 2018) as a Policy of Council, with the inclusion of clause 11.11 and the omission of clauses 11.6 to 11.9 and clause 11.13; and that this policy renders the 2013 Code of Meeting Practice Policy obsolete.
		CARRIED
14 Jun 2019 - 3:11 PM - Leisa Barth Code of Meeting Practice Policy ado COMPLETE		eting information and Council Meeting/Briefing forms updated.
Ordinary Meeting of the Council 29 May 2019	False	Reports
ITEM 7 - BROKEN HILL CIT		ORT NO. 62/19 - DATED MAY 13, 2019 - OPENING HOURS OF 11/407
RESOLUTION		
Minute No. 46071 Councillor M. Browne moved Councillor D. Gallagher seco	· /	 That Broken Hill City Council Report No. 62/19 dated May 13, 2019, be received.
		 That Council retain the current operating hours of the Visitor Information Centre (VIC) i.e:
		March 1 to November 30 (medium season) – 8.30am to 4.00pm daily
		December 1 to end February (low season) – 8.30am to 3.00pm daily
		NSW, SA and VIC school holidays (high seasons) – 8.30am to 5.00pm daily
		CARRIED
14 Jun 2019 - 4:31 PM - Leisa Barth Hours implemented (status quo). COMPLETE	ett	

Page 9 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

	MEETING	FURTHER REPOR	रा	SUBJECT
	nary Meeting of the Council lay 2019	False	Reports	
				3/19 - DATED APRIL 08, 2019 - RE-ESTABLISHMENT
	CENTRAL BUSINES			
Re	esolved			
1.	That Broken Hill City	Council Report No.	63/19 dated A	pril 8, 2019, be received.
	That Oan all as a stab	Kale the constant Deve	in a set District	Alexandread Francisco de construction de construction de la constructi
2.				Alcohol-Free Zone as described in the final Proposal 5 June 2019 to 25 June 2023, that is:
	A zone comprising the Mica, Gossan, Talc (N	e Central Business Mercury), Graphite,	District in an a Wills, Gypsum	generally bounded as follows: rea generally bounded by Crystal, lodide (Wolfram), and Gaffney Streets and South Road, with the exception wed liquor licence and approved outdoor dining.
3.	That the necessary si	gnage be installed s	showing opera	ation of the zone from 25 June 2019 to 25 June 2023.
4.		Ivertisement in the E	Barrier Daily T	Alcohol-Free Zone be advised to the public by way of ruth. That the advertisement also confirm that all other se.
5.	That Council thank th	e Broken Hill Police	for its ongoin	g support of alcohol-free zones in Broken Hill.
RE	SOLUTION			
	nute No. 46072 puncillor B. Algate move	od)	
	ouncillor B. Licul secon)	CARRIED
14 Ji	un 2019 - 4:33 PM - Leisa E	Bartlett		
	on reassigned to Anthony Mis			
	un 2019 - 4:32 PM - Leisa E			
	be implemented when falls d	lue.		
	nary Meeting of the Council lay 2019	False	Reports	
	EM 9 - BROKEN HILL EVIEW STATEMENT F			4/19 - DATED MAY 06, 2019 - QUARTERLY BUDGET 019 12/160
Re	esolved			
1.	That Broken Hill City	Council Report No.	64/19 dated M	May 6, 2019, be received.
2.	That the 2nd Quarter	ly Budget Review S	tatement and	recommendations be adopted.
3.	That Council note the	e projected 2018/19	operating sur	plus (before capital) of \$1,556,000.
4.	That Council note the	e 2018/19 projected	net capital ex	penditure budget of \$11,161,000.
RF	SOLUTION			
Mi	nute No. 46073			
	ouncillor T. Kennedy me ouncillor D. Gallagher s)	CARRIED
	un 2019 - 3:13 PM - Leisa E		/	CARRIED
Quar	rterly Budget recommendation			
	IPLETE			

Page 10 of 17

ACTION LIST - ORDINARY COUNCIL MEETINGS Printed: Friday, 14 June 2019 4:45:51 PM FURTHER REPORT MEETING SUBJECT REQUIRED Ordinary Meeting of the Council False Reports 29 May 2019 ITEM 11 - BROKEN HILL CITY COUNCIL REPORT NO. 66/19 - DATED MAY 14, 2019 - COMMUNITY ASSISTANCE GRANTS AWARDED FOR ROUND 1 OF 2019/2020 18/44 Resolved 1. That Broken Hill City Council Report No. 66/19 dated May 14, 2019, be received. That Council notes the Community Assistance Grants awarded for Round One of 2018/2019 which were 2. approved by the Panel on 14 May 2019 and the General Manager on 20 May 2019. 3. That the balance from Round 1 of 2019/2020 of \$23,895.90 be rolled-over to Round 2 of 2019/2020. RESOLUTION Minute No. 46075 Councillor T. Kennedy moved) Councillor B. Licul seconded CARRIED 05 Jun 2019 - 10:12 AM - Leisa Bartlett Successful and unsuccessful applicants advised. Grants being awarded. COMPLETE Ordinary Meeting of the Council False Reports 29 May 2019 ITEM 12 - BROKEN HILL CITY COUNCIL REPORT NO. 67/19 - DATED MAY 10, 2019 - REVIEW OF SECTION 7.12 DEVELOPER CONTRIBUTIONS PLAN 11/467 Resolved 1. That Broken Hill City Council Report No. 67/19 dated May 10, 2019, be received. 2. That the draft Section 7.12 Developer Contributions Plan be publicly exhibited for a period of not less than 28 days. That a further report be presented to Council on completion of the public exhibition for Council's consideration 3. and adoption. RESOLUTION Minute No. 46076 Councillor J. Nolan moved) Councillor M. Browne seconded CARRIED 05 Jun 2019 - 10:12 AM - Leisa Bartlett Draft Section 7.12 Developer Contributions Plan has been placed on public exhibition closing 10 July 2019. Report to go to July Council Meeting for adoption of draft plan. COMPLETE

