



BUSINESS PAPER

Infrastructure and Environment
Committee Meeting

Council Chambers
20 October 2025

5.30pm

BROKEN HILL

CITY COUNCIL

AUSTRALIA'S FIRST
HERITAGE LISTED CITY

MEMBERS OF THE INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

Mayor Kennedy, Deputy Mayor Hickey (Chairperson) Councillor Algate, Councillor Chandler, Councillor Page and Councillor Turley.

Notice is hereby given, in accordance with the provisions of the *Local Government Act 1993*, that the Infrastructure and Environment Committee of the Broken Hill City Council will be held in the Council Chambers on **Monday 20 October 2025** commencing at **5:30pm** to consider the following business:

AGENDA	
1	Opening the Meeting
2	Apologies
3	Leave of Absence Applications
4	Prayer
5	Acknowledgement of Country
6	Acknowledgement of Broken Hill's Mining History
7	Minutes for Confirmation
8	Disclosure of Interest
9	Reports
10	Confidential Matters
11	Conclusion of the Meeting

STATEMENT OF ETHICAL OBLIGATIONS

All Councillors undertook an Oath or Affirmation at the beginning of their term of office and declared to undertake the duties of the office of Councillor in the best interests of the people of the Broken Hill Local Government Area and the City of Broken Hill; and that they will faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the *Local Government Act 1993* or any other Act to the best of their ability and judgment.

LIVE STREAMING OF COUNCIL MEETINGS

This Committee Meeting is being livestreamed via YouTube and recorded and published online via Council's website. To those present in the meeting today, by attending in this public meeting you are consenting to your image, voice and comments being recorded and published.

The Chairperson and/or General Manager have the authority to pause the livestream if comments or debate are considered defamatory or otherwise inappropriate for publishing.

Participants are advised that they may be subject to legal action if they engage in unlawful behaviour or commentary.

JAY NANKIVELL
GENERAL MANAGER

MINUTES FOR CONFIRMATION

Minutes of the Infrastructure and Environment Committee of the City of Broken Hill held Monday, September 15, 2025.

MINUTES OF THE INFRASTRUCTURE AND ENVIRONMENT COMMITTEE
MEETING HELD MONDAY, SEPTEMBER 15, 2025 (5:30 PM)

PRESENT:

Councillor T Kennedy (Mayor) Councillor J Hickey (Deputy Mayor and Chairperson), Councillors B Algate, A Chandler and R Page.

General Manager, Director Infrastructure and Environment and Executive Officer.

Media (nil), Members of the Public (nil).

APOLOGIES:

Nil.

LEAVE OF ABSENCE
APPLICATIONS:

Nil.

PRAYER

Mayor Kennedy delivered the Prayer.

ACKNOWLEDGEMENT OF COUNTRY

Councillor Page delivered the Acknowledgement of Country.

ACKNOWLEDGEMENT OF BROKEN HILL'S MINING HISTORY

Councillor Algate delivered the Acknowledgement of Broken Hill's Mining History.

MINUTES FOR CONFIRMATION

Recommendation

Moved Mayor Tom Kennedy, Seconded Councillor Ron Page

That the Minutes of the Infrastructure and Environment Committee meeting held Monday August 18, 2025 be confirmed.

CARRIED UNANIMOUSLY

DISCLOSURE OF INTEREST

Nil.

REPORTS

1. BROKEN HILL CITY COUNCIL REPORT NO. 171/25 - DATED AUGUST 18, 2025 - TRANSPORT FOR NSW DELEGATION TO COUNCILS D25/37850

Recommendation

Moved Councillor Bob Algate, Seconded Mayor Tom Kennedy

1. That Broken Hill City Council Report No. 171/25 dated August 18, 2025, be received.
2. That Council adopts the Delegation and Authorisation from Transport NSW – *“Prescribed Traffic Control Devices and Regulation of Traffic”* and note that this Delegation and Authorisation replaces the instrument of 31 October 2011 titled *“Roads and Maritime Services – Delegation to Councils”* and the instrument of 12 December 2023 titled *“Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils No 2.”*
3. That pursuant to *Section 377 and 378 of the Local Government Act 1993*, Council delegates the Delegation and Authorisation from Transport NSW - *“Prescribed Traffic Control Devices and Regulation of Traffic”*, to the General Manager; and authorises that the General Manager may sub-delegate these functions to relevant staff pursuant to *Section 378 of the Local Government Act 1993* along with revoking the previous delegations and authorisations from the instruments of 31 October 2011 and 12 December 2023.
4. That Council renames the Broken Hill Local Traffic Committee, the Broken Hill Local Transport Forum as per the requirements of the Transport NSW Delegation and Authorisation – *“Prescribed Traffic Control Devices and Regulation of Traffic”* to allow the for consultation on particular matters prescribed by the 2025 instrument.
5. That Council invites additional stakeholder representatives to join the Local Transport Forum as outlined in the 2025 Transport NSW Delegation and Authorisation.
6. That Council's resolution along with a copy of the Delegation and Authorisation from Transport NSW be forwarded to the Local Transport Forum once established, for noting at their next meeting.

CARRIED UNANIMOUSLY

2. BROKEN HILL CITY COUNCIL REPORT NO. 172/25 - DATED JULY 29, 2025 - DRAFT CEMETERY MANAGEMENT POLICY D25/33788

Recommendation

Moved Councillor Bob Algate, Seconded Councillor Ron Page

1. That Broken Hill City Council Report No. 172/25 dated July 29, 2025, be received.
2. That Council endorses the Draft Cemetery Management Policy for the purpose of public exhibition.

3. That the Draft Cemetery Management Policy be exhibited for public comment for a period of 28 days.
4. That a report be presented to Council at the conclusion of the public exhibition period, outlining the public submissions received and any recommended amendment arising, with a view to adopt the Draft Cemetery Management Policy.

CARRIED UNANIMOUSLY

3. BROKEN HILL CITY COUNCIL REPORT NO. 173/25 - DATED AUGUST 20, 2025 - RESULTS OF COMMUNITY SURVEY REGARDING THE NEED FOR A WEEKLY FOOD AND ORGANICS WASTE COLLECTION SERVICE D25/38377

Recommendation

Moved Mayor Tom Kennedy, Seconded Councillor Bob Algate

1. That Broken Hill City Council Report No. 173/25 dated August 20, 2025, be received.
2. That Council notes the results of the Facebook community survey regarding whether the community would be willing to pay for a weekly food and organics waste collection service, as opposed to the current fortnightly service.
3. That as per Council's Waste & Sustainable Materials Strategy investigate Commercial options to reintroduce organic recycling for the City.

CARRIED UNANIMOUSLY

Procedural Motion

Moved Councillor Bob Algate, Seconded Councillor Ron Page

That the meeting moved into closed session in accordance with the Local Government Act 1993 Section 10A(2) whilst the confidential matter is considered

CARRIED UNANIMOUSLY

There were nil members of the public or media present. The livestreaming of the meeting ceased at 5:41pm and the meeting moved into closed session.

CONFIDENTIAL MATTERS

4. BROKEN HILL CITY COUNCIL REPORT NO. 174/25 - DATED SEPTEMBER 09, 2025 - PROPOSED PURCHASE OF LAND - **CONFIDENTIAL**
(General Manager's Note: This report considers purchase of land 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).

Recommendation**Moved Councillor Bob Algate, Seconded Mayor Tom Kennedy**

- 1. That Broken Hill City Council Report No. 174/25 dated September 9, 2025, be received.**
- 2. That Council approves the purchase of vacant land at Lot 5 Section 21 DP758018, Lot A DP334216, Lot B DP 334216, Lot 22 Section 21 DP758018 and Lot 7 Section 21 DP758018 for its future use for a housing sub-division and authorises the General Manager to negotiate the purchase of the subject land within the land valuation range as detailed in this report.**
- 3. That the Mayor and General Manager be authorised to execute the purchase of the subject land and sign relevant documentation under the Common Seal of Council.**
- 4. That, should Council be successful in acquiring the subject land, the land be classified by Council as Operational Land as per *Chapter 6, Part 2 of the Local Government Act 1993*.**

CARRIED UNANIMOUSLY**Procedural Motion****Moved Mayor Tom Kennedy, Seconded Councillor Bob Algate**

That the meeting resumes in open session.

CARRIED UNANIMOUSLY*The Meeting resumed in open session at 5:49pm and the livestreaming recommenced.*

There being no further business to consider, the meeting was declared closed at 5:49pm.

The foregoing minutes were read and confirmed at the Infrastructure and Environment Committee meeting held on 20 October 2025.

Chairperson

REPORTS

1. BROKEN HILL CITY COUNCIL REPORT NO. 193/25 - DATED OCTOBER 13, 2025 - ADOPTION OF DRAFT LOCAL TRANSPORT FORUM TERMS OF REFERENCE WHICH INCORPORATES THE 2025 TRANSPORT FOR NSW AUTHORISATION AND DELEGATION TO COUNCILS (D25/47602)9
2. BROKEN HILL CITY COUNCIL REPORT NO. 194/25 - DATED OCTOBER 10, 2025 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING - NO.461, HELD ON TUESDAY, 16 SEPTEMBER 2025 AND MEETING NO.462, HELD ON TUESDAY, 7 OCTOBER 2025 (D25/47398).....23

INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

October 13, 2025

ITEM 1BROKEN HILL CITY COUNCIL REPORT NO. 193/25

SUBJECT: ADOPTION OF DRAFT LOCAL TRANSPORT FORUM TERMS OF REFERENCE WHICH INCORPORATES THE 2025 TRANSPORT FOR NSW AUTHORISATION AND DELEGATION TO COUNCILS
D25/47602

Recommendation

1. That Broken Hill City Council Report No. 193/25 dated October 13, 2025, be received.
2. That Council adopts the draft Local Transport Forum Terms of Reference (amended Local Traffic Committee Terms of Reference) to incorporate the consideration of matters relating to the Transport for NSW Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic, adopted by Council at the 24 September 2025 Council Meeting Minute No. 47976.

Executive Summary:

Council considered correspondence from Transport for NSW dated 23 July 2025 at its Ordinary Meeting held 24 September 2025 which issued an Authorisation and Delegation instrument *“Prescribed Traffic Control Devices and Regulation of Traffic”* to Council (Minute No. 47976).

The new Delegation and Authorisation replaces the delegation of 31 October 2011 titled *“Roads and Maritime Services – Delegation to Councils”* and the delegation of 12 December 2023 titled *“Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils No 2”*, which are no longer in force.

Pursuant to *Section 377 of the Local Government Act 1993* Council delegated the Authorisation and Delegation instrument to the General Manager, who will then in turn (pursuant to *Section 378 of the Local Government Act 1993*) will issue sub-delegations to staff to undertake these duties.

To enable Council to consider matters relating to the Transport for NSW Authorisation and Delegation, Council has amended the Local Traffic Committee Terms of Reference to include the change of name to the Local Transport Forum and incorporated the additional functions and conditions.

Report:

Council considered correspondence from Transport for NSW dated 23 July 2025 at its Ordinary Meeting held 24 September 2025 which issued an Authorisation and Delegation instrument *“Prescribed Traffic Control Devices and Regulation of Traffic”* to Council (Minute No. 47976).

The new Delegation and Authorisation replaces the delegation of 31 October 2011 titled *“Roads and Maritime Services – Delegation to Councils”* and the delegation of 12 December 2023 titled *“Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils No 2”*, which are no longer in force

The 2025 Transport NSW Authorisation and Delegation Instrument will allow Council to not only manage the delivery of routine works such as parking management and pedestrian safety improvements (as delegated to councils in 2023) but will extend to allow Councils to:

- Independently manage traffic and transport matters on local streets;
- It also authorises Council delegates (or third parties such as developers, road construction contractors etc), under *Section 122(b) of the Roads Transport Act 2013*, to install or display (or interfere with, alter, or remove) prescribed traffic control devices required to give effect to the carrying out of traffic control work except where indicated as restricted in the Transport for NSW “Traffic Signs Register”, subject to the conditions and limitations set out in Schedule 4 of the instrument;
- and gives consent under *Section 87(4) of the Roads Act 1993*, to the construction, installation, maintenance, repair, removal, or replacement of portable traffic control lights used temporarily by a delegate in the context of carrying out road work or traffic control work, subject to the conditions and limitations set out in Schedule 4;
- and directs that failure to comply with the conditions and limitations set out in Schedule 4 will render the prescribed traffic control device authorisation and delegation inoperative with respect to the functions exercised.

Condition 2 of the new Transport NSW Instrument requires the renaming of the Local Traffic Committees to now be called the Local Transport Forums to reflect its function and focus as an advisory body dedicated to technical advice, information sharing, and coordination on matters related to transportation, movement, and accessibility.

Membership of the Local Transport Forum will consist of a representative from each of the following:

- The delegate (Broken Hill City Council).
- Transport for NSW.
- NSW Police Force.
- The Local Member/s of Parliament.
- The operator of any public passenger service likely to be affected by traffic control work proposed by Council.
- Council may invite any other person to attend the Local Transport Forum.

