



AGENDA

Ordinary Meeting of Council

23 September 2025

Statement of Ethical Obligations

The Mayor and Councillors are reminded that they remain bound by the Oath/Affirmation of Office made at the start of the council term to undertake their civic duties in the best interests of the people of Eurobodalla Shire Council and to 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 skill and judgement. The Mayor and Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with the Code of Conduct and Code of Meeting Practice.

**ORDINARY MEETING OF COUNCIL
TO BE HELD IN THE COUNCIL CHAMBERS, MORUYA**

ON TUESDAY 23 SEPTEMBER 2025

COMMENCING AT 12:30 PM

AGENDA

(Proceedings of this meeting will be recorded as per Eurobodalla Shire Council's Code of Meeting Practice)

1. WELCOME

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES

Nil

4. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

4.1 Ordinary Meeting held on 26 August 2025

5. DECLARATIONS OF INTEREST OF MATTERS ON THE AGENDA

(Declarations also to be made prior to discussions on each item)

6. PUBLIC FORUM

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7. MAYORAL MINUTE

MM25/006 Importance of the Moruya Bypass Project4

8. NOTICES OF MOTION

Nil

9. QUESTIONS ON NOTICE FROM COUNCILLORS

Nil

10. PETITIONS

Nil

11. GENERAL MANAGER'S REPORTS

Nil

12. PLANNING AND ENVIRONMENT REPORTS

Nil

13. FINANCE AND CORPORATE SERVICES REPORTS

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MARK FERGUSON
GENERAL MANAGER

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MM25/006 IMPORTANCE OF THE MORUYA BYPASS PROJECT

Attachments: Nil

This Mayoral Minute underlines the urgent and critical importance of the Moruya Bypass project not only for the safety and vitality of our town centre, but also for the delivery of essential services that support the wellbeing and resilience of our community.

The project has been identified in state transport planning; however, without firm commitment to timeframes and funding, the community remains in limbo. Council has a responsibility to advocate strongly for this project to be brought forward and prioritised.

The existing Princes Highway alignment through Moruya presents ongoing challenges. Rising traffic volumes, including heavy vehicles, create congestion, compromise pedestrian safety, and diminish the amenity of the town centre. These issues intensify during peak periods, restricting the capacity of Moruya's central business district to grow as a safe, vibrant, and welcoming hub for residents and visitors.

The Moruya Bypass will:

- Support the town center's function and future growth by redirecting through traffic, reducing congestion, and creating a safer, more pedestrian-friendly main street environment. This will open up new opportunities for local businesses and reinforce Moruya's role as a regional service hub.
- Improve north–south connectivity along the Princes Highway, ensuring safer and more reliable travel for local residents, freight, and visitors. A dependable bypass is particularly critical for linking Moruya with surrounding towns, the airport, and the broader Eurobodalla region.
- Guarantee timely and safe access to the new Eurobodalla Regional Hospital, located south of Moruya. Rapid emergency access is vital for our community, and the bypass design must ensure seamless connections to the facility from both directions of the highway.

The bypass is not simply a road project; it is an investment in the long-term vitality of our region. It will drive economic sustainability, enhance community wellbeing, and strengthen regional resilience, while creating the opportunity to reimagine and revitalise the Moruya Town Centre with safer and more efficient connections across the Eurobodalla Shire.

I strongly urge Transport for NSW to prioritise and progress this essential project and call upon all stakeholders to work in collaboration to ensure that the bypass design delivers the maximum benefit and legacy for our community.

RECOMMENDATION

THAT Council:

1. Reaffirm its strong and ongoing support for the delivery of the Moruya Bypass as a priority infrastructure project for the Eurobodalla Shire.
2. Advocate to Transport for NSW to ensure the bypass design prioritises effective links to the Moruya town centre and the new Eurobodalla Regional Hospital
3. Communicate its position to local Members of Parliament, the NSW Minister for Roads, and the Federal Minister for Infrastructure.

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FCS25/050 DRAFT FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2025 - REFERRAL FOR AUDIT S011-T00002

Responsible Officer: Stephanie Speedy - Director Finance and Corporate Services

Attachments: 1. Under Separate Cover - DRAFT General purpose financial statements for period ending 30 June 2025
2. Under Separate Cover - DRAFT Special purpose financial statements for period ending 30 June 2025

Outcome: 5 Our engaged community with progressive leadership

Focus Area: 5.3 Work together to achieve our collective vision

Delivery Program Link: 5.3.1 Provide strong corporate and financial management that is ethical, fair, transparent and accountable

Operational Plan Link: 5.3.1.1 Provide sound and strategic financial management and reporting

EXECUTIVE SUMMARY

This report seeks Council's resolution to refer the draft Financial Statements for the year ended 30 June 2025 to audit. Under Section 413(1) of the *Local Government Act 1993* Council must prepare Financial Statements for each year and must refer them for audit as soon as practicable after the end of that year.

The audit will be conducted by Crowe Australasia on behalf of the NSW Audit Office. Once audited, the Financial Statements will be presented to the Ordinary Meeting of Council 26 November 2025 and will also be made available to the community for comment.

Under Section 413(2)(c) of the Local Government Act, a council's financial statements must include a statement by the council expressing its opinion on those statements. The required format for this statement is prescribed in Section 215 of the Local Government (General) Regulation. This statement appears on page 4 of the General Purpose Financial Statements and page 3 of the Special Purpose Financial Statements. It confirms that the financial statements have been prepared in accordance with applicable legislative requirements and professional accounting standards.

RECOMMENDATION

THAT:

1. The draft Annual Financial Statements (including the General-Purpose Financial Statements and the Special Purpose Financial Statements) for the year ended 30 June 2025 be referred to audit.
2. The statement by councillors and management be made pursuant to section 413(2)(c) of the *Local Government Act 1993* (as amended) and signed by the mayor, deputy mayor (or councillor), general manager and responsible accounting officer with reference to both the General Purpose Financial Statements and the Special Purpose Financial Statements.

**FCS25/050 DRAFT FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE
2025 - REFERRAL FOR AUDIT**

S011-T00002

BACKGROUND

Under Section 413(1) of the *Local Government Act 1993* Council must prepare Financial Statements for each year and must refer them for audit as soon as practicable after the end of that year.

This process ensures transparency and accountability in Council's financial reporting.
The Financial Statements include:

- **General Purpose Financial Statements** – Prepared in accordance with Australian Accounting Standards, to present Council's consolidated financial performance and position.
- **Special Purpose Financial Statements** – Prepared to meet obligations under the National Competition Policy and assess the financial performance of Council's water supply and sewerage services as well as its declared business activities: Batemans Bay Beach Resort and Bay Pavilions.

Council must also provide a formal statement confirming that the Financial Statements have been prepared in accordance with relevant legislation and accounting standards.