Ordinary Meeting of the Council False Reports 29 May 2019 ITEM 13 - BROKEN HILL CITY COUNCIL REPORT NO. 68/19 - DATED MAY 14, 2019 - DEVELOPMENT APPLICATION 24/2019 - REDEVELOPMENT AT JUBILEE OVAL, 90 SILVER STREET, BROKEN HILL 11/467 RESOLUTION Minute No. 46077 1. That Broken Hill City Council Report No. 68/19 dated Councillor M. Browne moved May 14, 2019, be received. Councillor B. Licul seconded 2. That Development Application 24/2019 be approved, subject to the following conditions: Compliance with Building Code of Australia a. That all building work must be out in accordance with the provisions of the

Page 11 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT REQUIRED	SUBJECT
		Building Code of Australia.
		b. Protection of public places
		 a) That a hoarding or fence must be erected between the work site and the public place.
		i. Submit details of the design of the structure and method of providing safe pedestrian access prior to commencement of works.
		 b) That if necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place. c) That the work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place. d) That any such hoarding, fence or awning is to be removed when the work has been completed. Council's Infrastructure Department shall be contacted to ascertain approval requirements in this regard.
		c. Extensions/Alterations That all necessary alterations and or extensions to services shall be out in accordance with the requirements of the appropriate Supply Authorities.
		d. Injury to Amenity No nuisance shall be caused to the amenity of the area by the emission of noise, smoke, smell, vibration, gases, vapours, odours, dust, particular matter, or other impurities which are a nuisance or injurious or dangerous or prejudicial to health, the exposure to view of any unsightly matter or otherwise.
		 Construction activities Construction activities at the development site shall be carried out only between 7.00am to 6.00pm Monday to Saturday. No work on Sundays and Public Holidays is permitted.
		f. PCA Requirements Prior to the commencement of any work on the site, a Construction Certificate is to be obtained from either Council or an Accredited Certifier, certifying that the proposed works are in accordance with this consent and the applicable standards.

Page 12 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT REQUIRED	SUBJECT
		 Prior to the commencement of any work on the site, the person having the benefit of this consent: a) shall appoint a Principal Certifying Authority (PCA). b) shall ensure a Construction Certificate is issued by the PCA. c) shall notify Council of their intention to commence the site works, at least 2 days prior to commencement of work.
		g. The monetary contribution set out in the following table is to be paid to Council prior to the issue of an Occupation Certificate.
		Contribution Type Section 7.12 Contribution
		Proposed Cost of \$2,800,000
		Development
		Levy Percentage 1%
		Total Contribution \$28,000
		 h. During construction, dust control measures are to be implemented during construction to reduce any impact on local air quality and reduce dust emissions. This will include but not be limited to regularly wetting down of the site during the course of works being out in order to control wind-blown dust. i. During construction, all works associated with the development must be out entirely within the allotment boundaries. j. During construction, all roads adjoining the site must be kept clean and free of all materials. k. Prior to work commencing, a "Notice of Commencement of Building or Subdivision Work and Appointment of Principal Certifying Authority" shall be submitted to Council at least 2 days prior to work commencing. l. Prior to the commencement of any work
		 Prior to the commencement of any work involving asbestos, a plan shall be prepared by a suitable qualified person in accordance with the following standards: a) AS 2601-2001 The Demolition of Structures. b) Safe Work Australia Code of Practice How to Manage and Control Asbestos in the Workplace. c) Work Health and Safety Act 2011.

Page 13 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT REQUIRED		SUBJECT
			Details demonstrating compliance shall be submitted with the Construction Certificate application.
		m.	During construction, any demolition works shall comply with the provisions of Australian Standard <i>AS 2601-2001 - The</i> <i>Demolition of Structures</i> , the Safe Work Australia Code of Practice – How to Manage and Control Asbestos in the Workplace, and the Work Health and Safety Act 2011.
		n.	During construction, works are to be out so as not to cause damage to nearby public infrastructure, services and utilities, including Council's kerb and gutter, footpaths, water mains, sewer mains and roadways. All damage arising from demolition is to be made good and any necessary repairs and renovations out immediately at no cost to Council.
			CARRIED
14 Jun 2019 - 4:35 PM - Leisa Bar	tlett		
Letter of consent issued. COMPLETE			
Ordinary Meeting of the Council 29 May 2019	False C	ommittee Reports	
ITEM 16 - BROKEN HILL COMMUNITY MEMBERSH			D APRIL 09, 2019 - NOMINATIONS FOR 12/52
Resolved		DOMINITIELO	12/02
			he month and
1. That Broken Hill City C	ouncil Report No. 71/19	dated April 9, 2019,	be received.
	he resignation of Sandra Barrier Ranges Commu		unity representative on the Friends of the
3. That Merran Coombe t Barrier Ranges Comm		ity representative o	n the Friends of the Flora and Fauna of the
 That Alan Titcombe be Memorial Oval Communication 		oup representative (Silver City Pastoral Association) on the
05 Jun 2019 - 4:28 PM - Leisa Bar	tlett		
Letter sent to new members and se COMPLETE	ecretaries of each committee on	1 5/6/19. S355 register u	ipdated.
Ordinary Meeting of the Council 29 May 2019	False C	onfidential Matters	
			D NOVEMBER 27, 2018 - PROPOSED
(General Manager's Note Section 10A(2) (c) of the Lo	: This report considers a ocal Government Act, 199	proposed licence ag 93 which provides f	F HORSES - CONFIDENTIAL 11/63 greement and is deemed confidential under or information that would, if disclosed, confer ting (or proposes to conduct) business).
Resolved			
1. That Broken Hill City C	ouncil Report No. 76/19	dated November 27	7, 2018, be received.