All previous traffic matters which were considered by the Local Traffic Committee will continue to be presented to the Local Transport Forum with the addition of transport related matters that are the subject of the 2025 Transport NSW Authorisation and Delegation to Councils. The Local Transport Forum will provide recommendations from their meetings to the next available Council Meeting for adoption.

Council’s current Local Traffic Committee Terms of Reference has been amended to include the functions and conditions of the 2025 Transport for NSW Authorisation and Delegation Instrument and is attached for Council’s consideration of adoption to enable the Local Transport Forum to be formed and commence operating.

Community Engagement:

Nil additional. The majority of matters that are referred to the Local Traffic Forum stem from issues raised by the community.

Strategic Direction:

Key Direction:	4.	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.4	Support the organisation to operate within its legal framework

Relevant Legislation:

Local Government Act 1993, Sections 377 and 378
Roads Act 1993, Sections 71, 87 and 115
Roads Transport Act 2013, Section 121 and 122
Road Transport (General) Regulation 2021, Section 26
Work Health and Safety Act 2011

Financial Implications:

Nil.

Attachments

1. [↓](#) draft Local Transport Forum - Terms of Reference

CODIE HOWARD
DIRECTOR INFRASTRUCTURE AND ENVIRONMENT

JAY NANKIVELL
GENERAL MANAGER



LOCAL ~~TRAFFIC COMMITTEE~~TRANSPORT FORUM (LTFC) – TERMS OF REFERENCE

QUALITY CONTROL		
EDRMS REFERENCES	11/397 – D22/5125	
RESPONSIBLE POSITION	Chief Assets and Projects Officer Director Infrastructure and Environment	
SUPPORT POSITION/S	Corporate Services Administration Officer	
APPROVED BY	Local Traffic Committee Council	
REVIEW DATE	February 2023 October 2028	REVISION NUMBER 21
EFFECTIVE DATE	ACTION	ENDORSED BY
November 2022	Council Resolution - Review the Local Traffic Committee Terms of Reference	Minute Number 47055
February and March 2023	LTC reviewed draft Terms of Reference	LTC Meetings: 432 - 7/02/2023 433 - 7/03/2023
<u>26 April 2023</u>	<u>Adoption</u>	<u>Minute Number 47189</u>
<u>29 October 2025</u>		

1. INTRODUCTION

The Local ~~Traffic Committee~~Transport Forum (LTFC) is primarily a technical review committee, which is required to advise the Council on matters referred by Council. These matters must be related to delegated authority.

Under the '~~Delegation to Councils – Regulation of Traffic~~Transport for NSW Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic' ~~delegated to NSW Councils on 21 July 2025~~ document, Council is required to seek the advice ~~of the Local Transport Forum of the NSW Police and Transport for NSW (TfNSW)~~ prior to exercising their delegated functions ~~for regulating traffic within Broken Hill Local Government Area, being:~~

- a) the functions and powers of Transport for NSW under section 115(2) of the Roads Act 1993 to regulate traffic on a public road for purposes other than those set out in that section.

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b) The power to establish and operate a special event parking scheme for a road under Part 8, Division 3 of the Roads Transport (General) Regulation 2021.

2. PURPOSE

Transport for NSW (TfNSW) is legislated as the organisation responsible for the control of traffic on all roads in New South Wales. The Local ~~Traffic Committee~~ Transport Forum (LTF) 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.

~~Matters related to State Roads or functions that have not been delegated to the elected Council must be referred directly to the TfNSW or relevant organisation. Such matters must not be referred to the LTC.~~

These matters must be related to prescribed traffic control devices and traffic control facilities for which Council has delegated authority. The LTF should consider the technical merits of the proposal and ensure that the proposal meets current technical guidelines.

Matters related to State Roads or functions that have not been delegated to the elected Council must be referred directly to the TfNSW or relevant organisation. Such matters must not be referred to the LTF.

TfNSW has retained both the control of traffic on the State's classified road network and the control of traffic signals on all roads.

The delegation to Council, limits the types of prescribed traffic control devices and traffic control facilities that Council can authorise and imposes certain conditions on Council as follows:

2.1 EXTRACTS FROM THE TRANSPORT FOR NSW AUTHORISATION AND DELEGATION PRESCRIBED TRAFFIC CONTROL DEVICES AND REGULATION OF TRAFFIC Roads Act 1993 and Road Transport Act 2013 dated 21/07/2025

2.1.1 FUNCTION

The functions being:

a) The functions and powers of Transport NSW under section 115(2) of the Roads Act 1993 to regulate traffic on a public road for purposes other than those set out in that section.

b) The power to establish and operate a special event parking scheme for a road under Part 8, Division 3 of the Roads Transport (General) Regulation 2021.

2.1.2 CONDITIONS AND LIMITATIONS

(i) Scope of Authorisation and Delegation

Council must not exercise a function listed above and may not use the prescribed TfNSW traffic control device authorisation:

a) Outside Council's Local Government Area as constituted under the Local Government Act 1993;

b) On a road or part of a road classified as a Freeway, Controlled Access Road, Tollway, or Transitway, or

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c) On any road identified with the 'Administration Category' of 'State' in the 'Schedule of Classified Roads and Unclassified Regional Roads' (as published and amended from time to time by TfNSW), except with the written consent of TfNSW.

Note: The prescribed traffic control device authorisation allows Council to install, display, etc. those devices and extends to the engagement of third parties (such as developers, road construction contractors, etc) to install and display such devices as a consequence of Council's resolution and approval under the TfNSW delegation and authorisation instrument.

(ii) Local Transport Forum

a) Council must convene a Local Transport Forum to which a representative from each of the following is invited to attend:

- i) Council
- ii) Transport for NSW
- iii) NSW Police Force
- iv) The Local Member(s) of NSW Parliament
- v) The operator of any public passenger service likely to be affected by traffic control work proposed by the Council

b) Council may invite any other person to attend the Local Transport Forum.

c) Council may seek technical advice from the Local Transport Forum.

d) The Local Transport Forum is to provide advice to the Council on any matter put before it for advice.

e) Council must consider any advice provided by the Local Transport Forum.

(iii) Mandatory Prior Referral of Some Proposals

a) Council must refer to the Local Transport Forum any proposal to exercise a function listed above or to use the prescribed traffic control device authorisation where that proposal would:

for a period exceeding 6 months:

i) Restrict or prohibit passage along a road of any person, vehicles, or animals;

or

ii) Compel or prevent a turn from one public road to another public road;

or

For a period exceeding 24 hours:

iii) Prevent, impede, or hinder the safe or effective operation of a public passenger service; or

iv) Prevent access to a public transport station, stop, wharf, or service; or

v) Remove or render less effective any bus priority measure.

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b) Following consideration of advice provided by the Local Transport Forum, Council may proceed with the proposal unless TfNSW representative advises the meeting of the Local Transport Forum that TfNSW will be submitting a Statement of Concern within seven (7) days.

c) If a Statement of Concern has been provided to the delegate in accordance with clause b) above, Council may not exercise the relevant function until a further seven (7) days after it has circulated to the members of the Local Transport Forum, a written response addressing the Statement of Concern and setting out the Council's reasons for proceeding to exercise the function.

One of the conditions requires Council to obtain the advice of TfNSW and the NSW Police prior to proceeding with any proposal. Council must refer all traffic related matters to the LTC prior to exercising its delegated functions.

2.1.3 PRESERVATION OF HEAD OF POWER (TfNSW)

Transport for NSW reserves all and any rights and powers, including to:

(a) Direct a public authority under clause 8I of Schedule 1 of the Transport Administration Act 1998, or alter or remove, or direct the alteration or removal of any prescribed traffic control device, under Part 5.3, Division 2 of the Road Transport Act 2013; and

(b) Carry out road work in accordance with Part 6 of the Roads Act 1993; and

(c) Carry out traffic control work on any public road, including exclusive power to carry out or consent to the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control light under section 87 of the Roads Act 1993; and

(d) Regulate traffic under Part 8 of the Roads Act 1993.

(e) Revoke or withdraw the 2025 delegation and authorisation, or any component of it, at any time with respect to any or all delegates (Councils).

The 2025 TfNSW delegation and authorisation instrument to Councils – Prescribed Traffic Control Devices and Regulation of Traffic does not affect TfNSW nor Council's rights and powers under legislation.

Council continues to have powers to undertake road work under Section 71 of the Roads Act 1993, to undertake traffic control work on unclassified roads under Section 87 of the Roads Act 1993, and to regulate traffic under Section 115 to complete those works. TfNSW retains the power to carry out traffic control work on any road, and to regulate traffic for any purpose.

In cases where, despite best efforts, TfNSW and Council cannot agree on a proposed course of action, options for TfNSW or the Minister for Roads to issue a direction to a roads authority or public authority under legislation are not affected by the 2025 TfNSW delegation and authorisation instrument.

3. COORDINATION

Council must consult any public passenger service operator, either directly or via the LTF, before exercising any function listed at 2.1.1 or using the prescribed traffic control device authorisation where it is likely to affect the operation of a public passenger service provided by that operator. Details of such consultation undertaken outside of the LTF must be tabled at the LTF as soon as practicable.

Details of such consultation undertaken outside of the LTF must be tabled at the LTF as soon as practicable.

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Council must give not less than seven (7) days' notice to NSW Policy Force and TfNSW, either directly or via the LTF, before regulating traffic under the TfNSW delegation and authorisation for the purposes of a public event.

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3.4. MEMBERSHIP

Council must convene a Local Transport Forum The LTF is to comprise of four five (54) formal members as per the TfNSW 2025 delegation and authorisation. The members are as follows:

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- one representative of Council;
- one representative of the NSW Police;
- one representative of TfNSW;
- the local State Member of Parliament (MP) or their nominee;
- One representative of the operator of any local public passenger service

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The Council's representative may be any Councillor or Council officer. The Council representative may be a sub-delegate if Council has formally approved this.

The Council (in consultation with the formal members of the LTF) may also decide to have additional informal (non-voting) observers to the LTF who can provide input into the process.

These additional advisors can include:

- Road Safety Officer/Compliance Officer
- Fire Service representative
- Ambulance representative
- ~~TfNSW representative~~
- ~~Bus Operator representative~~

Informal advisors are not required to attend every LTF meeting. Their attendance is only required when items appear on the agenda which effect their area of expertise or responsibility.

~~The informal advisors of the committee are not entitled to a vote.~~

4.5. CHAIRPERSON

The Chairperson shall be a representative of Council who shall chair and maintain order at all meetings at which he/she is present. The Chairperson may vote on all matters and when voting is equal shall have the casting vote.

In their absence, the Chairperson shall nominate an incumbent member of the LTF to hold the role in an acting capacity on his/her behalf. During this period, the acting Chairperson shall have and may exercise all the powers of the Chairperson.

5.6. SECRETARIAT SERVICES

A nominated Corporate Services Administration Officer, or where required appropriate Council officer, will undertake the secretariate role of the LTF.

| The Secretary will make the necessary arrangement for a suitable meeting place and facilities will
| be made available for the purposes of conducting LTFC meetings. Council will provide stationery
| and other materials as needed.

6.7. KEEPING OF RECORDS

The LTFC is required to keep all proper records. These records are to be saved into Council's Electronic Document and Records Management System.

Minutes of each LTFC meeting are to be submitted to Council within the requested time for inclusion in the Council Business Paper and shall include the LTF's recommendations (for the exercising of TfNSW's delegations and authorisations to Council for resolution), prior to each month's Council meeting.

A post facto record of any use of the prescribed traffic control device authorisation (excluding any instance that has already been the subject of prior referral per condition 2.1.2 (iii) - Mandatory prior referral of some proposals must be tabled at a LTF.

Proceedings of the LTF must be made publicly available online in an easily accessible manner as soon as practicable and must include:

- Meeting agenda
- Meeting minutes
- Any formal records of use of the prescribed traffic control device authorisation (including those circulated to members out-of-session)
- The entirety of any Statements of Concern submitted by TfNSW relating to the 2.1.2 Conditions and Limitations (iii) Mandatory prior referral of some proposals.
- The entirety of any Council response to a Statement of Concern under 2.1.2 Conditions and Limitations (iii) Mandatory prior referral of some proposals.
- Any additional information may be included at Council's discretion.

As mentioned above in this section, a post facto record of any use of the prescribed traffic control device authorisation must also be made publicly available online and must include:

- Type
- Specific location
- Date
- Any additional information may be included at Council's discretion.

7.8. AGENDA

All LTFC meetings require the preparation of an agenda.

A LTFC agenda must be prepared by Council and circulated to all formal members and informal observer of the committee, a minimum of one week prior to the meeting. This will allow members to fully consider the issues and determine their response on each item. This period will also allow a site visit if necessary.

For each agenda item, Council must prepare a report containing the following:

- A summary of the issue.
- Details of the proposed solution including a plan if the proposal involves signs, lines or structures.
- Details of the policies/guidelines/standards used (if any) and the proposed recommendation to the elected Council.

This report must be sent to the members of the LTFC with the Agenda.

The Secretary will distribute the Agenda and Minutes of the last meeting, following receipt of the Council Resolution from the previous committee meeting. These documents will be distributed the week prior to the next scheduled committee meeting.