Table 1: Key dates in the Financial Statement preparation process:

Date	Milestone
23 September 2025	Council resolves to refer the draft Financial Statements for audit.
22 October 2025	NSW Audit Office issues the Independent Auditor's Reports.
31 October 2025	Lodgement of audited Financial Statements with the Office of Local Government (as required under Section 416(1) of the <i>Local Government Act 1993</i>)
26 November 2025	Presentation of audited Financial Statements at the Ordinary Council Meeting.

For the 2024–25 reporting period, Council has included a full draft set of General Purpose and Special Purpose Financial Statements as part of the agenda attachments. This marks a change from previous years, where draft statements were not circulated due to timing constraints.

The inclusion of the draft statements this year has been made possible due to improved scheduling of Council meetings, which now occur later in the month. This has allowed sufficient time for internal review and endorsement prior to referral for audit. This enhanced timing has supported greater transparency and early engagement with the financial reporting process.

It should be noted that if the draft Financial Statements are materially amended following the audit, the statement by management and councillors may need to be re-signed to reflect any updated financial results.

**FCS25/050 DRAFT FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE
2025 - REFERRAL FOR AUDIT**

S011-T00002

CONSIDERATIONS

Policy

Local Government Act 1993 and the regulations made thereunder.

Australian Accounting Standards and other pronouncements of the Australian Accounting Standards Board.

Local Government Code of Accounting Practice and Financial Reporting.

Other policies as required for preparation of the Special Purposes Financial Statements.

Financial

Council's draft consolidated operating result before capital grants and contributions for the year ended 30 June 2025 was a deficit of \$14.27 million (\$8.83 million deficit in 2024). This was an unfavourable result when compared with the original budgeted deficit of \$2.82 million.

The original budget was adopted by Council in June 2024, prior to completion of the Financial Statement presented to Council in November 2024.

Throughout the year, Council has adjusted the budget through the Quarterly Budget Review Statement (QBRs) to reflect evolving circumstances, operational priorities and updated forecasts relating to revenue and expenditure. During the year the QBRs reports were presented to Council, in November 2024 (September 2024 QBRs) and February 2025 (December 2024 QBRs).

While the revised operating result, before capital, as reflected in the [March QBRs](#) remains broadly consistent with the original budget, the individual line items have shifted.

The variance between the original budgeted operating result and the actual result amounted to \$11.45 million and key variances are listed in Table 2.

FCS25/050 DRAFT FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2025 - REFERRAL FOR AUDIT

S011-T00002

Table 2: Key Variances Between Original Budget and Actual Operating Result – Year Ended 30 June 2025

Description	\$ 000's	Line item
Commonwealth Government Financial Assistance Grant prepayment reduced from 85% in 2023-24 to 50%	4,116	Grants and contributions operating purposes
Write-off of infrastructure assets replaced or renewed.	3,499	Net loss from the disposal of assets
Community Care operating performance and redundancies following transition out of Council's service.	1,707	Various – majority reduction in income.
Insurance proceeds for bushfire damaged RFS building in Batemans Bay received in 2022-2023 and transferred to RFS in 2024-25.	779	Materials and services
Increased legal costs.	510	Materials and services
Decline in revenue for development assessments.	322	User charges and fees

Although the operating result is less favourable than expected, it doesn't significantly affect Council's short-term financial position, as unrestricted cash has increased by \$2.33 million.

The variance between the original budgeted capital expenditure and actual capital expenditure is minimal. The original budget was \$104.66 million, while actual capital expenditure for the year ended 30 June 2025 was \$101.60 million. While variances exist between individual funds, these differences reflect the timing of project delivery, adjustments made through the QBRs, and external factors such as market conditions and contractor availability. Despite some minor timing differences, the overall capital program remains aligned with Council's strategic objectives as outlined in its Delivery Program and Operational Plan.

Council's cash and investments increased by \$21.15 million to \$179.56 million. Most of this increase is attributed to loan funding (\$40 million) related to the Eurobodalla Southern Storage facility scheduled for completion in 2025-26.

Unrestricted cash increased by \$2.33 million during the 2024–25 financial year, reaching \$10.50 million at year end. This increase reflects a combination of factors, including a \$2.60 million negative cash impact from operating variances outlined in Table 2, which was more than offset by a \$2.20 million favourable timing variance in the delivery of Council's recurrent capital works program and a further \$2.20 million favourable impact resulting from changes to Council's cash reserves policy. Collectively, these factors contributed to the stronger unrestricted cash position at year end.

FCS25/050 DRAFT FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2025 - REFERRAL FOR AUDIT S011-T00002

Grants and contributions for capital purposes have decreased from \$69.3 million in 2023–24 to \$41.3 million in 2024–25. This reduction is primarily due to a decline in both cash and non-cash developer contributions, which fell by \$10.73 million, reflecting current market conditions.

Additionally, capital grants for water supplies were \$5.81 million, compared to \$25.85 million in the prior year, with most of this variance attributable to the timing and staging of the Southern Water Storage Facility project. These fluctuations are typical of multi-year capital programs and reflect the delivery cycle of major infrastructure projects.

The Annual Financial Statements have been prepared in accordance with the *Local Government Act 1993* (as amended), the [Local Government Code of Accounting Practice and Financial Reporting](#) (Code) and the Australian Accounting Standards. Council employs professionally qualified staff to ensure compliance with the reporting requirements and accounting standards.

This year's Code includes the removal of performance indicators (ratios), as they are currently under review by the NSW Office of Local Government (OLG). While these ratios are no longer part of the Code, OLG will continue to collect the relevant data through the Financial Data Return. Council will continue to report these ratios in the Annual Report using the existing methodology, ensuring transparency and continuity in financial performance reporting.

The updated Code also changes the format of the Income Statement to remove the Depreciation expense from the other operating expenses to show an operating result for Council before depreciation. The Income Statement continues to show the Operating result before capital grants and contributions.

No matters or occurrences have come to attention that would materially affect the Financial Statements or disclosures therein, or that are likely to materially affect the future results or operations of Council. In addition, staff and management have not been advised by the external Auditor of any notable issues during the interim audit conducted in June 2025.

On 10 September 2025, Council's Audit, Risk and Improvement Committee (ARIC) held a special meeting to receive the draft Financial Statements for the period ending 30 June 2025. At that time, the draft Financial Statements were substantially complete and provided a sound basis for review. ARIC will be provided with a copy of this report (including attached draft Financial Statements) along with a summary of the changes made since the version they received on 10 September 2025 for further comment.

Community and Stakeholder Engagement

The audited Financial Statements will be presented at the Ordinary Meeting of Council on 26 November 2025. They will be attached to the public agenda for this meeting and made available seven days prior. In addition, the audited Financial Statements will be included as an appendix to Council's Annual Report, which will also be presented at the November meeting.