Page 14 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

	MEETING	FURTHER REPORT REQUIRED		SUBJECT
2.				mon Trust) consent to the proposed licence to John and Common, being Lot 1 DP 914814 and part Lot 7388 DP
3.	 a) Any improvement b) The licence agr 40396 and/or 4 c) The Aboriginal complied with; d) If any section of land will require 	ents being of a temporary nature reement containing a provision the 3660 are determined as grants be Cultural & heritage protection pro- f land is proposed to be cleared be further cultural surveys prior to	to I nat oy ti ovis by f	sions of the National Parks & Wildlife Act 1974 being the operation of machinery, then that particular section of
4.		subject to compliance with the <i>N</i> ational Parks & Wildlife Act 1974		e Title Act 1993 and the Aboriginal Cultural Heritage
5.	That the initial licen and subject to any (ne a	nnual rental to be an estimated \$5,768.16 (including GST
6.	That the licensee be	e responsible for any legal fees	incu	rred in the drafting of the licence documents.
7.		l General Manager be authorised ouncil, in absence of a Trust Sea		sign and execute the licence documents under the
Mir Co Co 12 Ju	SOLUTION nute No. 46083 uncillor C. Adams mo uncillor D. Gallagher <i>n 2019 - 10:52 AM - Geo</i> ments being drafted by C	rgina Falkner		CARRIED
	ary Meeting of the Counc ay 2019	il False Confid	entia	al Matters
<u>HA</u> (<u>G</u> 10/	CC TRANSFER OF eneral Manager's No A(2) (c) of the Local (NORTH MINE HALL LEASE TO <u>ote</u> : This report considers a tran Government Act, 1993 which pro) Ll' sfei ovid	7/19 - DATED DECEMBER 17, 2018 - FAR WEST VEBETTER SERVICES - CONFIDENTIAL 11/121 of lease and is deemed confidential under Section es for information that would, if disclosed, confer a is conducting (or proposes to conduct) business).
<u>Re</u>	solved			
1.	That Broken Hill Cit	y Council Report No. 77/19 date	ed D	ecember 17, 2018, be received.
2.		nt to the proposed transfer of lea r West HACC Services to Livebo		, with the current lease for the North Mine Hall to be r Services Limited.
3.	That the terms and year.	conditions of the current lease a	igre	ement remain the same, including the rent of \$1 per
4.	That Livebetter Ser	vices Limited are responsible for	' an	y legal fees incurred by Council.
5.	That the Mayor and Seal of Council.	General Manager be authorise	d to	sign the transfer of lease documents under the Common
	SOLUTION nute No. 46084			
Co	uncillor B. Licul move	,		
Co	uncillor B. Algate sec)		CARRIED

Page 15 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT		SUBJECT		
12 Jun 2019 - 10:52 AM - Georgin	REQUIRED				
Transfer documents being finalised	d				
Ordinary Meeting of the Council 29 May 2019	False	Confidentia	al Matters		
LICENCE THROUGH PAR (General Manager's Note 10A(2) (c) of the Local Gor commercial advantage on	RT OF THE WILLYAMA : This report considers vernment Act, 1993 wh	A COMMC a propose ich provid	78/19 - DATED APRIL 09, 2019 - PROPOSED ACCESS DN - CONFIDENTIAL 11/63 ed licence and is deemed confidential under Section des for information that would, if disclosed, confer a l is conducting (or proposes to conduct) business).		
Resolved					
1. That Broken Hill City C	Council Report No. 78/1	9 dated A	April 9, 2019, be received.		
P S & D K Weston acr		mon (Lot 4	nmon Trust) consent to the issue of an access license to 4 in Deposited Plan 1220372), to formalise access to the 3.		
3. That a temporary licen	ise agreement be issue	ed for 12 n	months, for a rental of \$1.		
4. That should the Westo license be renewed ac		ty at the li	icense expiry date and require continued access, that the		
	f a Trust Seal, the Mayo the license under the C		eneral Manager be authorised to sign and execute any Seal of Council.		
RESOLUTION					
Minute No. 46085 Councillor B. Algate move	d)				
Councillor C. Adams seco	,		CARRIED		
12 Jun 2019 - 10:53 AM - Georgin Draft licence in process of being fi					
Ordinary Meeting of the Council	False	Confidentia	al Matters		
29 May 2019					
AT THE AIRPORT TO TH (General Manager's Note Local Government Act, 19	E AERO CLUB OF BR This report considers 3 which provides for in	OKEN HIL a lease a oformation	79/19 - DATED APRIL 24, 2019 - RENEWAL OF LEASE LL - CONFIDENTIAL 11/232 and is deemed confidential under Section 10A(2) (c) of the n that would, if disclosed, confer a commercial advantage osses to conduct) business).		
Resolved					
1. That Broken Hill City C	Council Report No. 79/1	9 dated A	April 24, 2019, be received.		
2. That Council renew the renewal option for a fu		roken Hill	I Airport to the Aero Club of Broken Hill, exercising the		
3. That the Aero Club of	Broken Hill be respons	ible for an	y legal fees associated with the lease renewal.		
 That the Mayor and Garage renewal under the Cor 		horised to	sign and execute any documents relating to the lease		
RESOLUTION					
Minute No. 46086 Councillor C. Adams move	ed)				
Councillor J. Nolan second	,		CARRIED		
12 Jun 2019 - 10:53 AM - Georgina Falkner Renewal documents being drafted by Council's solicitors.					
Renewal documents being dralled	by Council's Solicitors.				