If a member wishes to raise an "urgent" matter that is not on the agenda, this can be addressed at the meeting in the 'General Business' section of the meeting.

8.9. MEETINGS AND FORMAT

At LTFC meetings the following are at the discretion of Council:

- Conduct at meeting;
- Frequency of meetings;
- Format of meetings;
- Provision for a public gallery.

The LTFC will meet on the first Tuesday of each month at the Council Administrative Centre located at 240 Blende Street, Broken Hill, NSW.

The meeting is to be convened by the Chairperson.

A quorum is not required to allow an LTFC to proceed but any advice can only be returned to the elected Council by the LTFC if the views of TfNSW and the NSW Police have been obtained.

9.10. ALTERNATIVE MEETING FORMATS

- Electronic meetings/correspondence – where the advice of members is required via email. This allows items to be considered as they arise and reduce response time.
- A combination of electronic, such as 'Teams' and face-to-face meetings. This allows minor issues to be addressed between meetings. The response time for minor issues may be reduced using this format and this format can result in shorter face to face meetings. It may even be possible to increase the interval between meetings.

Note: Should Council wish to adopt these (or any other) alternate formats, then they should seek the advice of the TfNSW prior to making a final decision.

Note: Any change to the meeting format must be agreed to by the formal members of the LTFC. When proposing to discuss a format change, reasonable advanced notice must be provided.

10.11. MINUTES OF MEETINGS

All LTFC meetings require the preparation of minutes. Council must prepare the minutes of the meeting. Copies of the LTFC minutes must be forwarded to the representatives for both TfNSW and NSW Police for confirmation of meeting minutes and recommendations determined by the committee. Upon confirmation meeting minutes will be forwarded to LTFC members, prior to recommendations either being presented to the elected Council or acted on by the Council's sub-delegate.

Where there is no representative from either TfNSW or NSW Police in attendance at a scheduled meeting, draft minutes of the LTFC meeting is to be provided to the NSW Police and TfNSW representatives to enable any comment on the meeting items discussed in their absence. *This is stated in the TfNSW – A guide to delegation to councils for the regulation of Traffic (including the operation of Traffic Committees), see page 12;*

"Due to the fact that the Transport for NSW and the NSW Police have the power to appeal certain decisions of the Council, the LTFC cannot provide its advice to Council until both the Transport for NSW and the NSW Police have provided their vote on the issue."

Council may also need to prepare a report to the elected Council. This report must indicate the type of support from the LTFC (i.e., unanimous or not unanimous). Where the advice is not unanimous, dissenting votes should be noted. All proposals recommended by the LTFC must still be formally approved by the elected Council ~~(or their sub-delegate)~~, subject to certain limitations.

The Secretary will record the Minutes. Minutes will contain the following information:

- Date, time and place of the meeting;
- Acknowledgement of Country;
- Present;
- Apologies;
- Disclosure of Interest;
- Adoption of previous minutes;
- Council Resolution;
- Correspondence In;
- Correspondence out;
- General Business;
- Action Item List including details of each matter discussed by the committee, and recommendations for Council;
- Next Meeting Date;
- Time meeting closed.

11.12. VOTING

The committee is composed of four formal members each with one vote. These four members are a representative from Council, the Police, TfNSW and the Local State Member of Parliament or their nominee. For example:

- Where the LTC is chaired by a convenor who is a member of the elected Council and the LTC also has a Council staff member on the committee, the Council as an organisation is still only entitled to one vote (i.e., the Council representatives are not entitled to a vote each.
- Where the Council representative is also the convenor, the Council is still only entitled to one vote. There is no casting vote available to the convenor in the case of a tied vote.

LTC advice on a proposal referred by Council must be one of the following

- Unanimous support;
- Majority support;
- Split vote;
- Minority support; or
- Unanimous decline.

There is no requirement for voting at LTF meetings as Council is exclusively responsible for decisions it takes on local roads. Members and attendees are to provide advice in good faith, share information, and coordinate activities and plans. Council is obliged to consider any advice provided by the LTF, but any decisions (and the exercise of an authorised or delegated functions itself) are the sole responsibility of Council regardless of the advice of the LTF.

A Council's action on the LTF advice will be:

- If Council is in agreement with the LTF ~~unanimous support~~ recommendation of support, then the proposal may be approved. In these cases, there is no conflict between Council and the advice of the LTC, consequently there is no need for Council to inform the TfNSW or the NSW Police representatives of the decision.
- If Council is in agreement with the LTF ~~unanimous support~~ recommendation of support, but no longer wants to proceed, the proposal may still be rejected.
- If Council is in agreement with the LTF ~~unanimous recommendation to~~ decline, then the proposal may be rejected. In these cases, there is no conflict between Council and the advice of the LTF. Consequently, there is no need for Council to inform the TfNSW or the NSW Police representatives of the decision.
- ~~If Council decides to proceed with a proposal where the advice of the LTC is not unanimous support, then the Council must first advise the TfNSW and the NSW Police representatives in writing of their intention to approve the proposal. The TfNSW or the NSW Police may then lodge an appeal to the RTC.~~

12.13. DISCLOSURE OF INTERESTS

LTF members must declare any disclosure 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 noted and entered into minutes.

13.14. DEFINITIONS AND ABBREVIATIONS

In this Terms of Reference, the following definitions will apply:

- LTF – Local ~~Traffic Committee~~ Transport Forum
- TfNSW – Transport for NSW
- LGA – Local Government Area

- TMP – Traffic Management Plan
- Regulate Traffic – for the purposes of the Roads Act means to restrict or prohibit the passage along a road of persons, vehicles or animals. ▲
- Restrict or prohibit passage – For the purpose of the 2025 TfNSW delegation and authorisation instrument:
 - 'Restrict' means a partial constraint, such as passage only during particular times or for particular purposes (e.g. 'local access only')
 - 'Prohibit' means to bar or prevent passage, such as a mid-block traffic filter.
 - For clarity, compelling or preventing a turn from one public road to another is a restriction on passage. A reduction in vehicle speed or road capacity does not constitute a restriction on passage.
- Roads Act – Roads Act 1993
- RTC – Regional Traffic Committee
- STMA – Road Transport (Safety and Traffic Management) Act 1999
- STMR – Road Transport (Safety and Traffic Management) Regulation 1999

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INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

October 10, 2025

ITEM 2BROKEN HILL CITY COUNCIL REPORT NO. 194/25

SUBJECT: MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING - NO.461, HELD ON TUESDAY, 16 SEPTEMBER 2025 AND MEETING NO.462, HELD ON TUESDAY, 7 OCTOBER 2025
D25/47398

Recommendation

1. That Broken Hill City Council Report No. 194/25 dated October 10, 2025, be received.
2. That the minutes of the Local Traffic Committee – Meeting No.461, held on Tuesday, 16 September 2025 be endorsed.
3. That Item No.461.8.1 recommendation be received:
That correspondence be sent to the requestor, acknowledging their concerns and to inform of the Committee's determination, that signage in the area is in good condition and that the Comstock and Jamieson Street intersection has a clear visibility on both the northern and southern approaches.
4. That Item No.461.8.3 recommendation be received:
Correspondence will be sent to the business owner acknowledging their request for designated business owner parking and advised of the Committee's decision following a recent parking review in the area, which noted that other business owners are willing to park a block away to leave closer spaces available for customers.
5. That Item No.460.8.1 recommendation be received:
That Council remove the line marking and signage associated with the second disability parking space located on the southern side of Argent Street, adjacent to the Broken Hill Bookshop.
6. That Item No.457.10.2 recommendation be received:
That correspondence be sent to the PCYC advising of the Committee's decision and recommending they explore the installation of a designated disability parking space within their property.
7. That Item No.455.10.1 recommendation be received:
That Council change the 'Taxi Zone', adjacent to the Regional Aquatic Centre to a '5-Minute' parking space.
8. That the minutes of the Local Traffic Committee – Meeting No.462, held on Tuesday, 7 October 2025 be endorsed.
9. That Item No.462.8.1 recommendation be received:
That Council consult with the Far West Local Health District (FWLHD) to understand what parking conditions will be in place upon completion of its new Mental Health Unit.

10. That Item No.462.8.2 recommendations be received:

- *That the Local Traffic Committee endorse the proposed positions for installation of the new gateway signs at the welcome bays on Adelaide, Sydney and Tibooburra Roads.*
- *That Council's Planning and Building team be advised of the Committee's decision.*

11. That Item No.462.8.3 recommendation be received:

That Council note that the Local Traffic Committee endorse the Traffic Control Plan for the 2025 Christmas Pageant on Saturday, 6 December 2025.

12. That Item No.462.8.4 recommendation be received:

- *That Council grants approval for hatched diagonal lines to be painted on the roadway at the driveway entrances to 265 Oxide Street and that the full cost be borne by Uniting Hub.*
- *That Uniting Hub be advised of Council's decision and the required processes to undertake these works.*

13. That Item No.462.12 recommendation be received:

That the next scheduled meeting date for the Local Transport Forum be changed from Tuesday, 4 November to Wednesday, 5 November 2025, being that Tuesday, 4 November 2025 is Council's Picnic Day.

Executive Summary:

Under Guidelines published in March 2009 by the Roads and Traffic Authority (now known as Transport for NSW), 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 Transport for NSW 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 Transport for NSW 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 meetings, held on Tuesday, 16 September 2025 and Tuesday, 7 October 2025 which details recommendations to Council for consideration or endorsement.

Strategic Direction:

Key Direction:	4.	Our Leadership
Objective:	4.1	Openness and transparency in decision making
Strategy:	4.1.4	Support the organisation to operate within its legal framework

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. Minutes of the Local Traffic Committee - Meeting No.462, held on Tuesday, 7
[↓](#) October 2025
2. Minutes of the Local Traffic Committee - Meeting No.461, held on Tuesday, 16
[↓](#) September 2025

CODIE HOWARD
DIRECTOR INFRASTRUCTURE AND ENVIRONMENT

JAY NANKIVELL
GENERAL MANAGER

LOCAL TRAFFIC COMMITTEE MEETING

MINUTES OF MEETING No.462

Meeting held on Tuesday, 7 October 2025

Meeting commenced at 2pm

Location: Ground Floor Meeting Room, Council Administrative Centre

462.1 Acknowledgment of Country

Council's Director Infrastructure and Environment, Codie Howard chaired the meeting and welcomed all representatives present and recited the 'Acknowledgement of Country.'

'We acknowledge the traditional owners of the land upon which we meet today, the land of the Wilyakali people, and pay our respects to their elders; past, present and emerging.'

462.2 Present

Codie Howard	Director Infrastructure and Environment (Council Representative) – Chairperson
Clr Bob Algate	Councillor (Observer)
David Vant	Road Safety and Traffic Management, TfNSW (TfNSW) (Representative)
Tanya Ralph	Administrative Officer (Council – Secretariat)

462.3 Apologies

Troy Johnson	Manager Infrastructure Operations (Council Representative)
Chris Wallace	Inspector, NSW Police (Representative)
Peter Beven	Local Member (Delegated Representative)
Jenene House	Associate Community and Safety Partner – Far West Precinct, TfNSW (TfNSW) (Representative)

462.4 Absent

Brodie Horrigan	NSW Police (Representative)
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462.5 Disclosure of Interest – Nil

462.6 Adoption of Previous Minutes

Minutes from the Committee's meeting held on **Tuesday, 16 September 2025** are to be confirmed at the next scheduled meeting on **Wednesday, 5 November 2025**, as no members were present from the previous meeting.

462.7 Council Resolutions

The minutes of the Local Traffic Committee meeting held on Tuesday, 16 September 2025, were not available for adoption at Council's Ordinary Meeting held on Wednesday, 24 September 2025.

Council's resolution will be presented to the Local Transport Forum representatives following presentation to Council's Ordinary Meeting to be held on Wednesday, 29 October 2025.

462.8 Correspondence In

Item No.	EDRMS No.	Details
462.8.1	D25/43054	Request for designated parking spaces for Dialysis Unit for 'Dialysis Patients Only'
462.8.2	D25/46259 D25/46260	Request review of proposed locations for erection of Gateway Signs at Welcome Bays on Sydney Road, Tibooburra Road and Adelaide Road (Development Applications) – Broken Hill City Council
462.8.3	D25/46401	Road Closure Application – Christmas Pageant – 6/12/2025
462.8.4	D25/41296	Request for 'Keep Clear' line marking on roadway for driveway access at Uniting Hub, 265 Oxide Street

462.9 Correspondence Out – Nil

462.10 General Business

Item No.	EDRMS No.	
462.10.1	N/A	TfNSW Representative – Update and Organisational Restructure
		David Vant informed the Committee that TfNSW is currently undergoing a restructure, following recent changes to the delegation framework for local councils. As part of this restructure, David Vant advised that he may not remain in his current role and may therefore no longer serve as the TfNSW representative on the Committee. The restructure may result in changes to personnel, reporting lines, and regional responsibilities, which could affect how TfNSW engages with local councils and consultative bodies such as the Forum. Council noted the importance of maintaining strong communication with TfNSW throughout the transition to ensure continuity of advice and support on transport-related matters. Any updates regarding TfNSW representation or procedural changes will be communicated to Forum members as they become available.