Council's Financial Statements and Annual Reports are available on Council's website.

**FCS25/050 DRAFT FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE
2025 - REFERRAL FOR AUDIT**

S011-T00002

CONCLUSION

The Financial Statements have been prepared by qualified staff in accordance with all relevant standards and are ready for audit. On resolution, the Financial Statements can be signed by the Mayor, Deputy Mayor (or Councillor), General Manager and Responsible Accounting Officer as required under the *Local Government Act 1993*.

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FCS25/051 DELEGATIONS TO THE GENERAL MANAGER

S004-T00010

Responsible Officer: Stephanie Speedy - Director Finance and Corporate Services

Attachments: Nil

Community Goal: 5 We are an engaged community progressive leadership.

Community Strategy: 5.2 Proactive, responsive and strategic leadership

Delivery Program Link: 5.2.2 Implement effective governance and long-term planning

Operational Plan Link: 5.2.2.2 Implement effective governance processes including strategic approach for policy review

EXECUTIVE SUMMARY

Section 335 of the *Local Government Act 1993 (the Act)* lists the functions of the general manager of a council which include conducting the day-to-day management of the council in accordance with strategic plans, programs, strategies and policies of the council, and to implement without undue delay, lawful decisions of the council.

The Council may delegate to the general manager any functions, powers, duties and authorities of the Council with the exclusion of those listed in Section 377 (1) of the *Act*. Section 377 of the *Act* allows the elected Council to delegate, by way of a Council resolution, authority to the general manager to make most of the decisions and perform most of the functions required for Council to operate on a day-to-day basis.

Effective functioning of local government relies on delegation so that matters can be progressed in a timely manner. Whilst Council meetings are the formal decision-making forums for matters over which Council has jurisdiction, several Council decisions are not made at formal meetings. Consequently, a range of decision-making power is allocated by formal delegation to the general manager.

NSW councils can delegate most of their statutory functions to the general manager by using a "delegation by exception" approach, where the general manager is given all delegable functions by default, except for a list of specific functions prohibited by Section 377(1) of the *Local Government Act 1993*. This method is practical for managing frequent changes in legislation and ensures that councils can continue to operate by having the general manager handle daily functions in line with s335 of the *Act*.

Council is required under the *Act* to review the delegations it has in place within 12 months of every election.

At the Ordinary Meeting of Council on 26 August 2025 Council resolved to defer this report to the 23 September 2025 meeting to allow a further briefing on Council.

This report recommends the endorsement of delegations to the general manager.

RECOMMENDATION

THAT:

1. All previous delegations by Council to the general manager be revoked.

FCS25/051 DELEGATIONS TO THE GENERAL MANAGER

S004-T00010

2. Subject to point 1 above, the general manager is delegated all the delegable functions, powers, duties and authorities of Council under any legislation excluding those functions specific in clauses (a) to (u) of Section 377 (1) of the *Local Government Act 1993*.
3. Council fixes the amount of \$10,000 as the amount above which rates, charges and debts owed to the Council may be written off only by resolution of the Council, pursuant to clause 131 of *Local Government (General) Regulation 2021*.
4. All functions delegated to the general manager must be exercised at all times in accordance with the applicable statutory requirements, as well as any resolution or policy adopted by Council from time to time.
5. Council note that it can review and revise Delegations to the general manager at any time.

BACKGROUND

In September 2022 Council resolved the following:

“THAT Council resolves as follows:

1. All previous delegations by the Council to the general manager be revoked.
2. Subject to point 1 above, the general manager is delegated all the delegable functions, powers, duties and authorities of Council under any legislation excluding those functions specified in clauses (a) to (u) of section 377 (1) of the *Local Government Act 1993*.
3. Council fixes the amount of \$10,000 as the amount above which rates, charges and debts owed the Council may be written off only by resolution of the Council, pursuant to clause 131 of the *Local Government (General) Regulation 2005*.
4. All functions delegated to the general manager must be exercised at all times in accordance with the applicable statutory requirements, as well as any resolution or policy adopted by the Council from time to time.
5. Council note that it can review and revise Delegations to the General Manager at any time.

CONSIDERATIONS

The five sections of the Act that relate directly to delegations include:

[Section 335](#) [How a council may exercise functions](#)
[Section 377](#) [General power of the council to delegate](#)
[Section 378](#) [Delegations by the general manager](#)
[Section 379](#) [Delegation of regulatory functions](#)
[Section 380](#) [Review of delegations](#)
[Section 381](#) [Exercise of functions conferred or imposed on council employees under other Acts](#)

FCS25/051 DELEGATIONS TO THE GENERAL MANAGER

S004-T00010

The key points of these Sections are:

Section 335 Functions of general manager

This covers the functions to be exercised by the general manager of a council.

The general manager of a council has the following functions--

(a) to conduct the day-to-day management of the council in accordance with the strategic plans, programs, strategies and policies of the council,

(b) to implement, without undue delay, lawful decisions of the council,

(c) to advise the mayor and the governing body on the development and implementation of the strategic plans, programs, strategies and policies of the council,

(d) to advise the mayor and the governing body on the appropriate form of community consultation on the strategic plans, programs, strategies and policies of the council and other matters related to the council,

(e) to prepare, in consultation with the mayor and the governing body, the council's community strategic plan, community engagement strategy, resourcing strategy, delivery program, operational plan and annual report,

(f) to ensure that the mayor and other councillors are given timely information and advice and the administrative and professional support necessary to effectively discharge their functions,

(g) to exercise any of the functions of the council that are delegated by the council to the general manager,

(h) to appoint staff in accordance with the organisation structure determined under this Chapter and the resources approved by the council,

(i) to direct and dismiss staff,

(j) to implement the council's workforce management strategy,

(k) any other functions that are conferred or imposed on the general manager by or under this or any other Act.

Section 377 General power of the council to delegate

This covers the general power of the council to delegate to the general manager or any other person or body (not including another employee of the council) any function of the council.