Page 16 of 17

Printed: Friday, 14 June 2019 4:45:51 PM

MEETING	FURTHER REPORT		
MEETING	REQUIRED		SUBJECT
Ordinary Meeting of the Council 29 May 2019	False	Confidenti	al Matters
ITEM 24 - BROKEN HILL	CITY COUNCIL REP	ORT NO. 8	32/19 - DATED MAY 22, 2019 - VARIATION OF LEASE -
			TY LTD - CONFIDENTIAL 11/121
			ind is deemed confidential under Section 10A(2) (c) of the
			n that would, if disclosed, confer a commercial advantage bess to conduct) business).
Resolved			, , , , , , , , , , , , , , , , , , ,
<u>I (Coolived</u>			
1. That Broken Hill City C	ouncil Report No. 82/	19 dated N	May 22, 2019, be received.
 That Council consent t being \$137,500 for a p 		al for 72-74	4 Gypsum Street, with the new annual lease amount
3. That the Mayor and Ge variation under the Co			sign and execute any documents relating to the lease
RESOLUTION			
Minute No. 46087			
Councillor C. Adams move	ed)		
Councillor J. Nolan second	led)		CARRIED
12 Jun 2019 - 10:53 AM - Georgin	a Falkner		
Draft variation documents being pr	epared by Council's solicito	ors.	
Ordinary Meeting of the Council 29 May 2019	False	Confidenti	al Matters
ITEM 24 - BROKEN HILL	CITY COUNCIL REP	ORT NO. 8	31/19 - DATED MAY 13, 2019 - BROKEN HILL ANIMAL
POUND - CONFIDENTIAL			19/22
			and is deemed confidential under Section 10A(2) (c) of
	/ I		ation that would, if disclosed, confer a commercial
v ,	In whom the Council is	s conductir	ng (or proposes to conduct) business).
Resolved			
1. That Broken Hill City C	ouncil Report No. 81/	19 dated N	May 13, 2019, be received.
2. That Council endorse	the budget for the Bro	ken Hill Ar	imal Pound be increased to \$450,000.00.
RESOLUTION			
Minute No. 46088			
Councillor J. Nolan moved)		
Councillor B. Licul seconde	ed)		CARRIED
14 Jun 2019 - 3:18 PM - Leisa Ba	rtlett		
CFO advised: Budget increase ap COMPLETE	plied.		

Printed: Friday, 14 June 2019 4:59:03 PM

MEETING	FURTHER REPORT REQUIRED	SUBJECT
Extraordinary Meeting of the Council 24 January 2019	False	Confidential Matters
T18/7 - CONFIDENTIAL (General Manager's Note: This r	eport considers a tende	2/19 - DATED DECEMBER 20, 2018 - TENDER RIDDIFORD ARBORETUM SCULPTURES SYMPOSIUM - T18/7 ar and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for advantage on a person with whom the Council is conducting (or proposes to conduct) business).
Recommendation		
1. That Broken Hill City Council	Report No. 2/19 dated I	December 20, 2018, be received.
2. That Riddiford Arboretum Scu	Ipture Symposium Ten	der T18/7 be awarded to Robbie Rowlands.
3. That Council execute the con	tract documents as app	ropriate and affix Council's Seal if required.
<u>Minute No. 45996</u> Councillor C. Adams moved Councillor M. Clark seconded)	CARRIED
14 Jun 2019 - 4:57 PM - Leisa Bartlett		CARRIEL
Last status still current		
17 May 2019 - 4:24 PM - Leisa Bartlett		
Robbie Rowlands has had 2 site visits and	has been conducting commur	nity consultation. He is due back in Broken Hill the last week of June to continue community consultation.
15 Mar 2019 - 11:14 AM - Leisa Bartlett		
Robbie Rowlands will be in Broken Hill on 1	March 2019 to conduct first of	community consultation meeting.
08 Feb 2019 - 11:06 AM - Leisa Bartlett		
Successful applicant advised of Council applicant	oroval.	

COMMITTEE REPORTS

- 1. <u>BROKEN HILL CITY COUNCIL REPORT NO. 96/19 DATED APRIL 08,</u> 2019 - S355 ANNUAL AND FINANCIAL REPORTS 2017/2018 (16/94)..502

ORDINARY MEETING OF THE COUNCIL

April 8, 2019

ITEM 1

BROKEN HILL CITY COUNCIL REPORT NO. 96/19

SUBJECT: S355 ANNUAL AND FINANCIAL REPORTS 2017/2018 16/94

Recommendation

- 1. That Broken Hill City Council Report No. 96/19 dated April 8, 2019, be received.
- 2. That the 2017/2018 Picton Oval Annual Report be received and noted.
- 3. That the Picton Oval Financial Reports ending 30 March 2018 be received and noted.
- 4. That the BIU Band Hall 207/2018 Financial Report be received and noted.

Executive Summary:

In accordance with Section 355 of the *Local Government Act 1993* (the Act), Council has the ability to delegate some of its functions to a Committee of Council by way of appointment of community members to manage or advise on particular Council assets or functions. The committees are commonly known and referred to as Section 355 Committees.

There are currently 11 Section 355 Committees, made up of eight Asset Committees and three Advisory Committees.

Asset Committees:

- Alma Oval Community Committee
- BIU Band Hall Community Committee
- ET Lamb Memorial Oval Community Committee
- Friends of the Flora and Fauna of the Barrier Ranges Committee
- Memorial Oval Community Committee
- Norm Fox Sporting Complex Community Committee
- Picton Sportsground Community Committee
- Riddiford Arboretum Community Committee

Advisory Committees:

- Broken Hill Heritage Committee
- Broken Hill Regional Art Gallery Advisory Committee
- Community Strategic Plan Round Table

Report:

Council's Section 355 Advisory and Asset Committee Manuals state that all committees are in place for the term of the current Council (four years) and that committees are required to submit an Annual Report for period 2017/18; and Financial Report for period 2017/18, where relevant.

Reports specifically required include:

Asset Committees: Annual Report 2017/18 and Financial Report 2017/18
Advisory Committees: Annual Report 2017/18

Reports were received from the following committees and reported to the September 2018 ordinary Council meeting:

- BIU Band Hall Community Committee Annual Report only
- Broken Hill Heritage Committee
- Broken Hill Regional Art Gallery Advisory Committee
- Community Strategic Plan Round Table Committee
- Friends of the Flora and Fauna of the Barrier Ranges Community Committee
- Riddiford Arboretum Community Committee

Further reports were received from the following committees and reported to the February 2019 ordinary Council meeting:

- Alma Oval Community Committee
- Memorial Oval Community Committee
- Norm Fox Sporting Complex Community Committee
- Council has now received 2017/2018 Annual and Financial Reports from the Picton Sportsground Community Committee and 2017/2018 Financial Report for the BIU Band Hall Community Committee.