462.11 Action Item List

Date	Item Details
October 2025	Request for designated parking spaces for Dialysis Unit for 'Dialysis Patients Only'
Item No.	462.8.1
EDRMS No.	D25/43054
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Ongoing
Date	Committee Recommendation/s
October 2025	<i>That Council consult with the Far West Local Health District (FWLHD) to understand what parking conditions will be in place upon completion of its new Mental Health Unit.</i>
Action Date	Running Actions
October 2025	Codie Howard advised the Committee that this matter relates to the previously discussed issue regarding the implementation of '5-Minute' parking on Thomas Street, adjacent to the Far West Local Health District. Codie Howard indicated an intention to speak with the FWLHD to understand what parking conditions will be in place once construction works are completed. David Vant informed the Committee that it may be possible to designate the parking for Dialysis patients only; however, this presents enforcement challenges. Council Rangers would be responsible for monitoring and policing the parking area, but they would not be able to verify whether individuals using the space are attending the Dialysis Unit. Under the <i>Roads Act 1993 (NSW)</i>, councils have the authority to regulate parking on local roads, including implementing designated parking zones. While it is legally permissible to designate parking for specific purposes, such as hospital patients, any such arrangement must be supported by appropriate approvals, stakeholder consultation, and practical enforcement mechanisms. The Committee acknowledged that further consultation with the FWLHD may be required to determine a practical and enforceable solution that aligns with legislative requirements and community expectations. Recommendation: <i>That Council consult with the Far West Local Health District (FWLHD) to understand what parking conditions will be in place upon completion of its new Mental Health Unit.</i> Moved: Codie Howard Second: David Vant

	<i>All in favour</i>
Date	Item Details
October 2025	Request review of proposed locations for erection of gateway signs at Welcome Bays on Adelaide, Sydney and Tibooburra Roads (Development Applications) – Broken Hill City Council
Item No.	462.8.2
EDRMS No.	D25/46259 and D25/46260
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
October 2025	- That the Local Traffic Committee endorse the proposed positions for installation of the new gateway signs at the welcome bays on Adelaide, Sydney and Tibooburra Roads. - That Council's Planning and Development team be advised of the Committee's decision.
Action Date	Running Actions
October 2025	Council's Planning and Development team are currently assessing the Development Applications for the installation of new gateway signs at the welcome bays on Adelaide, Sydney, and Tibooburra Roads. The Committee has been asked to review the proposed sign locations and provide feedback. Codie Howard informed the Committee that the proposed positions had previously been reviewed and confirmed that the locations remain unchanged, maintaining adequate distance from the road. David Vant advised that he has no objection, as the original locations have not been altered. In accordance with the <i>Roads Act 1993</i> (NSW), councils have the authority to manage signage on local roads, including gateway signs, provided they comply with relevant planning and safety requirements. Where signage is located near or on classified roads, TfNSW may require consultation or concurrence, particularly if the signs could impact road safety or visibility.

Adelaide Road - Unionism



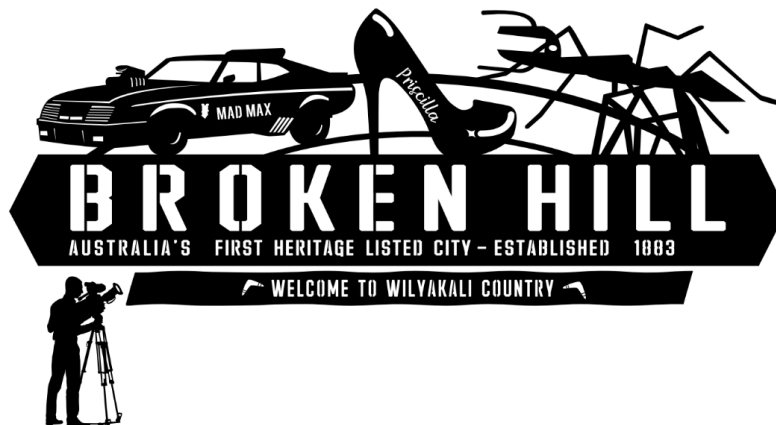
Project/Job: Gateway Signs - Unionism / Workers
Client: Broken Hill City Council
Date: 16/09/2025

Location



- The new Gateway Sign will be installed in the same footprint as the existing Gateway Sign.
- This is approximately 14m from the side of the road.
- An extension to the existing concrete slab will be made at the rear (shown on next page).

Sydney Road – Arts/Movies



- The new Gateway Sign will be installed in the same footprint as the existing Gateway Sign.
- This is approximately 17.5m from the side of the road.
- An extension to the existing concrete slab will be made at the rear (shown on next page).

Tibooburra Road – Pastoralists/Graziers



- The new Gateway Sign will be installed in the same footprint as the existing Gateway Sign.
- This is approximately 14m from the side of the road.
- An extension to the existing concrete slab will be made at the rear (shown on next page).

The Committee noted that the current proposal is consistent with previous assessments and legislative requirements.

Recommendations:

- That the Local Traffic Committee endorse the proposed positions for installation of the new gateway signs at the welcome bays on Adelaide, Sydney and Tibooburra Roads.
- That Council's Planning and Development team be advised of the Committee's decision.

Moved: Codie Howard

Second: David Vant

All in favour

Date	Item Details
October 2025	Road Closure Application – Christmas Pageant – 6/12/2025
Item No.	462.8.3
EDRMS No.	D25/46401
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
October 2025	<i>That Council note that the Local Traffic Committee endorse the Traffic Control Plan for the 2025 Christmas Pageant on Saturday, 6 December 2025.</i>
Action Date	Running Actions
October 2025	The Local Traffic Committee were asked to review the Traffic Control Plan for the 2025 Christmas Pageant. The Committee determined the Traffic Control Plan (TCP) has not changed from the previous years event and resolved to endorse the TCP for the 2025 Christmas Pageant. Christmas Pageant – Road Closures 

Christmas Pageant – Drop-off Zone



Recommendation:

That Council note that the Local Traffic Committee endorse the Traffic Control Plan for the 2025 Christmas Pageant on Saturday, 6 December 2025.

Moved: Codie Howard

Second: David Vant

All in favour

Date	Item Details
October 2025	Request for 'Keep Clear' line marking on roadway for driveway access at the Uniting Hub, 265 Oxide Street
Item No.	462.8.4
EDRMS No.	D25/41296
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete

Date	Committee Recommendation/s
October 2025	- That Council grants approval for hatched diagonal lines to be painted on the roadway at the driveway entrances to 265 Oxide Street and that the full cost be borne by Uniting Hub. - That Uniting Hub be advised of Council's decision and the required processes to undertake these works.
Action Date	Running Actions
October 2025	The Committee received a request to consider 'Keep Clear' line marking at the driveway entrances to the Uniting Hub at 265 Oxide Street, to prevent motorists from obstructing access. Under the Road Rules 2014 (NSW), it is illegal to stop on a section of road marked with a 'Keep Clear' zone, which is typically used to maintain access to driveways, intersections and essential services. Council has authority to install such markings on local roads, subject to assessment and approval. However, Council expressed concern that approving this request may set a precedent, leading to similar requests from other premises along busy roads. It was noted that Oxide Street, between Crystal and Williams Streets is a major thoroughfare with high traffic volumes and a central median strip, presenting challenges for driveway access and enforcement. The Committee agreed that Council Rangers and NSW Police should monitor the area. It was suggested that diagonal line marking could be installed at the requester's full cost. David Vant referenced a similar initiatives that was introduced in Orange, where businesses and residents on narrow, busy roads paid for driveway markings to prevent obstruction, which could be considered in this case. Recommendation: <i>That the requestor be notified of the Local Traffic Committee's decision, advising hatched diagonal lines may be painted on the roadway at the driveway entrances, with the full cost being their responsibility.</i> Moved: Codie Howard Second: David Vant All in favour
Date	Item Details
September 2025	Transition from Local Traffic Committee to Local Transport Forum
Item No.	462.8
EDRMS No.	N/A
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment

Current Status	Complete
Date	Committee Recommendation/s – Nil
Action Date	Running Actions
October 2025	At the September 2025 meeting, Council adopted TfNSW's recommendation to transition the Local Traffic Committee to the Local Transport Forum, aligning with recent changes to TfNSW's delegation framework. These changes provide councils with greater autonomy to undertake transport-related works within their local areas, while still requiring TfNSW consultation or approval for projects that affect public transport or involve extended access restrictions. Codie Howard advised the Committee that this meeting would be its final session under the Local Traffic Committee structure. From the November 2025 meeting onward, the group will operate as the Local Transport Forum, with meetings conducted under the new framework. In line with this transition, the Terms of Reference are being updated and will be circulated to Forum representatives before the November 2025 meeting for review. A representative from the CDC Bus Company, Adrian Rouse has been invited to join the Forum as a community representative, contributing insights on transport-related matters. The Forum will continue to function as a consultative body, providing recommendations to Council on a broad range of transport issues, including parking and traffic management. Relevant stakeholders may be invited to participate in meetings to support informed decision-making. Recommendations endorsed by the Forum will be submitted to Council for final determination and implementation. Council will maintain close collaboration with TfNSW to ensure compliance and informed decision-making. This revised structure enhances Council's authority while preserving the Forum's advisory role. The Committee's core functions remain unchanged, with the Forum continuing to support collaborative transport planning through stakeholder engagement and expert input.
September 2025	Councils in NSW are primarily responsible for managing the local road network, with traffic regulation powers shared with TfNSW. Under the 2025 Authorisation and Delegation Instrument, TfNSW formally authorises councils to use prescribed traffic control devices under section 122 of the <i>Road Transport Act 2013</i>, and delegates its powers under section 115 of the <i>Roads Act 1993</i> to regulate traffic for broader purposes, including events such as markets and parades. Prescribed traffic control devices, such as signs and road markings enforceable under the <i>Road Rules 2014</i> are used by councils when conducting traffic control works under section 87(3) of the <i>Roads Act 1993</i>. For routine purposes listed in section 115 (eg road maintenance), councils act under their own authority and do not need to rely on the Instrument or follow its conditions. A key requirement of the Instrument is the establishment of a Local Transport Forum (formerly Local Traffic Committee). This advisory body includes representatives from Council, Transport, NSW Police, and the relevant State MP(s). It provides technical review and coordination but does not make decisions or issue approvals.

	Referral to the Forum is mandatory for works that: • Restrict or prohibit traffic for more than 6 months, or • Impact public transport safety for more than 24 hours. For most other works, referral is optional, provided the Forum is later informed of any use of prescribed traffic control devices. Proposals lasting less than 24 hours do not require referral but may require notification to Transport, Police, or bus operators. The Committee were advised that a report outlining the changes for endorsement at Council's September 2025 Ordinary meeting has been prepared. The CDC Bus Company has been approached for a representative to attend future meetings.
Date	Item Details
September 2025	Consideration of Community Bus to help with transport issues for Broken Hill
Item No.	461.8.2
EDRMS No.	D25/37958
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Ongoing
Date	Committee Recommendation/s - Nil
Action Date	Running Actions
October 2025	The Committee agreed to carry this matter over to the Local Transport Forum meeting, where a representative from CDC Bus Company will be present to provide comment.
September 2025	A resident has raised concerns about the lack of taxi services in Broken Hill and suggested introducing a bus service to improve access to key locations such as the Airport and shopping areas. Specific areas requiring service have been identified by the respondent in his email correspondence. The issue has previously been considered by Council expressing an invitation for a local bus service to assist with the demands. Unfortunately, Council was not able to pursue this initiative, due to perceived feasibility challenges. Given the ongoing nature of the problem and potential community demand, it is recommended that Council explore whether there is a viable market for such a service. This includes contacting the local bus operator to assess their capacity and willingness to extend or modify existing routes to cover the identified areas. If regulatory or funding caps exist, these should also be reviewed.