This section then lists the functions that cannot be delegated as follows:

(1) A council may, by resolution, delegate to the general manager or any other person or body (not including another employee of the council) any of the functions of the council under this or any other Act, other than the following—

(a) the appointment of a general manager,

(b) the making of a rate,

(c) a determination under section 549 as to the levying of a rate,

(d) the making of a charge,

FCS25/051 DELEGATIONS TO THE GENERAL MANAGER

S004-T00010

- (e) the fixing of a fee,*
- (f) the borrowing of money,*
- (g) the voting of money for expenditure on its works, services or operations,*
- (h) the compulsory acquisition, purchase, sale, exchange or surrender of any land or other property (but not including the sale of items of plant or equipment),*
- (i) the acceptance of tenders to provide services currently provided by members of staff of the council,*
- (j) the adoption of an operational plan under section 405,*
- (k) the adoption of a financial statement included in an annual financial report,*
- (l) a decision to classify or reclassify public land under Division 1 of Part 2 of Chapter 6,*
- (m) the fixing of an amount or rate for the carrying out by the council of work on private land,*
- (n) the decision to carry out work on private land for an amount that is less than the amount or rate fixed by the council for the carrying out of any such work,*
- (o) the review of a determination made by the council, and not by a delegate of the council, of an application for approval or an application that may be reviewed under section 82A of the [Environmental Planning and Assessment Act 1979](#),*
- (p) the power of the council to authorise the use of reasonable force for the purpose of gaining entry to premises under section 194,*
- (q) a decision under section 356 to contribute money or otherwise grant financial assistance to persons,*
- (r) a decision under section 234 to grant leave of absence to the holder of a civic office,*
- (s) the making of an application, or the giving of a notice, to the Governor or Minister,*
- (t) this power of delegation,*
- (u) any function under this or any other Act that is expressly required to be exercised by resolution of the council.*
- (1A) Despite subsection (1), a council may delegate its functions relating to the granting of financial assistance if—*
 - (a) the financial assistance is part of a specified program, and*
 - (b) the program is included in the council's draft operational plan for the year in which the financial assistance is proposed to be given, and*
 - (c) the program's proposed budget for that year does not exceed 5 per cent of the council's proposed income from the ordinary rates levied for that year, and*
 - (d) the program applies uniformly to all persons within the council's area or to a significant proportion of all the persons within the council's area.*
- (2) A council may, by resolution, sub-delegate to the general manager or any other person or body (not including another employee of the council) any function delegated to the council by the Departmental Chief Executive except as provided by the instrument of delegation to the council.*
- (3) A council may delegate functions to a joint organisation only with the approval, by resolution, of the board of the joint organisation.*

FCS25/051 DELEGATIONS TO THE GENERAL MANAGER

S004-T00010

Section 378 *Delegations by the general manager*

This gives the general manager authority to sub-delegate a function that has been delegated to the general manager by Council, including another employee of Council:

- (1) The general manager may delegate any of the functions of the general manager, other than this power of delegation.*
- (2) The general manager may sub-delegate a function delegated to the general manager by the council to any person or body (including another employee of the council).*
- (3) Subsection (2) extends to a function sub-delegated to the general manager by the council under section 377(2).*

Section 379 *Delegation of regulatory functions*

This describes regulatory functions of Council and how these functions can be delegated or sub-delegated.

- (1) A regulatory function of a council under Chapter 7 must not be delegated or sub-delegated to a person or body other than—*
 - (a) a committee of the council of which all the members are councillors or of which all the members are either councillors or employees of the council, or*
 - (b) an employee of the council, or*
 - (c) a county council, or*
 - (d) a joint organisation.*
- (2) A regulatory function of a county council under Chapter 7 must not be delegated or sub-delegated to a person or body other than—*
 - (a) a committee of the county council of which all the members are members of the county council or of which all the members are either members of the county council or employees of the county council, or*
 - (b) an employee of the county council, or*
 - (c) a council.*
- (2A) A council may delegate a regulatory function to a joint organisation only with the approval, by resolution, of the board of the joint organisation.*
- (3) However, if—*
 - (a) a regulatory function is delegated to a county council, the function may be delegated to the general manager and by the general manager to an employee of the county council, or*
 - (b) a regulatory function is delegated to a council, the function may be delegated to the general manager and by the general manager to an employee of the council, or*
 - (c) a regulatory function is delegated to a joint organisation, the function may be delegated to the executive officer and by the executive officer to an employee of the joint organisation.*

Section 380 *Review of delegations*

This describes the review period of the delegations.

FCS25/051 DELEGATIONS TO THE GENERAL MANAGER

S004-T00010

Each council must review all its delegations during the first 12 months of each term of office.

Section 381 Exercise of functions conferred or imposed on council employees under other Acts

This deals with the delegation from other Acts.

(1) If, under any other Act, a function is conferred or imposed on an employee of a council or on the mayor or a councillor of a council, otherwise than by delegation in accordance with this section, the function is taken to be conferred or imposed on the council.

(2) Such a function may be delegated by the council in accordance with this Part.

(3) A person must not, under any other Act, delegate a function to—

- *the general manager, except with the approval of the council*
- *an employee of the council, except with the approval of the council and the general manager.*

Where a specific delegation to the general manager has been resolved by Council, it will also be included in the Delegations register, which is available on Council's website, to ensure such delegation is enacted and has been recorded.

The Delegations register records sub-delegations to staff in accordance with Section 378 (2) of the Act.

CONCLUSION

Whilst Council meetings are the formal decision-making forums for matters over that Council has jurisdiction, a number of Council decisions are not made at formal meetings. Effective functioning of local government relies on delegation so that matters can be progressed in a timely manner. Consequently, a range of decision-making power is allocated by formal delegation to the general manager with the exclusion of those listed in Section 377 (1) of the *Local Government Act 1993*.

This report recommends the endorsement of delegations to the general manager.

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**FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR
EXPENSES, PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY**

S004-T00014

Responsible Officer: Stephanie Speedy - Director Finance and Corporate Services

Attachments: 1. Councillor Expenses, Professional Development and Facilities Policy [↓](#)

Community Goal: 5 We are an engaged community progressive leadership.

Community Strategy: 5.2 Proactive, responsive and strategic leadership

Delivery Program Link: 5.2.2 Implement effective governance and long-term planning

Operational Plan Link: 5.2.2.2 Implement effective governance processes including strategic approach for policy review

EXECUTIVE SUMMARY

The *Local Government Act 1993*, section 252 requires that within the first 12 months of each term of Council, the Council must adopt a policy covering the payment of expenses incurred or to be incurred by, and the provision of facilities to the mayor and councillors in relation to discharging the functions of civic office.

The Councillor Expenses, Professional Development and Facilities policy was last adopted by Council on 14 June 2022. The draft updated policy has been developed with reference to the Office of Local Government's [suggested template on Councillor Expenses and Facilities](#), and has been prepared in accordance with the *Local Government Act 1993* (the Act) and *Local Government (General) Regulation 2021* (the Regulation).

Section 253 of the Act requires the updated policy be placed on public exhibition for at least 28 days to allow for submissions.

At the Ordinary Meeting of Council on 22 July 2025 the draft updated Councillor Expenses, Professional Development and Facilities Policy was endorsed by Council to be placed on public exhibition for 28 days from 23 July to 19 August 2025. No submissions were received during the exhibition period.

It is recommended that Council adopts the Councillor Expenses, Professional Development and Facilities Policy as exhibited.