It is recommended that as the E.T. Lamb Memorial Oval Community Committee has not established nor operated as a viable committee for the 2017/18 period (due to inability to achieve required level of committee membership) there is no requirement to submit an Annual Report 2017/18. Further review of the viability of this committee will be undertaken.

Strategic Direction:

Key Direction:	4. Our Leadership
Objective:	4.3 We Unite to Succeed in Australia's First Heritage Listed City
Function:	Corporate Support
DP Action:	4.3.1.02 Support Council's Section 355 Committees in undertaking
	their duties with Council

Relevant Legislation:

Local Government Act 1993 - Section 355 'How a council may exercise functions' and Section 377 'General power of the council to delegate'.

The Broken Hill Regional Art Gallery Advisory Committee operates under Council's S355 Advisory Committee Framework which includes the Section 355 Advisory Committee Manual (adopted 29 March 2017) and the Broken Hill Regional Art Gallery Advisory Committee Constitution (amended and adopted 27 June 2017).

Financial Implications:

There are no financial implications arising from the recommendations of this report. Where relevant, a Financial Report for period 2017/18 has been included.

Attachments

- 1. J Picton Oval Community Committee Financial Report
- 2. J Picton Oval Community Committee 2017/2018 Annual Report
- 3. J BIU Band Hall 2017-2018 Financial Report

RAZIJA NU'MAN DIRECTOR CORPORATE

JAMES RONCON GENERAL MANAGER

• ' ۰.

> PICTON SPORTSGROUND MANAGEMENT COMMITTEE (Appointed under Section 355 Local Government Act, 1993)

> > 12 MONTHS TO 31 ST March, 2019

MEMO TO : BROKEN HILL CITY COUNCIL ATTENTION : FINANCIAL ACCOUNTANT

FROM: NOEL HANNIGAN

Please find attached an unaudited copy of the books of the Picton Oval Committee, as prepared by me, outlining the committees activities for the year ended 31th March, 2019.

C

31/03/2019

Association Funds:

Cash at Bank: Term Deposit

\$43,742.54 \$31,061.70 as 07 oct 2018 Muturing at 14/5/2019 \$74,804.24

.

.

PICTON SPORTSGROUND MANAGEMENT COMMITTEE

(Appointed under Section 355 Local Government Act, 1993)

STATEMENT OF INCOME AND EXPENDITURE FOR 12 MONTHS ENDED 30/3/2019

INCOME (exclusive of GST)	
Grants	\$6,782.00
Oval Hire	\$0.00
Bank Interest - Current A/c	\$0.00
Insurance	\$0.00
Transfer - Term Deposit to Current A	
GST Refund	\$0.00
Misc	\$0.00
Bank Interest - Term Deposit	\$252.30
	in a state state
Total	\$7,034.30
Total lest term dep	\$6,782.00
EXPENDITURE (exclusive of GST)	
Electricity	\$895.32
Oval Maintenance	\$260.32
Sundries	\$128.70
Bank Charges	\$0.00
Equipment	\$2,646.90
Insurance	\$0.00
Oval Maintenance - Wages	\$0.00
Donation	\$0.00
	\$3,931.24
	Bernald an ann an Anna Airt

SURPLUS EXPENDITURE OVER INCOME :

\$2,850.76

۰.

-

PICTON SPORTSGROUND MANAGEMENT COMMITTEE

(Appointed under Section 355 Local Government Act, 1993)

BANK RECONCILIATION FOR YEAR ENDED 30 / 03 / 2018

Bank Balance as per Cashbook at 31/03/2018:		\$40,891.78
Plus Receipts		\$6,782.00
Less Payments	total	\$3,931.24
Bank Balance as per Cashbook at 17 / 4/ 2019		\$43,742.54
Add Back credit interest		
Add Back Cancelled Cheque:		0
Take Off cashed chq		
Bank Statement as at 17 /4 / 2019:		\$43,742.54

TREASURERS REPORT - Meeting 12/5/2019

BROKEN HI									
CITY COUNC	: I L								
355 COMMITTE Please complete this form o If insufficient room please su	s accurately as possil	ole and re		ouncil@brc	okenhill.nsv	v.gov.au			
SECTION 355 COMMIT	ΈE								
Name of Committee: _	Picton Oval Manag	ement (Committe	ee					
Annual Report Period:	2017/18								
	L REPORT								
	Date of Mee	ting				eting nducted		me	orum, eting t held
	As shown bel	ow (6)			8 m	neetings			
 Number of meetings conducted and dates of meetings 	One meeting picton oval ir as a working on a sunday	n May 1	8		No	minutes	taken		
	One meeting Picton oval ir a working me Sunday	Oct 17	as		No	minutes	taken		
	Member Name	Date 2017	Date	Date		Date 2018	Date		
	N Hannigan	24/7	11/9	23/10	20/11	12/2	12/3	9/4	10/6
	T Rynne	24/7	11/9	23/10	20/11	12/2	12/3	9/4	10/6
2. Attendance by	C Willams	24/7		24/7		12/2	12/3	9/4	10/6
Members	P Adams	24/7	11/9	23/10	20/11	12/2	12/3	9/4	10/6
	C Adams	24/7	11/9	23/10	20/11	12/2	12/3	9/4	10/6
	N Davies	24/7	11/9	23/10	20/11	12/2	12/3		10/6
	J O'Neill	24/7	11/9	23/10	20/11	12/2	12/3	9/4	
	P Rawlins	24/7	24/7			12/2			10/6
		<u> </u>	<u> </u>						

AUSTRALIA'S FIRST HERITAGE LISTED CITY

3. Activities / Projects / Achievements Clean up of fence line of oval / Removal a hazard trees branches/clean up set up oval for school carnivals / clean up broken tiles in changeroom/installion of new hand clean units in toilets Please refer Monthly meeting Notes sent to council 4. Ongoing Issues Condition of oval grass/long jump needs upgrading to suit safety standards Please refer Monthly meeting Notes sent to council 5. Completed Maintenance Please refer Monthly meeting Notes sent to council 6. Financial Report Submitted Please provide further relevant information: AUSTRALIA'S FIRST HERITAGE LISTED CITY