	A representative from the CDC Bus Company has been asked to join the Local Transport Forum, as of the October 2025 meeting to assist with matter relating to public transport. All representatives present agreed to defer this matter to next meeting, when the CDC representative is present.
Date	Item Details
July 2025	Burke Ward Public School – Traffic Light Safety Concerns on Rakow Street
Item No.	459.8.1
EDRMS No.	D25/27961
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Ongoing
Date	Committee Recommendation/s - Nil
Action Date	Running Actions
October 2025	David Vant informed the Committee of a recent meeting between Burke Ward Public School and TfNSW Safety Officer, during which Jenene House provided observation camera footage from the location. The footage revealed significant behavioural issues linked to the school, which have been presented to the School Principal to address. TfNSW suggested that Council may need to supply and install advisory warning signage, noting that school zone activity during school hours will now extend beyond the usual before and after school periods, following further advice from TfNSW after their consultation with the Burke Ward Public School. Additional issues were raised regarding the standard and condition of the crossing. The presence of a large gum tree near the school-side ramp contributes to visibility issues and pedestrian safety risks at the pedestrian crossing. While Council is currently reluctant to remove the large gum tree TfNSW has reiterated its request to Council to remove the tree. Pedestrians are hidden from view when traffic approaches from the north, creating a significant safety concern. The area is currently not compliant. David Vant reminded the Committee that If the tree remains, the ramp will need to be redesigned and rebuilt, as the current design does not meet standards.
September 2025	Concerns have been raised regarding the safety of the traffic lights on Rakow Street near Burke Ward Public School. The matter will be investigated further to assess signal timing, visibility, and pedestrian safety. Findings and recommendations will be presented at the October 2025 meeting.
August 2025	David Vant and Catherine Fuller from TfNSW attended a meeting with [REDACTED] (School Principal) and [REDACTED] from Burke Ward School, during

	which several issues were raised regarding the pedestrian crossing near the school on Rakow Street and the visibility of the school. The school is not visible from either direction on Rakow Street. Notification signage needs to be more prominent to alert drivers to the school zone. The existing flashing lights and signs which are positioned at the exit of the roundabout at corner of Galena/Williams and Rakow Streets, should be relocated closer to the school to improve effectiveness. The school has requested additional signage, specifically flashing lights, on both approaches to the crossing to improve visibility and safety. Further concerns were raised in relation to visibility, signage and traffic management during events. The upcoming Mundi Mundi Bash event is expected to significantly increase traffic in the area. This should be factored into planning and safety measures around the school zone. TfNSW recommends that Council increase communication efforts to inform both the local community and visitors to Broken Hill about traffic changes and safety expectations during the event. TfNSW also recommends temporary installation of Variable Message Signs to help manage traffic flow, improve driver awareness and reinforce school zone safety during peak periods and special events. David Vant will prepare a 'mud map' summarising discussions and proposed signage changes based on conversations with the school. The stop sign at the corner of Newton Lane and Harvey Street is currently lying on the ground and needs to be reinstated. Troy Johnson advised this will be reinstated prior to the event. Principal [REDACTED] also noted that the current signage for the Kiss and Drop zone is too small, and many parents are unaware of the purpose of the small blue sign. Improved and clearer signage is recommended. The school plans to enhance student awareness regarding safe crossing practices and bicycle safety, contributing to a more proactive approach to pedestrian safety. The Committee recommended the following suggestions: • Establish a 10-metre no stopping zone from the pedestrian crossing line, followed by the designated Kiss and Drop zone. The current no stopping zone is less than 10 metres. The Kiss and Drop zone only need to accommodate approximately three vehicles under the timed no parking rule • Implement a 20-metre no stopping zone on approach to the school, with additional signage extending to the traffic light on Rakow Street to improve visibility and traffic flow. TfNSW has reiterated its request to Council to remove the large gum tree located between the kerb ramp and the traffic light. The tree obstructs visibility, with the traffic light and call button on one side and the kerb ramp on the other side of the tree. Pedestrians are hidden from view when traffic approaches from the north, creating a significant safety concern. The area is currently not compliant. TfNSW had cameras and 24/7 video monitoring equipment installed for a period of 1 to 4 weeks. This highlighted the safety issues in the area.
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	Troy Johnson noted that Council's previous feedback suggested relocating the ramp instead of removing the tree. David Vant advised that if the tree remains, the ramp will need to be redesigned and rebuilt, as the current setup does not meet standards. The estimated cost of redesigning the ramp is between \$50,000 and \$60,000, which TfNSW considers unjustifiable given that tree removal and minor kerb remodelling would be a more cost-effective solution.
July 2025	The Relief Principal of Burke Ward Public School has raised ongoing concerns regarding motorist behaviour at the pedestrian traffic lights located on Rakow Street, adjacent to the school. Drivers are failing to stop at the red light, posing a significant safety risk to students and other pedestrians using the crossing. To address previously raised traffic light concerns, Council trimmed the trees in the area to help improve visibility of the traffic lights. However, the school has advised that this action has not resolved the issue. The Relief Principal requests the Committee to consider installing additional signage ahead of the traffic lights to alert approaching drivers to the upcoming pedestrian crossing with traffic signals, prompting them to reduce speed and prepare to stop. Jenene House advised that when David Vant next visits the school, he will meet with the Principal to further discuss this matter. Additional issues were raised regarding the standard and condition of the crossing. The presence of a large gum tree near the school-side ramp may contribute to visibility issues and pedestrian safety risks. While Council is currently reluctant to remove the large gum tree, Jenene House advised that the matter should be revisited, and the tree removal considered. Troy Johnson indicated that Council has looked into other options, including relocating the access ramp as a possible solution. NSW Police have increased patrols in the area during peak school times, and an update from TfNSW will be provided at the next meeting to help determine any additional actions required. The Committee decided to carry this matter over to the next meeting for further discussion, with the goal of determining a final resolution. As this issue continues to resurface, Jenene House stressed the importance of reaching a long-term solution to ensure the ongoing safety of students and pedestrians.
Date	Item Details
June 2025	Rideshare Parking Concerns and Request for Additional Zones
Item No.	458.8.2
EDRMS No.	D25/17623
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment

Current Status	Ongoing
Date	Committee Recommendation/s
July 2025	<i>That Council complete an audit of existing taxi parking bays around the City, with the findings to be reported back to the August 2025 Local Traffic Committee meeting, for further discussion and outcome determination.</i>
Action Date	
October 2025	The Committee agreed to carry this matter over for further discussion at the Local Transport Forum meeting in November 2025.
September 2025	The audit to determine the number and distribution of taxi bays across the city is still ongoing. An update will be provided to the Committee at the next meeting for discussion.
August 2025	The audit is still in progress. It is anticipated the audit will be completed in time for the next Local Traffic Meeting.
July 2025	The Committee at the previous meeting reviewed a concern raised by a rideshare service driver, regarding the lack of designated parking bays for rideshare vehicles. The driver requested the Committee to consider installing additional dedicated bays to improve accessibility. The Committee noted that taxi zones cannot legally be shared with rideshare services, and rideshare drivers are not permitted to park in existing taxi zones. Following discussion, the Committee determined that Council could complete an audit of existing taxi parking across the City, to identify potential areas for shared parking or additional rideshare parking. Recommendation: <i>That Council complete an audit of existing taxi parking bays around the City, with the findings to be reported back to the August 2025 Local Traffic Committee meeting, for further discussion and outcome determination.</i> Moved : Jenene House Second: Brodie Horrigan All in favour
June 2025	The Committee has been asked to review concerns that were raised by a rideshare service driver, addressing the lack of designated parking areas for rideshare services and has requested the Committee consider installing more dedicated bays. It was noted that taxi zones cannot be shared with rideshare services, and rideshare drivers are not permitted to park in existing taxi zones. Currently, there are designated rideshare spaces available at the airport and in front of the ANZ teller machine on Oxide Street, at the Argent Street intersection. David Vant suggested that rideshare services could potentially use internal parking areas on club properties during specific times, rather than occupying spaces directly in front of buildings. The increasing presence of rideshare vehicles contrasts with the limited availability of taxis, which has worsened since their transition to 13CABS. It was noted how difficult it is to get a taxi, and that taxi bays are often empty due to a shortage of available drivers.

	It was also mentioned that four (4) to five (5) independent rideshare operators are currently active in the area. Troy Johnson suggested an audit of all existing taxi zones be conducted across the City. The matter will be carried over for further discussion and determination at the July 2025 meeting, when more Committee members are present to make a decision.
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462.12 Next Meeting Date: Wednesday, 5 November 2025

462.13 Meeting Close: 2.42pm

Recommendation:

That the next scheduled meeting date for the Local Transport Forum be changed from Tuesday, 4 November to Wednesday, 5 November 2025, being that Tuesday, 4 November 2025 is Council's Picnic Day.

Moved: Codie Howard

Second: David Vant

All in favour

LOCAL TRAFFIC COMMITTEE

MINUTES OF MEETING No.461

Meeting held on Tuesday, 16 September 2025

Meeting commenced at 2pm

Location: Ground Floor Meeting Room, Council Administrative Centre

461.1 Acknowledgment of Country

Council's Manager Infrastructure Operations, Troy Johnson chaired the meeting and welcomed all representatives present and recited the 'Acknowledgement of Country.'

'We acknowledge the traditional owners of the land upon which we meet today, the land of the Wilyakali people, and pay our respects to their elders; past, present and emerging.'

461.2 Present

Troy Johnson	Manager Infrastructure Operations (Council Representative) – Chairperson
Bob Algate	Councillor (Observer)
David Vant	Road Safety and Traffic Management, Transport for NSW (TfNSW) (Representative)
Tanya Ralph	Administrative Officer (Council – Secretariat)

461.3 Apologies

Codie Howard	Director Infrastructure and Environment (Council Representative)
Brodie Horrigan	NSW Police (Representative)
Chris Wallace	Inspector, NSW Police (Representative)
Jenene House	Associate Community and Safety Partner – Far West Precinct, Transport for NSW (TfNSW) (Representative)

461.4 Absent

Peter Beven	Local Member (Delegated Representative)
TBA	Engineer (Council Observer)

461.5 Disclosure of Interest – Nil

461.6 Adoption of Previous Minutes

Minutes from previous meetings held on **Tuesday, 5 August 2025** to be confirmed and approved at the next scheduled meeting on **Tuesday, 16 September 2025**.

Meeting minutes from meeting held on **Tuesday, 5 August 2025**:

All in favour

Moved: David Vant

Seconded: Troy Johnson

461.7 Council Resolutions

The following Committee recommendations were adopted by Council at its meeting held on **Wednesday, 27 August 2025**.

ITEM 1 - Broken Hill City Council Report No. 149/25 - DATED August 07, 2025 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE - MEETING NO.460, HELD ON TUESDAY, 5 AUGUST 2025

D25/35618

RESOLUTION

Resolved

Minute No. 47945

Councillor R Algate moved)

Councillor H Jewitt seconded)

1. That Broken Hill City Council Report No. 149/25 dated August 7, 2025, be received.
2. That the minutes of the Local Traffic Committee – Meeting No.459, held Tuesday, 1 July be endorsed.
3. That Item No.460.8.1 recommendations be endorsed:
 - That further information is to be sought as to why one of the two disability parking spaces should be removed.
 - That Council conduct a site visit to determine how many spaces are currently available.
4. That Item No.457.10.3 recommendation be endorsed:
 - That line marking be installed on both sides of Crystal Street.
 - That a diagram of the proposed line markings be provided to TfNSW.
5. That Item No.456.8.2 recommendations be endorsed:
 - That Council does not proceed with the request.
 - That Council contact PCYC and encourage them to seek an internal resolution for their transport needs and utilize the existing bus stop in Gypsum Street.
6. That a report be provided to Council regarding the outcome of the investigation into the Burke Ward Primary School traffic lights safety concerns on Rakow Street and the proposed measures to be undertaken to help improve the safety of pedestrians using the crossing at the traffic lights.

CARRIED UNANIMOUSLY

416.7.1 Transport for NSW (TfNSW) Authorisation and Delegation to Councils

Councils in NSW are primarily responsible for managing the local road network, with traffic regulation powers shared with TfNSW. Under the 2025 Authorisation and Delegation Instrument, TfNSW formally authorises councils to use prescribed traffic control devices under section 122 of the *Road Transport Act 2013*, and delegates its powers under section 115 of the *Roads Act 1993* to regulate traffic for broader purposes, including events such as markets and parades.

Prescribed traffic control devices, such as signs and road markings enforceable under the *Road Rules 2014* are used by councils when conducting traffic control works under section 87(3) of the *Roads Act 1993*. For routine purposes listed in section 115 (eg road maintenance), councils act under their own authority and do not need to rely on the Instrument or follow its conditions.

A key requirement of the Instrument is the establishment of a Local Transport Forum (formerly Local Traffic Committee). This advisory body includes representatives from Council, TfNSW, NSW Police, and the relevant State MP(s). It provides technical review and coordination but does not make decisions or issue approvals.

Referral to the Forum is mandatory for works that:

- Restrict or prohibit traffic for more than 6 months, or
- Impact public transport safety for more than 24 hours.

For most other works, referral is optional, provided the Forum is later informed of any use of prescribed traffic control devices. Proposals lasting less than 24 hours do not require referral but may require notification to TfNSW, Police, or bus operators.

A community representative from the CDC Bus Company has been invited to attend future Local Transport Forum meetings.

461.8 Correspondence In

Item No.	EDRMS No.	Details
461.8.1	D25/38535	Request for 'Give Way' sign to be changed to 'Stop' sign at the intersection of Comstock and Jamieson Street
461.8.2	D25/37958	Consideration of Community Bus to help with transport issues in Broken Hill
461.8.3	D25/39590	Request for Permit Parking or designated parking for Argent Street and Oxide Street Traders in the CBD Precinct

461.9 Correspondence Out

Item No.	EDRMS No.	Details
454.8.1	D25/34209	Council Resolution – Safety Concerns at the Morgan and Chloride Street intersection, adjacent to the Far West Local Health District
458.8.1	D25/34171	Council Resolution – Dust concerns on Feldspar Lane

461.10 General Business

Item No.	EDRMS No.	
454.8.1	D25/34096	Removal of additional angle parking on Sulphide Street, adjacent to the Far West Local Health District
		Troy Johnson informed the Committee, the agreed parking spaces near the entrance to the Far West Local Health District on the Sulphide Street side have been removed. Further investigation of the parking, determined that a further four (4) spaces will also be removed to allow a clearer line of sight for motorists exiting the hospital grounds.