RECOMMENDATION

THAT:

1. Council note that the draft Councillor Expenses, Professional Development and Facilities Policy was placed on exhibition for 28 days from 23 July to 19 August 2025 and that no submissions were received.
2. Council adopt the Councillor Expenses, Professional Development and Facilities Policy as exhibited.

BACKGROUND

The purpose of this policy is:

- To enable the reasonable and appropriate reimbursement of expenses and provision of facilities to councillors to help them undertake their civic duties.

**FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR
EXPENSES, PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY**

S004-T00014

It ensures accountability and transparency and seeks to align councillor expenses and facilities with community expectations. Councillors must not obtain private or political benefit from any expense or facility provided under this policy.

- To demonstrate Eurobodalla Shire Council's (Council) commitment to ensuring that the mayor and councillors have access to induction and ongoing professional development that will assist them to develop and maintain the skills and knowledge required to effectively perform their civic role and responsibilities under the *Local Government Act 1993*.

The policy sets out the maximum amounts Council will pay for specific expenses and facilities.

This policy applies to the mayor and councillors of Council and to Council staff involved in the provision of councillors' expenses and facilities.

CONSIDERATIONS

The policy is designed to ensure:

- Accountability and transparency in the reimbursement of expenses incurred or to be incurred by councillors.
- That the facilities provided to assist councillors carry out their civic duties are reasonable.
- Compliance with, and awareness of, legislative requirements under the *Local Government Act 1993* in respect to councillors' expenses and facilities.
- Consistency and fairness in the manner in which Council deals with councillors' expenses and facilities.
- That Council's policies and requirements are readily accessible and understandable to the public.

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The three tables that underpin this policy are as follows:

Table 1.0 Councillor Expense Limits

Councillor expense	Summary of details
Conferences and Seminars *	\$3,750 per councillor, \$4,000 for the mayor, annually. This excludes the cost of travel, accommodation and food.
Professional Development *	\$2,500 per councillor, annually. This excludes the costs of travel, accommodation and food. Excludes Company Directors Course per below. Excludes in-house group training sessions.
Company Directors Course	If a councillor has not already completed the course through the Australian Institute of Company Directors, Council will cover the costs of this course during the first 18 months as councillor.
Childcare	Council will meet the cost of childcare expenses, supplied by a registered childcare provider, whilst councillors attend Council or committee meetings to a maximum of \$500 per annum.
Mobile phone and internet	Unlimited phone calls, text messages and data on devices provided by or approved by Council.
Fuel reimbursement for travel on Council business	Based on Australian Taxation Office guidelines, currently \$0.88 per kilometre.
Accommodation for conferences, seminars, meetings and professional development	Based on Australian Taxation Office guidelines for Sydney region, subject to general manager's discretion. Currently up to \$198 per night maximum.
Food for conferences, seminars, meetings and professional development	Based on Australian Taxation Office guidelines, subject to general manager's discretion. Currently: Breakfast up to \$33.90 Lunch up to \$38.10 Dinner up to \$64.95

*Note that the general manager has discretion to approve offsets between conference and professional development budgets, subject to combined limit.

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Table 1.1 Councillor Facilities Provided

Below is a summary table of facilities provided to the mayor and councillors.

<i>Councillor facility</i>	<i>Summary of details</i>
Councillor common room	Provided to all councillors at main administration building in Moruya.
Administrative support staff	Council's Executive Services office are available for administration and secretarial duties for the mayor and councillors in relation to their civic duties only.
IT equipment	Mobile phone and iPad or laptop provided to all councillors. Councillors are also provided with a security fob for access to the Council building.
Stationery	Councillors are provided with business cards, yearly diaries and items such as pens/paper/notebooks as required.
Mail	Councillors are permitted to post mail relating to their civic duties via the Executive Services office.
Uniform and protective clothing	Councillors are provided with a name tag on commencement. Upon request, councillors can be issued with two shirts from the corporate uniform collection. Councillors will be provided with protective clothing, such as vests or headwear, when required for site visits and the like.
Council vehicle	Provided to the mayor only (leaseback arrangement)
Reserved parking space at main administration building in Moruya	Provided to the mayor only.
Furnished office	Provided to the mayor only.
Credit card	Provided to the mayor only.

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Table 1.2 Professional Development Provided

<i>Professional Development</i>	<i>Summary of details</i>
Induction/Orientation	A comprehensive and compulsory induction/orientation program will be provided to all councillors at the beginning of the new Council term.
Company Directors Course	If a councillor has not already completed the course through the Australian Institute of Company Directors, Council will cover the costs of this course during the term as councillor.
Ongoing professional development	Included within the annual limits shown in Table 1.0

CHANGES TO PREVIOUS VERSION OF THE POLICY

- Councillor Professional Development (and associated travel, meals) budget increases from \$2,000 to \$2,500.
- Councillor expenses for seminars and conferences increased from \$3,500 to \$3,750 while the mayoral allowance increases to \$4,000.
- General manager has discretion to approve offsets between conference and professional development budgets, subject to combined limit.
- Removal of 3GB data limit on mobile phone and internet devices.
- Updates to meal, accommodation and fuel limits per latest ATO guidelines.
- Update to Mayor contribution for private use of Council supplied vehicle from \$4,000 to \$4,400 for 2025/26, \$4,800 for 2026/27, \$5,200 for 2027/28 and indexed with CPI annually thereafter.
- Removal of duplicated and unnecessary clauses.
- Simplified layout based on OLG model suggested template.

Policy

Section 253 of the *Act* requires the updated policy be placed on public exhibition for at least 28 days to allow for submissions.

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CONCLUSION

The draft updated Councillor Expenses, Professional Development and Facilities Policy was publicly exhibited for 28 days from 23 July to 19 August 2025. No submissions were received during the exhibition period.

It is recommended that Council adopts the Councillor Expenses, Professional Development and Facilities Policy as exhibited.

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Policy

Policy/Procedure title	Councillor Expenses, Professional Development and Facilities Policy
Responsible manager(s)	Corporate Manager Governance and Risk
Contact officer(s)	Corporate Manager Governance and Risk
Directorate	Finance and Corporate Services
Approval date	
Outcome area	5. Our engaged community with progressive leadership
Strategy	5.2 Proactive, responsive and strategic leadership
Delivery Program	5.2.2 Implement effective governance and long-term planning
Operational Plan	5.2.2.2 Implement effective governance processes including strategic approach for policy review

Purpose

The purpose of this policy is:

- To enable the reasonable and appropriate reimbursement of expenses and provision of facilities to councillors to help them undertake their civic duties.
It ensures accountability and transparency and seeks to align councillor expenses and facilities with community expectations. Councillors must not obtain private or political benefit from any expense or facility provided under this policy.
The policy has been prepared in accordance with the *Local Government Act 1993* (the Act) and Local Government (General) Regulation 2021 (the Regulation) and complies with the Office of Local Government's Guidelines for the payment of expenses and provision of facilities to mayors and councillors in NSW. The policy sets out the maximum amounts council will pay for specific expenses and facilities. Expenses not explicitly addressed in this policy will not be paid or reimbursed.
- To demonstrate Eurobodalla Shire Council's (Council) commitment to ensuring that the mayor and councillors have access to induction and ongoing professional development that will assist them to develop and maintain the skills and knowledge required to effectively perform their civic role and responsibilities under the *Local Government Act 1993*.