	PRIVACY STATEMENT
	Council is collecting your personal information in accordance with the Privacy and Personal Information Protection Act 1998. The purpose for collecting your personal information is to obtain and record contact details and to assess your suitability for appointment to a \$355 Committee. The intended recipients of the personal information collected includes Council officers, \$355 Committee members, and contractors or other agents contracted by Council. If appointed to a committee, your name and contact details will not be made public on Council's website and will be removed from all applications and reports in Council's Business Papers. The supply of the information is voluntary. If you cannot provide or do not wish to provide the information sought, Council may not be able to process your application. You may make application for access or amendment to information held by Council. Council will consider any such application in accordance with the Act. Enquiries concerning this matter can be directed to the Public Officer <u>council@brokenhill.nsw.gov.au</u> or addressed to Broken Hill City 240 Blende Street.
Signature	Date:
Printed Name	

AUSTRALIA'S FIRST HERITAGE LISTED CITY

Payment & Receipt Register - September

Transaction Number	Transaction Type Date	Description of Transaction	Reconciled	Debit (GST Inc) Credit (GST Inc) Bala	ance GST (Yes,	(No) GST Amount
1	Cheque 2/08/2017	Cheque for Hall Hire (6 months) - Broken Hill Civic Orchestra	~	\$770.00	\$770.00	
2	Bank Deposit 10/08/2017	Cleaner - Hayden Crowley	~	\$100.00	\$670.00	
3	Bank Deposit 10/08/2017	Broken Hill City Council - operational subsidy Apr-Jun	~	\$1,033.27	\$1,703.27	
4	Bank Deposit 11/08/2017	Member chg book fee	~	\$5.00	\$1,698.27	

Page 511

Payment & Receipt Register - December

Transaction Number	Transaction Type	Date	Description of Transaction	Consolidated	Debit (GST Inc)	Credit (GST Inc) Balance		GST (Yes/No)	GST Amount	
			Balance brought forward				\$1,698.27			\$0.00
1	Bank Deposit	5/10/2017	Cleaner - Hayden Crowley	~	\$200.00		\$1,498.27			
2	Cheque	18/10/2017	Broken Hill Civic Orchestra (Hall Hire - weekend workshops)	~		\$250.00	\$1,748.27			
3	Bank Deposit	1/11/2017	Origin Energy (Electricity - Hall)	~	\$536.23		\$1,212.04			
4	Bank Deposit	14/11/2107	YMCA (Hall Hire)	~		\$2,000.00	\$3,212.04			
5	Cheque	20/11/2017	Broken Hill Civic Orchestra (Hall Hire - 6 months)	~		\$770.00	\$3,982.04			_
6	Bank Deposit	30/11/2017	Cleaner - Hayden Crowley	~	\$100.00		\$3,882.04			
7	Bank Deposit	30/11/2017	Cleaner - Hayden Crowley	~	\$66.00		\$3,816.04			

Payment & Receipt Register - March

Transaction Number	Transaction Type	Date	Description of Transaction	Consolidated	Debit (GST Inc)	Credit (GST Inc)	Balance		GST (Yes/No)	GST Amount	
			Balance brought forward					\$3,816.04			\$0.00
1	Cheque	14/02/2018	Origin Energy (Electricity - Hall)	~	\$559.20			\$3,256.84			
2	Cheque	27/02/2018	Cleaner - Hayden Crowley	~	\$200.00		41.11	\$3,056.84			
3	Bank Deposi	t 7/02/2018	Member chq book fee	~	\$6.25			\$3,050.59			

Page 513

Payment &	Receipt	Register -	June
-----------	---------	-------------------	------

.

Transaction Number	Transaction Type	Date	Description of Transaction	Consolidated	Debit (GST Inc)	Credit (GST Inc) Balance		GST (Yes/No)	GST Amount	
	and the second		Balance brought forward				\$3,050.59			\$0.00
1	Cheque	3/04/2018	Cleaner - Hayden Crowley	~	\$112.98		\$2,937.61			
2	Bank Deposit	17/04/2018	Holmden Trust	1		\$115.00	\$3,052.61	and the second	1-13-14 A	
3	Cheque	1/05/2918	Origin Energy (Electricity - Hall)	~	\$397.68		\$2,654.93			
4	Bank Deposit	14/06/2018	Deposit	1		\$650.00	\$3,304.93			1
5	Bank Deposit	25/06/2018	Holmden Trust	~		\$275.00	\$3,579.93			MURD
		30/06/2018	Closing Balance				\$3,579.93			

ORDINARY MEETING OF THE COUNCIL

June 13, 2019

ITEM 2

BROKEN HILL CITY COUNCIL REPORT NO. 97/19

SUBJECT:MINUTES OF THE MEMORIAL OVAL COMMUNITY COMMITTEEMEETING HELD 4 JUNE 201912/52

Recommendation

- 1. That Broken Hill City Council Report No. 97/19 dated June 13, 2019, be received.
- 2. That minutes of the Memorial Oval Community Committee Meeting held 4 June 2019 be received.

Executive Summary:

Council has received minutes from the Memorial Oval Community Committee Meeting held 4 June 2019 for endorsement by Council.

Report:

As per Council's Section 355 Asset Committee Framework Manual and the Constitution of the Memorial Oval Community Committee (both adopted March 2017), the Committee is required to provide Council with a copy of their meeting minutes following each Committee meeting.

Accordingly, the Memorial Oval Community Committee has submitted minutes from its Committee Meeting held 4 June 2019 for Council's endorsement.

Strategic Direction:

Key Direction:	4. Our Leadership
Objective:	4.3 We Unite to Succeed
Function:	Leadership and Governance
DP Action:	4.3.1.2 Support Councils Section 355 Committees in undertaking
	their duties with Council

Relevant Legislation:

The Memorial Oval Community Committee operates under Council's S355 Asset Committee Framework Manual and Standard Constitution and the *Local Government Act, 1993* (Section 355).