461.11 Action Item List

Date	Item Details
September 2025	Request for Stop Sign Installation at Comstock and Jamieson Streets
Item No.	461.8.1
EDRMS No.	D25/34209
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2025	That correspondence be sent to the requestor, acknowledging their concerns and to inform of the Committee's determination, that signage in the area is in good condition and that the Comstock and Jamieson Street intersection has a clear visibility on both the northern and southern approaches.
Action Date	Running Actions
September 2025	The Committee received a request from a concerned motorist to install a stop sign at the intersection of Comstock and Jamieson Streets, citing safety concerns following a recent accident involving their daughter. An inspection of the area was conducted, with no visibility issues identified on either the northern or southern approaches. While the intersection is generally quiet, traffic increases during the Alma Public Schol's drop-off and pick-up times. The existing "Give Way" signs on Comstock Street are in good condition and unobstructed.

	David Vant advised, he will review the crash history data for the area and report back to the Committee prior to the October 2025 meeting. Recommendation: That correspondence be sent to the requestor, acknowledging their concerns and to inform of the Committee's determination, that signage in the area is in good condition and that the Comstock and Jamieson Street intersection has a clear visibility on both the northern and southern approaches. Moved: David Vant Second: Troy Johnson All in favour
Date	Item Details
September 2025	Consideration of Community Bus to help with transport issues for Broken Hill
Item No.	461.8.2
EDRMS No.	D25/37958
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Ongoing
Date	Committee Recommendation/s - Nil
Action Date	Running Actions
September 2025	A visitor to the City has raised concerns about the lack of taxi services in Broken Hill and suggested Council consider introducing a bus service to improve access to key locations such as the airport and shopping areas. The Committee were advised that Council is aware of the issued and as a result sort expression of interest for a local bus service to assist with the demands. Unfortunately, Council was not able to pursue this initiative, due to perceived feasibility challenges for the respondent. Given the ongoing nature of the problem and potential community demand, it is recommended that Council explore whether there is a viable market for such a service. This includes contacting the local bus operator to assess their capacity and willingness to extend or modify existing routes to cover the identified areas. To investigation if there are regulatory or funding opportunities are available. Troy informed that a representative from CDC Bus Company has been invited to join the Committee, as of the October 2025 meeting to assist with matter relating to public transport. All representatives present agreed to defer this matter to next meeting for further discussion, when the CDC representative is present.

Date	Item Details
September 2025	Request for Permit Parking or designated parking for Argent Street and Oxide Street Traders in the CBD Precinct
Item No.	461.8.3
EDRMS No.	D25/39590
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2025	Correspondence will be sent to the business owner acknowledging their request for designated business owner parking and advised of the Committee's decision following a recent parking review in the area, which noted that other business owners are willing to park a block away to leave closer spaces available for customers.
Action Date	Running Actions
September 2025	Concerns have been raised by a business owner regarding limited access to parking near their business. An investigation recently completed by Council relating to a similar matter, revealed that some shop owners along Argent Street are willing to park a block away to leave nearby spaces available for customers. Council recently investigated parking arrangements on Oxide Street following similar concern raised by the business owner, addressing the availability of customer parking on Oxide Street. Following the investigation Council made adjustments to prioritise customer access and parking on Oxide Street, between Argent Street and Gawler Place. The matter may warrant further consideration to ensure equitable access for both business operators and patrons, especially in high-traffic commercial areas. Recommendation: Correspondence will be sent to the business owner acknowledging their request for designated business owner parking and advised of the Committee's decision following a recent parking review in the area, which noted that other business owners are willing to park a block away to leave closer spaces available for customers. <i>Moved: Troy Johnson</i> <i>Second: David Vant</i> <i>All in favour</i> The Committee has resolved to take no further action and the current parking arrangements will remain unchanged.

Date	Item Details
August 2025	Request to Remove a disability parking space on Argent Street, adjacent to Broken Hill Bookshop – Mayor and General Manger
Item No.	460.8.1
EDRMS No.	D25/33886
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2025	<i>That Council remove the line marking and signage associated with the second disability parking space located on the southern side of Argent Street, adjacent to the Broken Hill Bookshop.</i>
August 2025	<i>That further information is to be sought as to why one of the two disability parking spaces should be removed.</i> <i>That Council conduct a site visit to determine how many spaces are currently available.</i>
Action Date	Running Actions
September 2025	The Committee received a request to remove the disability parking space located on Argent Street, adjacent to the Broken Hill Bookshop. The justification for removal is that the access ramp previously associated with this space has been relocated, and the parking space is no longer required in its current position. Additionally, the overall proportion of disability parking spaces in the area exceeds the recommended standard, with approximately 5% provided compared to the 2% required for the number of parking spaces in the area. Recommendation: <i>That Council remove the line marking and signage associated with the second disability parking space located on the southern side of Argent Street, adjacent to the Broken Hill Bookshop.</i> Moved: Troy Johnson Second: David Vant All in favour

August 2025	The Mayor and General Manager of Council met with the Argent Street Traders on 17 July 2025, and it has been requested by the Argent Street Traders for the removal of one of the disabled car parking spaces adjacent to the Broken Hill Book Shop. It is unclear from the images on SIX Maps and Google Maps as to whether there are two disabled parking spaces. The images only show one disabled parking space, parallel to the access ramp. Further information is to be sought as to why the request has been presented to remove one of the spaces. David Vant from TfNSW informed the Committee that there must have been a valid reason for the original installation of the disabled parking space. Parking requirements are generally worked on 2% in parking requirements in the CBD environment. Recommendations: • That further information is to be sought as to why one of the two disability parking spaces should be removed. • That Council to conduct a site visit to determine how many spaces are currently available. Moved: David Vant Second: Troy Johnson All in favour
Date	Item Details
July 2025	Burke Ward Public School – Traffic Light Safety Concerns on Rakow Street
Item No.	459.8.1
EDRMS No.	D25/27961
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Ongoing
Date	Committee Recommendation/s - Nil
Action Date	Running Actions
September 2025	Concerns have been raised regarding the safety of the traffic lights on Rakow Street near Burke Ward Public School. The matter will be investigated further to assess signal timing, visibility, and pedestrian safety. Findings and recommendations to be discussed further at the October 2025 meeting.

August 2025	David Vant and Catherine Fuller from TfNSW attended a meeting with [REDACTED] (School Principal) and [REDACTED] from Burke Ward School, during which several issues were raised regarding the pedestrian crossing near the school on Rakow Street and the visibility of the school. The school is not visible from either direction on Rakow Street. Notification signage needs to be more prominent to alert drivers to the school zone. The existing flashing lights and signs which are positioned at the exit of the roundabout at corner of Galena/Williams and Rakow Streets, should be relocated closer to the school to improve effectiveness. The school has requested additional signage, specifically flashing lights, on both approaches to the crossing to improve visibility and safety. Further concerns were raised in relation to visibility, signage and traffic management during events. The upcoming Mundi Mundi Bash event is expected to significantly increase traffic in the area. This should be factored into planning and safety measures around the school zone. TfNSW recommends that Council increase communication efforts to inform both the local community and visitors to Broken Hill about traffic changes and safety expectations during the event. TfNSW also recommends temporary installation of Variable Message Signs to help manage traffic flow, improve driver awareness and reinforce school zone safety during peak periods and special events. David Vant will prepare a 'mud map' summarising discussions and proposed signage changes based on conversations with the school. The stop sign at the corner of Newton Lane and Harvey Street is currently lying on the ground and needs to be reinstated. Troy Johnson advised this will be reinstated prior to the event. Principal [REDACTED] also noted that the current signage for the Kiss and Drop zone is too small, and many parents are unaware of the purpose of the small blue sign. Improved and clearer signage is recommended. The school plans to enhance student awareness regarding safe crossing practices and bicycle safety, contributing to a more proactive approach to pedestrian safety. The Committee recommended the following suggestions: • Establish a 10-metre no stopping zone from the pedestrian crossing line, followed by the designated Kiss and Drop zone. The current no stopping zone is less than 10 metres. The Kiss and Drop zone only need to accommodate approximately three vehicles under the timed no parking rule • Implement a 20-metre no stopping zone on approach to the school, with additional signage extending to the traffic light on Rakow Street to improve visibility and traffic flow. TfNSW has reiterated its request to Council to remove the large gum tree located between the kerb ramp and the traffic light. The tree obstructs visibility, with the traffic light and call button on one side and the kerb ramp on the other side of the tree. Pedestrians are hidden from view when traffic approaches from the north, creating a significant safety concern. The area is currently not compliant.
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	TfNSW had cameras and 24/7 video monitoring equipment installed for a period of 1 to 4 weeks. This highlighted the safety issues in the area. Troy Johnson noted that Council's previous feedback suggested relocating the ramp instead of removing the tree. David Vant advised that if the tree remains, the ramp will need to be redesigned and rebuilt, as the current setup does not meet standards. The estimated cost of redesigning the ramp is between \$50,000 and \$60,000, which TfNSW considers unjustifiable given that tree removal and minor kerb remodelling would be a more cost-effective solution.
July 2025	The Relief Principal of Burke Ward Public School has raised ongoing concerns regarding motorist behaviour at the pedestrian traffic lights located on Rakow Street, adjacent to the school. Drivers are failing to stop at the red light, posing a significant safety risk to students and other pedestrians using the crossing. To address previously raised traffic light concerns, Council trimmed the trees in the area to help improve visibility of the traffic lights. However, the school has advised that this action has not resolved the issue. The Relief Principal requests the Committee to consider installing additional signage ahead of the traffic lights to alert approaching drivers to the upcoming pedestrian crossing with traffic signals, prompting them to reduce speed and prepare to stop. Jenene House advised that when David Vant next visits the school, he will meet with the Principal to further discuss this matter. Additional issues were raised regarding the standard and condition of the crossing. The presence of a large gum tree near the school-side ramp may contribute to visibility issues and pedestrian safety risks. While Council is currently reluctant to remove the large gum tree, Jenene House advised that the matter should be revisited, and the tree removal considered. Troy Johnson indicated that Council has looked into other options, including relocating the access ramp as a possible solution. NSW Police have increased patrols in the area during peak school times, and an update from TfNSW will be provided at the next meeting to help determine any additional actions required. The Committee decided to carry this matter over to the next meeting for further discussion, with the goal of determining a final resolution. As this issue continues to resurface, Jenene House stressed the importance of reaching a long-term solution to ensure the ongoing safety of students and pedestrians.
Date	Item Details
June 2025	Rideshare Parking Concerns and Request for Additional Zones
Item No.	458.8.2
EDRMS No.	D25/17623

CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Ongoing
Date	Committee Recommendation/s
July 2025	<i>That Council complete an audit of existing taxi parking bays around the City, with the findings to be reported back to the August 2025 Local Traffic Committee meeting, for further discussion and outcome determination.</i>
Action Date	
September 2025	Troy Johnson informed the audit to determine the number and location of taxi bays across the City is still ongoing. An update will be provided to the Committee at the October 2025 meeting for discussion.
August 2025	The audit is still in progress. It is anticipated the audit will be completed in time for the next Local Traffic Meeting.
July 2025	The Committee at the previous meeting reviewed a concern raised by a rideshare service driver, regarding the lack of designated parking bays for rideshare vehicles. The driver requested the Committee to consider installing additional dedicated bays to improve accessibility. The Committee noted that taxi zones cannot legally be shared with rideshare services, and rideshare drivers are not permitted to park in existing taxi zones. Following discussion, the Committee determined that Council could complete an audit of existing taxi parking across the City, to identify potential areas for shared parking or additional rideshare parking. Recommendation: <i>That Council complete an audit of existing taxi parking bays around the City, with the findings to be reported back to the August 2025 Local Traffic Committee meeting, for further discussion and outcome determination.</i> Moved : Jenene House Second: Brodie Horrigan All in favour
June 2025	The Committee has been asked to review concerns that were raised by a rideshare service driver, addressing the lack of designated parking areas for rideshare services and has requested the Committee consider installing more dedicated bays. It was noted that taxi zones cannot be shared with rideshare services, and rideshare drivers are not permitted to park in existing taxi zones. Currently, there are designated rideshare spaces available at the airport and in front of the ANZ teller machine on Oxide Street, at the Argent Street intersection. David Vant suggested that rideshare services could potentially use internal parking areas on club properties during specific times, rather than occupying spaces directly in front of buildings. The increasing presence of rideshare vehicles contrasts with the limited availability of taxis, which has worsened since their

	transition to 13CABS. It was noted how difficult it is to get a taxi, and that taxi bays are often empty due to a shortage of available drivers. It was also mentioned that four (4) to five (5) independent rideshare operators are currently active in the area. Troy Johnson suggested an audit of all existing taxi zones be conducted across the City. The matter will be carried over for further discussion and determination at the July 2025 meeting, when more Committee members are present to make a decision.
Date	Item Details
May 2025	Request for Disability Parking Space and Access Ramp – PCYC
Item No.	457.10.2
EDRMS No.	N/A
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2025	<i>That correspondence be sent to the PCYC advising of the Committee's decision and recommending they explore the installation of a designated disability parking space within their property.</i>
May 2025	• Council consult the PCYC to explore options for onsite disability parking. • Council place traffic counters across Gypsum Street, adjacent to the PCYC to determine the volume of traffic in area, to assist the Committee to decide.
Action Date	Running Actions
September 2025	At its August 2025 meeting, the Committee resolved to advise the PCYC that the installation of a disability parking space and access ramp on Gypsum Street is not warranted. This decision is based on non-compliance with relevant Australian Standards, particularly regarding the required distances from the existing pedestrian refuge and bus zone. Key Requirements from the Standard: • Parallel accessible parking spaces must be at least 3200 mm wide and 7800 mm long. • A shared area adjacent to the non-trafficked side of the space must be at least 1600 mm wide and 7800 mm long. • Kerb ramps must be provided where required, and their design must comply with AS1428.1-2009. • The gradient of the parking area must not exceed 1:40 in any direction