Policy aims

The policy is designed to ensure:

- Accountability and transparency in the reimbursement of expenses incurred or to be incurred by councillors.
- That the facilities provided to assist councillors carry out their civic duties are reasonable.
- Compliance with, and awareness of, legislative requirements under the *Local Government Act 1993* in respect to councillors' expenses and facilities.
- Consistency and fairness in the manner in which the Council deals with councillors' expenses and facilities.
- That Council's policies and requirements are readily accessible and understandable to the public.

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Policy application

This policy applies to the mayor and councillors of Council and to Council staff involved in the provision of councillors expenses and facilities.

The Local Government Remuneration Tribunal has adopted the principle that expenses reasonably incurred by councillors are outside provisions made under the annual fee determination. Councillor fees are not covered within this policy and must be separately adopted by Council subject to the maximum amounts allowed by determination of the remuneration tribunal.

The main expenses and facilities are summarised in the table below. All monetary amounts are exclusive of GST.

Councillors must provide claims for reimbursement within three months of an expense being incurred. Claims made after this time cannot be approved.

Table 1.0 Councillor Expense Limits

Councillor expense	Summary of details
Conferences and Seminars *	\$3,750 per councillor, \$4,000 for the mayor, annually. This excludes the cost of travel, accommodation and food.
Professional Development *	\$2,500 per councillor, annually. This excludes the costs of travel, accommodation and food. Excludes Company Directors Course per below. Excludes in-house group training sessions.
Company Directors Course	If a councillor has not already completed the course through the Australian Institute of Company Directors, Council will cover the costs of this course during the first 18 months as councillor
Childcare	Council will meet the cost of childcare expenses, supplied by a registered childcare provider, whilst councillors attend Council or committee meetings to a maximum of \$500 per annum.
Mobile phone and internet	Unlimited phone calls, text messages and data on devices provided by or approved by Council.
Fuel reimbursement for travel on Council business	Based on Australian Taxation Office guidelines, currently \$0.88 per kilometre.
Accommodation for conferences, seminars, meetings and professional development	Based on Australian Taxation Office guidelines for Sydney region, subject to general manager's discretion. Currently up to \$198 per night maximum.
Food for conferences, seminars, meetings and professional development	Based on Australian Taxation Office guidelines, subject to general manager's discretion. Currently: Breakfast up to \$33.90 Lunch up to \$38.10 Dinner up to \$64.95

*Note that the general manager has discretion to approve offsets between conference and professional development budgets, subject to combined limit.

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Table 1.1 Councillor Facilities Provided

Below is a summary table of facilities provided to the mayor and councillors.

Councillor facility	Summary of details
Councillor common room	Provided to all councillors at main administration building in Moruya.
Administrative support staff	Council's Executive Services office are available for administration and secretarial duties for the mayor and councillors in relation to their civic duties only.
IT equipment	Mobile phone and iPad or laptop provided to all councillors. Councillors are also provided with a security fob for access to the Council building.
Stationery	Councillors are provided with business cards, yearly diaries and items such as pens/paper/notebooks as required.
Mail	Councillors are permitted to post mail relating to their civic duties via the Executive Services office.
Uniform and protective clothing	Councillors are provided with a name tag on commencement. Upon request, councillors can be issued with two shirts from the corporate uniform collection. Councillors will be provided with protective clothing, such as vests or headwear, when required for site visits and the like.
Council vehicle	Provided to the mayor only (leaseback arrangement)
Reserved parking space at main administration building in Moruya	Provided to the mayor only.
Furnished office	Provided to the mayor only.
Credit card	Provided to the mayor only.

Table 1.2 Professional Development Provided

Professional Development	Summary of details
Induction/Orientation	A comprehensive and compulsory induction/orientation program will be provided to all councillors at the beginning of the new Council term.
Company Directors Course	If a councillor has not already completed the course through the Australian Institute of Company Directors, Council will cover the costs of this course during the term as councillor.
Ongoing professional development	Included within the annual limits shown in Table 1.0 In-house group training sessions provided do not form part of councillors' budget allocations.

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Relevant legislation and guidance


- Local Government Act 1993, Sections 252 and 253
- Local Government (General) Regulation 2005, Clauses 217 and 403
- Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors in NSW, 2009
- Local Government Circular 09-36 Guidelines for Payment of Expenses and Facilities
- Local Government Circular 05-08 legal assistance for Councillors and Council Employees.
- Council Code of Conduct policy

Policy Details

	Part A – Introduction
1.	<p>Introduction</p> <ul style="list-style-type: none"> • The provision of expenses and facilities enables councillors to fulfil their civic duties as the elected representatives of Council. • The community is entitled to know the extent of expenses paid to councillors, as well as the facilities provided. • The purpose of this policy is to clearly state the facilities and support that are available to councillors to assist them in fulfilling their civic duties. • Council staff are empowered to question or refuse a request for payment from a councillor when it does not accord with this policy – subject to discretion of the general manager. • Expenses and facilities provided by this policy are in addition to fees paid to councillors. The minimum and maximum fees a council may pay each councillor are set by the Local Government Remuneration Tribunal as per Section 241 of the Act and reviewed annually. Council must adopt its annual fees within this set range.
2.	<p>Policy Objectives</p> <p>The objectives of this policy are to:</p> <ul style="list-style-type: none"> • Enable the reasonable and appropriate reimbursement of expenses incurred by councillors while undertaking their civic duties. • Enable facilities of a reasonable and appropriate standard to be provided to councillors to support them in undertaking their civic duties. • Ensure accountability and transparency in reimbursement of expenses and provision of facilities to councillors. • Ensure facilities and expenses provided to councillors meet community expectations. • Support a diversity of representation. • Fulfil the council's statutory responsibilities.
3.	<p>Principles</p> <ul style="list-style-type: none"> • Council commits to the following principles: • Proper conduct: councillors and staff acting lawfully and honestly, exercising care and diligence in carrying out their functions