Financial Implications:

Nil.

Attachments

1. J Minutes of the Memorial Oval Community Committee Meeting held 4 June 2019

ANTHONY MISAGH CHIEF OPERATIONS OFFICER

JAMES RONCON GENERAL MANAGER



ORDINARY MEETING MINUTES TEMPLATE

MEMORIAL OVAL COMMUNITY COMMITTEE MINUTES.

Date	04/06/2019	Opened: 6.30pm	Closed: 7.20pm				
Location:	Show Office, Memorial Oval						
Present:	Ray Steer, Dennis Cetinich, Tania Martyn, Chris May, Lane Ralph, Bruce McIntosh, John Ralph.						
Absent	Dave Galla	gher, Tony Camilleri,					

AGENDA	MOVED BY	SECONDED
Welcome: The President Ray Steer welcomed all attending Members to the Meeting. Apologies: Rebecca McLaughlin, Jody Whitehair, Alan Titcombe.	Chris May.	Tania Martyn.
Confirmation of Minutes from previous meeting held: 07/05/2019	Tanya Martyn.	Chris May.
Correspondence: BHCC: MOMC to make contact with Central darling Shire re the sale of the Chairs. All work must go through Rebecca, not to be directed to any one else.	Dennis Cetinich.	Lane Ralph.
Financial Report: Bank Balance: April 2019 \$23,196.69. Debtors: CBHFC &3,245.86. Burke Ward: \$200.00. Railwaytown: \$200.00. BH. Public: \$135.00.	Dennis Cetinich.	Chris May.

BROKEN HILL

AGENDA	MOVED BY	SECONDED
<u>Reports:</u> SCRSC: Tania Roberts informed the Secretary that their new floor was a mass of cracks and ripples, the secretary stated that he will report it to the BHCC, he will get back to her as soon as he has been advised by the BHCC.		
Dog Show: Tania and Chris reported that their combined dog show was a complete success, Oval comments were excellent, need to have the TV and other Media outlets on ground, Dates for 2020 will be 21st/24 th May, require 10 extra garbage bins.		
Work Requests: New Pie Warmer required for the Canteen. Show Office Steps, Isolation valve at the side of the Daiken Pavilion, Water tap in Show Kitchen is busted. A/C's floor needs inspection.		
General Business; Harness Racing: Will commence racing in February 2020, dates will be forwarded shortly. Coaches Boxes: Darren Hurley from Tafe will contact Ray re this matter.		
Next Meeting: Tuesday, 2 nd July 2019 at 6.30pm		

ORDINARY MEETING OF THE COUNCIL

June 13, 2019

ITEM 3

BROKEN HILL CITY COUNCIL REPORT NO. 98/19

SUBJECT:MINUTES OF THE BIU BAND HALL COMMUNITY COMMITTEEMEETING HELD 2 APRIL 201916/8

Recommendation

- 1. That Broken Hill City Council Report No. 98/19 dated June 13, 2019, be received.
- 2. That minutes of the BIU Band Hall Community Committee Meeting held 2 April 2019 be received.
- 3. That Council accepts the resignation from Ms Kyla Vine as a community representative on the BIU Band Hall Community Committee.
- 4. That Council advertises to fill the vacant community representative positions on the BIU Band Hall Community Committee

Executive Summary:

Council has received minutes from the BIU Band Hall Community Committee Meeting held 2 April 2019 for endorsement by Council.

Report:

As per Council's Section 355 Asset Committee Framework Manual and the Constitution of the BIU Band Hall Community Committee (both adopted March 2017), the Committee is required to provide Council with a copy of their meeting minutes following each Committee meeting.

Accordingly, the BIU Band Hall Community Committee has submitted minutes from its Committee Meeting held 2 April 2019 for Council's endorsement.

Strategic Direction:

Key Direction:	4. Our Leadership
Objective:	4.3 We Unite to Succeed
Function:	Leadership and Governance
DP Action:	4.3.1.2 Support Councils Section 355 Committees in undertaking
	their duties with Council

Relevant Legislation:

The BIU Band Hall Community Committee operates under Council's S355 Asset Committee Framework Manual and Standard Constitution and the *Local Government Act, 1993* (Section 355).

Financial Implications:

Nil.

Attachments

- 1. J Minutes of the BIU Band Hall Community Committee Meeting 02/04/2019
- 2. J Letter of resignation from Ms Kyla Vine

ANTHONY MISAGH CHIEF OPERATIONS OFFICER

JAMES RONCON GENERAL MANAGER

BIU Band Hall Section 355 Committee Meeting Minutes for Tuesday 19th February 2019

Apologies: Present: Mark Curtis, Branko Licul, Robynne Sanderson, Kyla Vine, Lisa McAllister, Loene Crowley, Rebecca McLaughlin

Minutes of previous meeting : Accepted M: Kyla S: Lisa

Business arising:

Commenced : 6:45pm

- 1) First Aid Kit Kyla and Lisa still need to follow up.
- 2) Hazard Inspection has been done and submitted to Council. Will wait to hear about the many small improvements to be made.
- 3) Electrical Test and Tag needs to be scheduled Peter Harvey can do this.
- 4) We have new hot water.
- 5) Air conditioner has now burnt out and still leaks water, Loene has reported this to Council.
- 6) New fee structure needs to be submitted to Council, Kyla to do this.
- 7) Welcome to Rebecca, our new contact person in Council.

Correspondence in:

Phone call requesting hire of hall for a wedding on 24th Feb. Letter of introduction from Rebecca McLaughlin, new Infrastructure Projects Officer Notice of fees and charges review by Council

Correspondence out:

none

Treasurers Report:

See attached.