	(or 1:33 if outdoors with a bituminous seal). Regarding Distances from Bus Zones and Pedestrian Refuges: While AS/NZS 2890.6 does not specify exact minimum distances from bus zones or pedestrian refuges, it emphasizes that accessible parking must allow safe and convenient access to facilities without obstructing traffic or pedestrian flow. Local councils often interpret this to mean: • Minimum 10 metres from a bus stop or bus zone to avoid obstruction. • Minimum 3 metres from pedestrian refuges or crossings to maintain visibility and safety. The Committee recommends that the PCYC investigate options for providing a designated disability parking space within their property, in accordance with AS/NZS 2890.6:2009. Recommendation: <i>That correspondence be sent to the PCYC advising of the Committee's decision and recommending they explore the installation of a designated disability parking space within their property.</i> Moved: Troy Johnson Second: David Vant All in favour
August 2025	Suranga Paliawadana advised that he provided Codie Howard with a drawing and recommendation in relation to the area for review and further action. If a disability parking space is to be installed, it needs to be at least 20 metres away from a pedestrian crossing or refuge island to comply with safety and accessibility standards. Council installed traffic counters in the area and is awaiting the data in relation to traffic movement. The disability parking must not be placed within or immediately adjacent to any active bus zone to ensure safety and compliance. The Committee determined that PCYC should install the disability parking on their own land adjacent to the PCYC.
July 2025	Troy Johnson raised the request from the Manager of the PCYC, seeking the installation of a disability parking bay and an access ramp at the front of the centre on Gypsum Street, which would be located near an existing bus zone. Troy Johnson advised the Committee that traffic counters were installed across Gypsum Street as recommended at the May 2025 meeting, however the data was not available for this meeting. Troy Johnson will prepare this data and provide it to the August 2025 Committee meeting for review. Jenene House noted that Australian Standard AS 2890.5:2020 – Parking facilities – Part 5: On-street parking, provides clear guidance on the design and placement of bus zones and accessible parking. The Standard specifies that: <i>"Bus zones shall not be used for any other purpose, including accessible parking. Accessible parking bays shall be located in areas that ensure safe entry and exit from the vehicle without impeding public transport operations."</i> (AS 2890.5:2020, Clause 4.2 and 4.5).

	This reinforces that disability parking must not be placed within or immediately adjacent to an active bus zone, to ensure safety and compliance. The following Australian Standard relating to disability parking, was also noted: <i>AS 2890.6:2009 – Parking facilities – Part 6: Off-street parking for people with disabilities, for the appropriate design and layout of accessible spaces and ramps, should a compliant location be identified.</i> It was recommended that Council consider the option of parallel parking, and that angled parking not be supported due to safety and compliance issues in this location. The Committee will review and consider the traffic volume data at the August 2025 meeting, to determine the feasibility of installing disability parking and access modifications, whilst ensuring compliance with the relevant Australian Standards as outlined above.
June 2025	Troy Johnson also mentioned the separate request relating to the bus zone. The Manager at the PCYC is requesting installation of disability parking and an access ramp at the front of the centre on Gypsum Street. At the May 2025 Committee meeting, it was recommended that traffic counters be installed on Gypsum Street to assess traffic volume and determine whether disability parking is warranted. Troy Johnson will arrange for the counters to be installed and will present the collected data to the Committee for consideration at the July 2025 meeting.
May 2025	As outlined in the Council Resolution section of these minutes. The Committee received a motion from Councillor Darriea Turley to investigate installation of a disability parking space and access ramp on Gypsum Street, adjacent to the PCYC. An inspection of the area completed by Suranga, prior to this meeting identified the parking at the front of the PCYC on Gypsum Street is congested. There is a refuge island across Gypsum Street and for this reason further investigation will be required to determine the Australian Standards for sight distances for parking to that of the refuge island. The Australian Standards do not recommend parallel disability parking where the traffic flow exceeds 200 vehicle movements per hour. Codie Howard suggested consulting with the PCYC to explore options for onsite disability parking. Council could place traffic counters across Gypsum Street to determine the volume of traffic in the area, so that a decision can be made by the Committee. Recommendations: • Council consult the PCYC to explore options for onsite disability parking. • Council place traffic counters across Gypsum Street, adjacent to the PCYC to determine the volume of traffic in area, to assist the Committee to decide. Moved: Codie Howard Second: Troy Johnson All in favour Request to be discussed further at the June 2025 meeting.

Date	Item Details
May 2025	Request for Line Marking - Community Health Centre, 2-4 Sulphide Street
Item No.	457.10.3
EDRMS No.	N/A
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
August 2025	- That line marking be installed on both sides of Crystal Street. - That a diagram of the proposed line markings be provided to TfNSW.
July 2025	- That the requester be advised that there is currently a '15-minute' timed parking bay in place on Sulphide Street. - That clarification be sought regarding the nature and location of the request, to determine if additional parking is necessary.
Action Date	Running Actions
September 2025	Troy Johnson informed the Committee arrangements are underway for parking spaces to be line marked by Council's contracted line marking provider, subject to their availability. No further action required by the Committee.
August 2025	Sulphide Street already has 15-minute timed parking bay. Recommendations: - That line marking be installed on both sides of Crystal Street. - That a diagram of the proposed line markings be provided to TfNSW. Moved : Troy Johnson Second: David Vant All in favour
July 2025	The Committee determined that further information is required prior to making a decision regarding the request for additional short-term parking near the Community Health Centre. It was noted that a '15-minute' timed parking bay currently exists on Sulphide Street, in front of the Community Health Centre. The Committee determined that further clarification is needed, as it is unclear whether the requester is aware of the existing bay, or if they are requesting additional short-term parking in a separate location near the Community Health

	Centre. Recommendations: • That the requester be advise that there is currently a '15-minute' timed parking bay in place on Sulphide Street. • That clarification be sought regarding the nature and location of the request, to determine if additional parking is necessary. Moved: Troy Johnson Second: Jenene House All in favour
June 2025	The Committee determined more information is required and that the requester be engaged to clarify their request, as the Committee has identified there is already a '15-Minute' parking bay on the Sulphide Street in front of the centre. David Vant advised the Committee that under Council's delegation, it will be able to determine whether to install an additional '15-Minute' parking bay on the Crystal Street side of the centre. It was noted that if TfNSW becomes involved, the process could become more complex. Therefore, the matter is to be managed at the Council level. Troy Johnson suggested that matter be deferred for further discussion at the Committee's July 2025 meeting.
May 2025	The Committee received a request from the Community Health Centre, 2-4 Sulphide Street to assist with parking practices in the area. The Committee determined they would like a '15-minute' parking space installed on the Sulphide Street side, as was recently completed on Oxide, between Mica Street and Wolfram Lane. Suranga Palihawadana inspected the site identified with congestion of parking in the area and agreed that marking the parking spaces will prevent congestion and correct distances for parking between vehicles. The Committee will need to refer this to TfNSW, as Crystal Street is a state road and any works requested on state roads need to be approved by TfNSW. Matter to be discussed further at the June 2025 meeting, when the TfNSW Representative will be present.
Date	Item Details
April 2025	Request for 'Bus Zone' on Gypsum Street, adjacent to the PCYC at 58 Gypsum Street
Item No.	456.8.2
EDRMS No.	D25/11598
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment

Current Status	Complete
Date	Committee Recommendation/s
August 2025	- That Council does not proceed with the request. - That Council contact PCYC and encourage them to seek an internal resolution for their transport needs and utilize the existing bus stop in Gypsum Street.
July 2025	- That Council contact the bus company (CDC) to see if they have any objections for installation of a 'Bus Zone' at the front of the PCYC on Gypsum Street. - That program times for the PCYC be forwarded to TfNSW and NSW Police for review. - That Council develop a concept plan for positioning of the proposed Bus Zone and Disability parking on Gypsum Street. - That the PCYC Children's Activity Officer be contacted to determine their accessibility needs of participants, to support informed Committee decision-making.
June 2025	That Council contact the bus company (CDC) to see if they have any objections for installation of a 'Bus Zone' at the front of the PCYC on Gypsum Street.
April 2025	That Council contact the requester to seek further details and reason for their request and to provide their response to the Local Traffic Committee for discussion at their May 2025 meeting.
Action Date	Running Actions
September 2025	Troy Johnson advised the Committee, that at the August 2025 meeting it was decided not to proceed with the request to install a bus zone, being there is already a bus zone further down the street that could be utilised.
August 2025	Troy Johnson has spoken with the PCYC representative and [REDACTED] from CDC Broken Hill. The PCYC are going to increase the use of the CDC bus service moving forward. [REDACTED] from CDC suggested installing a dedicated bus stop in front of the PCYC, intended solely for PCYC use and not as part of the regular bus route. David Vant advised that the required 20-metre clearance on the approach to the proposed bus stop would place it too close to the existing bus stop, creating potential compliance and safety issues Recommendations: - That Council does not proceed with the request. - That Council contact PCYC and encourage them to seek an internal resolution for their transport needs and utilize the existing bus stop in Gypsum Street. Moved: David Vant Second: Troy Johnson

	<i>All in favour</i>
July 2025	Troy Johnson met with the PCYC Children's Activity Officer to discuss the feasibility of installing a 'Bus Zone' and 'Disability Parking' on Gypsum Street. Troy Johnson advised that if both were installed, it would affect other parking in the immediate area of the PCYC. The PCYC Children's Activity Officer confirmed that the PCYC would make use of the internal parking area and will encourage its use, particularly during dry conditions when dust is minimal. However, there are concerns about the uneven ground in the parking area, which can be problematic when boarding buses. As a result, the PCYC has opted to use CDC buses rather than their smaller bus, which has greater accessibility limitations. Troy Johnson informed the PCYC Children's Activity Officer, that there is an existing 'Bus Stop' located approximately 50 metres further down Gypsum Street, near the Wills Street intersection, which may serve as an alternative location. The PCYC Children's Activity Officer provided the schedule of program times, which will be forwarded to TfNSW and NSW Police for review and consideration, included below. Current Bus Management After School Care program: • The PCYC 25-seater bus currently parks on the street where it can fit – usually up towards the corner of Gypsum and Sampson Streets or back towards the AJ Keast Park. • Children disembark to the footpath where feasible and safe, then enter the building. • The bus is used for drop-offs at approximately 3:10pm and 3:45pm. • The PCYC are transitioning to CDC services at the start of Term 3, which will involve a larger bus, making parking more challenging. • Parking is limited during these times due to activities being run at the club: ○ H2J Dance (Wednesday and Thursday 3:30pm - 9:15pm) ○ Mini Ninja Warrior (Mondays, Wednesdays and Fridays 4pm – 5pm) ○ Boxing (Monday-Friday 4pm – 8pm) Program Days and Times Programs operate as follows: • After School Care: Monday-Friday, 3pm-6pm (bus utilised 3pm-4pm). • Before School Care (in planning stages): Monday-Friday, would utilise the bus for departures from roughly 8:15am – 9am. • Vacation Care: Monday-Friday during school holidays, 8am-6pm (bus used sporadically depending on bookings and excursions). • Community Programs: We also occasionally host excursions and community groups that arrive and depart using large town buses – this is currently not an issue as these occur during off-peak traffic or parking times.