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	<ul style="list-style-type: none"> Reasonable expenses: providing for councillors to be reimbursed for expenses reasonably incurred as part of their role as councillor. Participation and access: enabling people from diverse backgrounds, underrepresented groups, those in carer roles and those with special needs to serve as a councillor. Equity: there must be equitable access to expenses and facilities for all councillors. Appropriate use of resources: providing clear direction on the appropriate use of Council resources in accordance with legal requirements and community expectations. Accountability and transparency: clearly stating and reporting on the expenses and facilities provided to councillors.
4.	<p>Private or political benefit</p> <ul style="list-style-type: none"> Councillors must not obtain private or political benefit from any expense or facility provided under this policy. Private use of Council equipment and facilities by councillors may occur from time to time. For example, telephoning home to advise that a Council meeting will run later than expected. Such incidental private use does not require a compensatory payment back to Council. Councillors should avoid obtaining any greater private benefit from Council than an incidental benefit. Where there are unavoidable circumstances and more substantial private use of Council facilities does occur, councillors must reimburse Council. Campaigns for re-election are considered to be a political benefit. The following are examples of what is considered to be a political interest during a re-election campaign: <ul style="list-style-type: none"> production of election material use of Council resources and equipment for campaigning use of official council letterhead, publications, websites or services for political benefit fundraising activities of political parties or individuals, including political fundraising events.
	Part B – Expenses
5.	<p>General Expenses</p> <p>All expenses provided under this policy will be for a purpose specific to the functions of holding civic office. Allowances for general expenses are not permitted under this policy.</p>
6.	Specific Expenses
6.1	<p>Conferences and seminars</p> <p>All travel by councillors should be undertaken using the most direct route and the most practicable and economical mode of transport.</p> <p>Each councillor may be reimbursed up to a total of \$3,750 per year, and the mayor may be reimbursed up to a total of \$4,000 per year, for expenses incurred attending conferences and seminars, excluding the cost of travel, accommodation and food.</p>

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	<p>Allowances for the use of a private vehicle will be reimbursed by kilometre, in line with the Australian Taxation Office guidelines. Councillors seeking to be reimbursed for use of a private vehicle must keep a logbook recording the date, distance and purpose of travel being claimed. Copies of the relevant logbook contents must be provided with the claim.</p> <p>Approval to attend a conference or seminar is subject to a written request to the general manager. In assessing a councillor request, the general manager must consider factors including the:</p> <ul style="list-style-type: none"> • relevance of the topics and presenters to current council priorities and business and the exercise of the councillor's civic duties • cost of the conference or seminar in relation to the total remaining budget. <p>Council will meet the reasonable cost of registration fees, transportation and accommodation associated with attendance at conferences approved by the general manager, as outlined in table 1.0 of this policy. Council will also meet the reasonable cost of meals when they are not included in the conference fees. Reimbursement for accommodation and meals not included in the conference fees will be subject to table 1.0 of this Policy.</p>
6.2	<p>Travel outside the Local Government Area (LGA) including interstate and overseas travel</p> <p>In accordance with Section 4, Council will scrutinise the value and need for councillors to undertake overseas travel. Council should avoid interstate, overseas and long distance intrastate trips unless direct and tangible benefits can be established for Council and the local community. This includes travel to sister and friendship cities.</p> <p>Councillors seeking approval for any interstate and long distance intrastate travel must submit a case to and obtain the approval of the general manager prior to travel.</p> <p>Councillors seeking approval for any overseas travel must submit a case to, and obtain the approval of, a full council meeting prior to travel.</p> <p>The case should include:</p> <ul style="list-style-type: none"> • Objectives to be achieved in travel, including an explanation of how the travel aligns with current council priorities and business, the community benefits which will accrue as a result, and its relevance to the exercise of the councillor's civic duties who is to take part in the travel. • Duration and itinerary of travel. • A detailed budget including a statement of any amounts expected to be reimbursed by the participant/s. • For interstate and long distance intrastate journeys by air of less than three hours, the class of air travel is to be economy class. • For interstate journeys by air of more than three hours, the class of air travel may be premium economy. • For international travel, the class of air travel is to be premium economy if available. Otherwise, the class of travel is to be economy.

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	<ul style="list-style-type: none"> Bookings for approved air travel are to be made through the general manager's office. For air travel that is reimbursed as council business, councillors will not accrue points from the airline's frequent flyer program. This is considered a private benefit.
6.3	Travel expenses not paid by Council Council will not pay any traffic or parking fines or administrative charges for road toll accounts.
6.4	Accommodation and meals In circumstances where it would introduce undue risk for a councillor to travel to or from official business in the late evening or early morning, reimbursement of costs for accommodation and meals on the night before or after the meeting may be approved by the general manager. This includes where a meeting finishes later than 9.00pm or starts earlier than 7.00am and the councillor lives more than 50 kilometres from the meeting location. Council will reimburse costs for accommodation and meals while councillors are undertaking prior approved travel or professional development outside of the Eurobodalla Shire. The daily limits for accommodation and meal expenses within Australia are based on the Australian Taxation guidelines for reasonable travel and meal allowances. The daily limits for accommodation and meal expenses outside Australia are to be determined in advance by the general manager. Councillors will not be reimbursed for alcoholic beverages.
6.5	Refreshments for council related meetings Appropriate refreshments will be available for Council meetings, Council committee meetings, councillor briefings, approved meetings and engagements, and official Council functions as approved by the general manager.
6.6	Professional development Council will set aside \$2,500 per councillor annually in its budget to facilitate professional development of councillors through programs, training, education courses and membership of professional bodies. Council is committed to ensuring its councillors are up to date with contemporary issues facing council and the community, and local government in NSW. As such, a structured ongoing professional development program for councillors will be developed by staff in line with the <i>Councillor Induction and Professional Development Guidelines</i> issued under section 23A of the <i>Local Government Act 1993</i> . In-house group training sessions arranged by staff will be provided in addition to this budget. In the first year of a new council term, Council will provide a comprehensive induction program for all councillors which considers any guidelines issued by the

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	<p>Office of Local Government (OLG). The cost of the induction program will be in addition to the ongoing professional development funding.</p> <p>Annual membership of professional bodies will only be covered where the membership is relevant to the exercise of the councillor's civic duties, the councillor actively participates in the body and the cost of membership is likely to be fully offset by savings from attending events as a member.</p> <p>Approval for professional development activities is subject to a prior written request to the general manager outlining the:</p> <ul style="list-style-type: none"> • details of the proposed professional development • relevance to Council priorities and business • relevance to the exercise of the councillor's civic duties.
6.7	<p>Information and communications technology (ICT) expenses</p> <p>Both the mobile phone and the iPad/tablet provided to councillors will have an unlimited data allowance and will be connected to Council's telecommunication account.</p> <p>Councillors must declare any private benefits that are more substantial than merely 'incidental' and these will be charged back to the councillor.</p> <p>Additional costs may be permitted in extenuating circumstances, subject to the general manager's approval.</p>
6.8	<p>Care and Other Related Expenses</p> <p>Council encourages wide participation and interest in civic office.</p> <p>Council will meet the cost of childcare expenses, supplied by a registered childcare provider, whilst councillors attend Council or committee meetings to a maximum of \$500 per annum.</p> <p>Consideration will be given to any other extenuating carer circumstances that might warrant reimbursement subject to the resolution of Council.</p> <p>Consideration will be given to any special requirements of councillors such as disability and access needs based on particular merits subject to discretion of the General Manager.</p>
6.9	<p>Insurance Expenses</p> <p>Council will provide, at its cost, insurance to protect the interest and welfare of all councillors in carrying out the duties of civic office (and acting in good faith). Council currently provides the following (protection is limited to the terms and exclusions of the relevant policies):</p> <ul style="list-style-type: none"> • Councillors and Officer Liability. Provides indemnity to any person who was, is presently, or in the future becomes an elected Member of Council, or a Committee Member of a legally constituted committee under the