General Business:

- 1) Mark to organise two quotes for LED lighting in the hall.
- 2) Robynne has drafted a new Hall Hire Agreement, Information Sheet and Tax Invoice. Will email the tax invoice template to Lisa.
- 3) Mark to check when AGM is needed.
- 4) Kyla tabled a letter of resignation as she is moving to Melbourne, and the committee members thanked her for her time as secretary.

Meeting ended: 7:20pm Next meeting 26th March 2019.

BIU Band Hall section 355 Committee P.O. Box 125, Broken Hill 2880.

Mark Curtis President

20th February 2019

Dear Mark,

It is with regret that I tender my resignation as secretary of the Band Hall 355 Committee, as I am moving to Melbourne to live with my daughter Bethany and support her during her last year at school. I leave on the 1st of March. I have enjoyed being part of the committee and may return to Broken Hill in 2020, in which case I will be glad to be a member again.

Regards,

thyla Vie

Kyla Vine, secretary BIU Band Hall 355 Committee.

QUESTIONS TAKEN ON NOTICE FROM PREVIOUS COUNCIL MEETINGS

ORDINARY MEETING OF THE COUNCIL

May 31, 2019

ITEM 1

QUESTIONS ON NOTICE NO. 6/19

SUBJECT:COUNCILLOR QUESTIONS TAKEN ON NOTICE AT THE MAY
2019 COUNCIL MEETING15/159, 11/397, 11/161, 12/14, 18/41

Summary

The report provides responses to questions raised by Councillors during the March 2019 Council Meeting, which were taken on notice.

Recommendation

1. That Questions On Notice No. 6/19 dated May 31, 2019, be received.

Background

Following are responses to a questions raised by Councillors which the Mayor and/or General Manager took on notice at the May 2019 Council Meeting.

Question:	<u>Tourist and Travellers Centre 15/159</u> The Mayor and General Manager took questions on notice from Councillor Kennedy relating to Report No. 62/19 regarding:	
	a) the accuracy of the lease rental income stated in the report for the Tourist and Travellers Centre; and	
	 b) if Councillors could be given an update on the status of the vacant shops at the Tourist and Travellers Centre. 	
Response:	a. The accuracy of the lease/rental income stated has come from data contained within the annual audited financial statements. The reason for the reduction in revenue in the 2010/2011 financial year when compared to the previous financial year was due to the lessee of the Café defaulting on the lease agreement and subsequently leaving as well as two other tenants vacating their shop fronts in 2010/2011. Council negotiated a new peppercorn café lease in 2011/2012 and has endured problems in finding paying tenants in subsequent years. Both these factors have contributed in less than desirable rental income.	
	 First National Broken Hill were awarded the management contract for Council's commercial properties in late 2018. So far this year we have had one interested party contact Council and 	

	subsequently First National, who viewed the available space. This did not result in a lease.
	First National are in the process of advertising to the market in the coming weeks.
Question:	Broken Hill Traffic Committee 11/397
	The Mayor took a question on notice from Councillor Kennedy regarding whether the Traffic Committee was aware that the traffic lights on the corner of Oxide and Argent Streets were malfunctioning.
	Councillor Browne advised that she will raise this matter at the next Traffic Committee Meeting.
Response:	Councillor Marion Browne raised the question at the June meeting. The timing of the traffic lights at Oxide and Argent Streets was discussed. It was noted that the opinion of some people is that the lights
	do not change quick enough.
	David Vant, RMS requested the correspondence be forwarded to him via email as a separate issue,
	RMS to review and inspect and if they are unable to resolve, escalation to Sydney.
Question:	Action List Items 11/161, 12/14
	Councillor Kennedy asked why the following items had been removed from the Action List before the action was complete, stating that each item required a further report to Council which has not been provided:
	a) Item from August 2018 Council Meeting regarding investigating options to re-open Imperial Lakes
	b) Item from August 2018 Council Meeting regarding a review of the Public Art Policy
Response:	A. Imperial Lakes – Please refer to resolution Minute 45979 as adopted at the December 2018 Ordinary meeting of Council, closing this matter.
	B. Public Art Policy - The current Public Art Policy is dated 2010. A review was undertaken of all Gallery policies in 2018/19 including the Public Art Policy which were all finalised this month. The process now with all these drafts is for staff stakeholders to review before being circulated to the Gallery Advisory Committee for feedback and then taken to Council for exhibition and resolution. This item was removed from the Action List by resolution of Council, October 2018, Minute No. 45942.
Question:	Council's Draft Sustainability Strategy 18/41
	Councillor Kennedy asked why the Draft Sustainability Strategy that was recently on public exhibition did not contain details of the labour costs for

	Council's staff to implement and manage sustainability/recycling initiatives/transfer station; the cost of additional staff; the cost of installing CCTV cameras contained within the Strategy? Also why weren't Councillors advised of these costs when they approved the transfer station development?
Response:	A comprehensive response was provided to the May 2019 Ordinary Meeting of Council, explaining the purpose of a strategy document.
	The balance of the statement / question should be clearly articulated in written form, citing relevant documents from which the information has been gathered, so as to ensure an appropriate response can be provided.

Attachments

There are no attachments for this report

JAMES RONCON GENERAL MANAGER

<u>CLOSED</u>

Council Meeting to be held Wednesday, June 26, 2019

1. BROKEN HILL CITY COUNCIL REPORT NO. 99/19 - DATED JUNE 04, 2019 - WILLYAMA COMMON TRUST LICENCE TO BROKEN HILL PARKRUN - CONFIDENTIAL

(General Manager's Note: This report considers a licence and is deemed confidential under Section 10A(2) (c) of the Local Government Act, 1993 which provides for information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business).

2. BROKEN HILL CITY COUNCIL REPORT NO. 100/19 - DATED JUNE 13, 2019 - WRITE OFF BAD DEBTS - INLAND NSW REGIONAL TOURISM ORGANISATION INCORPORATED & ENERGETICA PTY LTD -CONFIDENTIAL

(<u>General Manager's Note</u>: This report is deemed confidential under Section 10A(2) (b) of the Local Government Act, 1993 which contains matters that will involve the discussion of the personal hardship of any resident or rate payer).