	Consideration of PCYC Parking Space Consideration for using internal carpark: • This is feasible for the PCYC 25-seater bus — however, only for our 3:45pm drop-off. The PCYC 3:10pm drop-off often happens on the opposite side of the road due to direction of travel for this pickup (this is not an issue for our bus zone request) — a major reason we're changing to CDC. • However, it's not suitable for CDC town buses due to their larger turning circles – the ground is also uneven for these larger vehicles. Additionally, these buses would have difficulty navigating the tight corners and limited space available in our parking area, potentially creating safety hazards for children and staff. • To meet Department of Education guidelines and OOSH regulations (specifically Regulation 102C regarding risk assessments for transportation), the bus would need to park in the closest spot to our building for child health and safety reasons. This ensures minimal walking distance for children, reduces exposure to traffic hazards, and enables efficient supervision during transition between the vehicle and facility. ACECQA guidelines also emphasise that services must minimise risks during transportation transitions. The Committee discussed the requirements for the programs and determined the following recommendations. Recommendations: • That Council contact the bus company (CDC) to see if they have any objections for installation of a 'Bus Zone' at the front of the PCYC on Gypsum Street. • That program times for the PCYC be forwarded to TfNSW and NSW Police for review. • That Council develop a concept plan for positioning of the proposed Bus Zone and Disability parking on Gypsum Street. • That the PCYC Children's Activity Officer be contacted to determine their accessibility needs of participants, to support informed Committee decision-making. Moved: Jenene House Second: Troy Johnson All in favour
June 2025	Prior to the meeting, Troy Johnson met with PCYC's Children's Activity Officer, to clarify the request for a bus zone at the front of the centre. The Children's Activity Officer expressed that using Gypsum Street would be safer for children, as manoeuvring the bus within the on-site dirt car park is difficult. The Committee noted that the size of the bus needs to be confirmed to make an informed decision. It was identified that there is an existing designated area approximately 50 metres from the centre on Gypsum Street that could accommodate larger buses. Based on this, the Committee determined that a bus stop should not be installed directly in front of the centre. The Children's Activity Officer indicated that the proposed bus stop would be used solely by the centre's bus during program hours.

	David Vant recommended that PCYC management and the bus operator, CDC, be consulted to identify any concerns. The Committee will review their feedback at the July 2025 meeting. Recommendation: <i>That Council contact the bus company (CDC) to see if they have any objections for installation of a 'Bus Zone' at the front of the PCYC on Gypsum Street.</i> Moved: David Vant Second: Troy Johnson All in favour
May 2025	This matter carried over for further discussion at the June 2025 meeting.
April 2025	Correspondence received from the Children's Activity Officer for the Broken Hill Police Citizen Youth Club (PCYC), requesting the Committee consider the establishment of a dedicated bus zone on Gypsum Street, adjacent to the PCYC at 58 Gypsum Street, to enable safe delivery and collection of children registered for the Fit for Life program and Out of School Hours program. The proposed bus zone would need to accommodate standard-sized buses and should be operational during the program hours.  The requester outlined the following concerns and suggested benefits with the lack of designated parking for their bus service, as follows: • Safety concerns for children entering and existing vehicles in an uncontrolled environment. • Traffic congestion during peak program times. • Children having to walk long distances after getting off the bus due to the lack of parking during the peak times. • Difficulty for parents and caregivers to safely park to collect their children.

	The benefits of a dedicated bus zone include: • Enhance safety for all program participants. • Improved traffic flow around the facility. • More organised and efficient drop off and collection process. • Reduce stress for parents, staff, and children. The Committee determined there is sufficient parking on site for the PCYC bus. Recommendation: <i>That Council contact the requester to seek further details and reason for their request and to provide their response to the Local Traffic Committee for discussion at their May 2025 meeting.</i> Moved: David Vant Second: Troy Johnson All in favour
Date	Item Details
March 2025	Request for designated staff parking and to change the 'Taxi Zone,' adjacent to the YMCA Regional Aquatic Centre at 336 McCulloch Street, to a 'Loading Zone' for deliveries.
Item No.	455.10.1
EDRMS No.	N/A
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s
September 2025	<i>That Council change the 'Taxi Zone', adjacent to the Regional Aquatic Centre to a '5-Minute' parking space.</i>
March 2025	• <i>That Council contact YMCA management to identify the size of the delivery trucks and to measure the 'Taxi Zone' parking bay to determine if this bay will accommodate a delivery truck.</i> • <i>That Council contact the Taxi company to determine if the 'Taxi Zone' is being utilised and see if they have any concerns with the proposal to change to either a 'Loading Zone' or a '15-Minute' parking.</i>

Action Date	Running Actions
September 2025	Council has made several attempts to contact the Taxi company to see if they would have objection to change the 'Taxi Zone' to either a 'Loading Zone' or a '5-Minute' parking space. Troy Johnson mentioned that observations of this parking space have not sighted any taxis utilising the parking space. For this reason, determined that the 'Taxi Zone' be changed to a '5-Minute' parking space. This will better benefit the Aquatic Centre and can be used for short-term parking for deliveries. Recommendation: <i>That Council change the 'Taxi Zone', adjacent to the Regional Aquatic Centre to a '5-Minute' parking space.</i> <i>Moved: Troy Johnson</i> <i>Second: David Vant</i> <i>All in favour</i>
August 2025	The Committee was advised that Codie Howard is awaiting feedback from the taxi company.
July 2025	The YMCA has requested that one of the parking spaces directly across from the Aquatic Centre entrance be designated for YMCA use. The area was measured, and the bay is 6 metres long, which provides sufficient space for delivery trucks to manoeuvre without obstruction. Troy Johnson will confirm with Codie Howard if contact was made with the Taxi company for a response to the proposed change. An update will be provided to the Committee at the August 2025 meeting, to finalise the matter. Next Steps: • Await feedback from the Taxi company. • Committee to finalise the decision via email once the update is received.
June 2025	Troy Johnson informed the Committee that he was unsure if Codie Howard had contacted the taxi company for a response to the proposed changes. This matter be deferred to the July 2025 meeting for further discussion.
May 2025	Codie Howard advised the Committee he will contact the Taxi company to see if they use the Taxi zone adjacent to the Regional Aquatic Centre and inform them the Committee has received a request for the space to be changed to a 'Loading Zone' to assist with deliveries. The YMCA's request for designated parking at the Centre for staff was denied by the Committee. Based on the decision from the Taxi company, the Committee will determine if the space will be changed to a 'Loading Zone' and the requester be advised of the Committee decision. This matter will be discussed further at the June 2025 meeting.

April 2025	That this matter be deferred for discussion at the Committee's May 2025 meeting following the inspection being completed by Council.
March 2025	The Committee received an email from YMCA Broken Hill management, requesting designated staff parking and to change the 'Taxi Zone,' adjacent to the YMCA Regional Aquatic Centre, 336 McCulloch Street, to a 'Loading Zone'. YMCA management believe the 'Taxi Zone' is not being utilised and would be better used as a 'Loading Zone' for the facility. It was noted the existing parking in the requested area, adjacent to the Regional Aquatic Centre entrance, consists of a 'No Stopping,' '5-Minute' parking bay, 'Taxi Zone' and a disability parking bay. Chris Wallace suggested the 'Taxi Zone' could be changed to an additional '5-Minute' parking bay, to allow short-term parking for patrons being dropped off and picked up at the Regional Aquatic Centre. Chris Wallace informed the Committee that he has a conflict of interest with this matter, as his wife works at the Centre. For this reason, Chris Wallace withdrew himself from voting on recommendations resolved by the Committee. This was accepted by the Committee. The Committee agreed that consultation with the Taxi company is required, to determine if they require the 'Taxi Zone' at the Regional Aquatic Centre and check if they have any concerns with the request. The Committee identified that the existing 'Taxi Zone' is a standard parking bay, and the size may not accommodate delivery trucks. Council will need to measure the parking bay to determine the size and contact YMCA Management to identify the size of their delivery trucks. Troy Johnson advised the Committee that if the bay is changed to a 'Loading Zone,' Council's Ranger would need to be consulted regarding increasing patrols of the area and issuing of infringement notices. The Committee determined there is sufficient parking at the Centre for the YMCA's staff and agreed to further discuss this matter at their April 2025 meeting, following inspection of the area by Council. Recommendations: • That Council contact YMCA management to identify the size of the delivery trucks and to measure the 'Taxi Zone' parking bay to determine if this bay will accommodate a delivery truck. • That Council contact the Taxi company to determine if the 'Taxi Zone' is being utilised and see if they have any concerns with the proposal to change to either a 'Loading Zone' or a '5-Minute' parking. Moved: Troy Johnson Second: David Vant All in favour

Date	Item Details
February 2025	Request to remove or cover 'School Zone Flashing Lights' on Murton Street, adjacent to the old Willyama High School site.
Item No.	454.10.1, 460.9.1
EDRMS No.	N/A
CRM No.	N/A
Responsible Officer	Director Infrastructure and Environment
Current Status	Complete
Date	Committee Recommendation/s - Nil
Action Date	Running Actions
September 2025	Troy Johnson informed the Committee that David Vant was able to get the flashing light on Murton Street switched off, adjacent to the Willyama High School site, since the last meeting. Troy Johnson inspected the area to make sure that the school zone lights are not flashing. Being the school zone flashing lights have been switched off, there is no need to have them covered. The lights will be switched back on when the Willyama High School has been completed and operational. There is no further action required by the Committee.
August 2025	David Vant from TfNSW advised that a definitive response has not yet been received from the Department of Education regarding the official closure status of Willyama High School in Murton Street. Due to the lack of confirmation, TfNSW is unable to deactivate the flashing school zone lights on Murton Street. However, all other school zone signs on adjacent side streets have been covered. TfNSW is seeking information from Department of Education. Nathan Mathews from NSW Police confirmed that speeding fines can still be issued in the area. Enforcement is at the discretion of the attending officer. Council and TfNSW will continue to seek formal direction from the Department of Education regarding the deactivation of flashing lights on Murton Street.
April 2025	Troy Johnson informed the Committee the covers have been placed over the School Zone Flashing Lights on Murton Street, adjacent to the old site for the Willyama High School. The covers will be removed when the school is operational. No further action required by the Committee.

March 2025	David Vant stated, notification from the Department of Education has not yet been received by TfNSW, advising the declassification of the site as a school zone, due to relocation of Willyama High School to the Broken Hill High School site. Troy Johnson will notify Codie Howard of this update and ask him to request the Department of Education, to notify TfNSW, that the old Willyama High School site in Murton Street has been temporarily declassified as a school zone and to request the installation of temporary School Zone Flashing Lights at the current Willyama High School site. David Vant explained that Council can bag or cover the School Zone Flashing Lights on Murton Street at the old Willyama High School site. As advised, Council will be going ahead and covering the 40km/h speed zone signs around the old Willyama High School site, pending notification from the Department of Education. The Committee agreed to defer this matter for future discussion at the April 2025 meeting.
February 2025	The Committee was informed motorists are being fined when they exceed 40km/h travelling on Murton Street, adjacent to the old Willyama High School site, when the 'School Zone Lights' are flashing, although this area is not presently a school zone. Codie Howard asked David Vant, if it would be possible to either remove or cover these flashing lights, while the Willyama High School is situated at the Broken Hill High School site and for TfNSW to consider installing temporary 'School Zone Flashing Lights' at the school current site, on either the Wolfram Street or Kaolin Street sides. David Vant advised the Committee that if the 'School Zone Flashing Lights' are removed on Murton Street at the old Willyama High School site, then it will be much harder to get them reinstalled later on. For the 'School Zone Flashing Lights to be removed or covered, this would have to be directed by the Department of Education and for them to declassifying the area as a school zone. David Vant informed the Committee that no such notification has been received by Transport for the NSW. David Vant will follow up this matter with Jenene House from TfNSW, who is looking after the matter relating to school zones and will provide the Committee an update at the March 2025 meeting. David Vant informed the Committee that School Zone Flashing Lights at school were Government funded to be installed at the frontage of schools and for the installation of an addition flashing light in the area for the Willyama High School's current site, would require a case study to be completed by TfNSW, looking at how the school and buses operate in the area. As to the position of the 'School Zone Flashing Lights' on Wolfram Street or Kaolin Street will depend on the case study and its findings. Codie Howard advised he will contact the Department of Education and ask them to inform TfNSW that the area is not currently a school zone and for the flashing lights in this area to be removed or covered and for them to request the installation of an additional 'School Zone Flashing Lights' at the current site for the Willyama High School.

	David Vant estimated the cost of each unit is approximately \$30,000 and explained each unit has a battery backup and are linked back to the Sydney office. David Vant informed the Committee he will inspect the current site for the Willyama High School, following this meeting while he is in Broken Hill.
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461.12 Next Meeting Date: Tuesday, 7 October 2025

461.13 Meeting Close: 2.33 pm

CONFIDENTIAL MATTERS

Infrastructure and Environment Committee Meeting to be held Monday, October 20, 2025

1. **BROKEN HILL CITY COUNCIL REPORT NO. 195/25 - DATED OCTOBER 10, 2025 - TENDER T25/1 - UPGRADE TO AIRSIDE PAVEMENT MOVEMENT AREAS AT BROKEN HILL AIRPORT - CONFIDENTIAL**

(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).

1. **TENDER REPORT NO. 5/25 - DATED OCTOBER 04, 2025 - T25/17 - REQUEST FOR TENDER – ALMA OVAL CHANGEROOM REDEVELOPMENT 2025 - CONFIDENTIAL**

(General Manager's Note: This report is deemed confidential under Section 10A(2) (c) (d) 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; AND which provides for commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret).

1. **TENDER REPORT NO. 6/25 - DATED OCTOBER 03, 2025 - T24/10 - REQUEST FOR TENDER FOR SKATE RINK ROOF REPLACEMENT - CONFIDENTIAL**

(General Manager's Note: This report is deemed confidential under Section 10A(2) (c) (d) 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; AND which provides for commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret).



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