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	<p><i>Local Government Act 1993</i>, in the event of personal litigation being instigated against them for any action arising whilst that person was exercising their duty.</p> <ul style="list-style-type: none"> • Public Liability Insurance. Provides cover for a councillors legal liability to pay compensation for personal injury to another person, damage to property owned or controlled by someone else which is caused by an occurrence in connection with their civic duties as a councillor. • Professional Indemnity. Provides indemnity to an individual against litigation resulting from the exercise of their official professional duties. • Statutory Liability. Provides indemnity for fines and penalties arising out of the conduct of the business of Council. • Personal Accident. Provides for the payment of non-medical expenses and compensation towards the loss of wages resulting from an accident whilst on official business for Council and a capital payment if the accident resulted in death. This cover extends to councillors and their partners whilst on official business of Council. •
6.10	<p>Legal Assistance</p> <p>Council may, if requested, indemnify or reimburse the reasonable legal expenses of:</p> <ul style="list-style-type: none"> • a councillor defending an action arising from the performance in good faith of a function under the Local Government Act provided that the outcome of the legal proceedings is favourable to the councillor • a councillor defending an action in defamation, provided the statements complained of were made in good faith in the course of exercising a function under the Act and the outcome of the legal proceedings is favourable to the councillor • a councillor for proceedings before an appropriate investigative or review body, provided the subject of the proceedings arises from the performance in good faith of a function under the Act and the matter has proceeded past any initial assessment phase to a formal investigation or review and the investigative or review body makes a finding substantially favourable to the councillor. <p>Council will not meet the legal costs:</p> <ul style="list-style-type: none"> • of legal proceedings initiated by a councillor under any circumstances • of a councillor seeking advice in respect of possible defamation, or in seeking a non-litigious remedy for possible defamation • for legal proceedings that do not involve a councillor performing their role as a councillor. <p>Reimbursement of expenses for reasonable legal expenses must have Council approval by way of a resolution at a council meeting prior to costs being incurred</p>
	Part C - Facilities
7.0	<p>Councillor facilities</p> <p>Facilities, equipment and services appropriate to support the mayor and councillors in undertaking their role as elected members of Council will be</p>

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	<p>provided. Incidental private usage of facilities and equipment is not subject to a compensatory payment by the councillor. Where more substantial private use has occurred, compensation is required, unless otherwise stated, this is to be based on the assessed degree of private usage applied to the actual cost. Councillors are required to declare any private benefits that are more substantial than minor and/or incidental. The provision of facilities will be of a standard deemed appropriate for the purpose by the general manager.</p> <p>Table 1.1 lists the facilities provided by Council to the mayor and councillors.</p>
7.1	<p>Private use of equipment and facilities</p> <p>Councillors must use Council resources ethically, effectively, efficiently and carefully in the course of their official duties. Councillors must not use them for private purposes unless this use is lawfully authorised and proper payment is made where appropriate. Council facilities, equipment and services are not to be used to produce election material or for any other political purpose.</p>
7.2	<p>Councillors' room</p> <p>A furnished room will be made available for councillors to conduct Council related business. The room will be equipped with a secured compartment for each councillor, communal desks, general stationery and access to the internet. Access to the councillors' room will be available during office hours.</p> <p>Whilst a hard copy of current consultancy reports, studies, industry management journals, publications and selected readings will be provided, councillors will be encouraged to use the internet for access to documents.</p> <p>In addition to the councillors' room, councillors are also permitted to book available meeting rooms for Council-related business, at Council's Moruya administration building at no cost.</p>
7.3	<p>Administrative support staff</p> <p>Upon request, administrative support will be provided by the Executive Services officer, or by another member of Council's administrative staff as arranged by the general manager or their delegate.</p> <p>Council staff will provide administrative support to councillors to assist them with their civic duties only. Staff are not permitted to assist with matters of personal or political interest, including campaigning.</p>
7.4	<p>IT equipment</p> <p>Council will supply each councillor with a mobile phone, iPad or laptop and any other equipment/technology that the general manager deems suitable at the time. The mobile phone and iPad or laptop will have both 4G and WiFi connectivity. The devices will be connected to Council's telecommunication account.</p> <p>Councillors are provided with a security fob for access to the executive services area and garage of the Moruya administration building.</p>

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7.5	<p>Stationery</p> <p>At the beginning of each Council term, councillors are provided with 500 business cards to use as part of their civic duties. Councillors are also provided with a diary each year and pens/paper/envelopes/notebooks as required.</p>
7.6	<p>Mail</p> <p>All mail addressed to councillors that is received by Council will be placed in the respective secure compartment in the Councillors' room.</p> <p>Councillors are permitted to post mail relating to their civic duties via the executive services office. No stamp is required. Councillor mail will be included as part of Council's daily mail collection by Council's postal provider.</p>
7.7	<p>Uniform and protective clothing</p> <p>Councillors are provided with a name tag on commencement which may be worn at official functions, indicating the wearing holds the office of Mayor or Councillor. Upon request, councillors can be issued with two shirts from the corporate uniform collection during their term. Councillors will be provided with appropriate personal protective equipment, such as fluorescent vests and hard hats, for site visits or inspections when required.</p>
7.8	<p>Provision of additional equipment and facilities for the Mayor</p> <ul style="list-style-type: none"> <p>Council vehicle</p> <p>The mayor will be provided with a motor vehicle (under luxury car tax threshold) to discharge the function of civic office and the performance of Council business. In accordance with the Division of Local Government Guidelines, incidental private usage is permitted. The vehicle will be made available to the mayor for private usage, if required, subject to an annual contribution payment. For 2025/26 this will be \$4,400, for 2026/27 this will increase to \$4,800 and for 2027/28 \$5,200. Thereafter the contribution will be indexed with the CPI annually.</p> <p>There is a reserved car parking space in the garage at the Moruya administration building for the mayor's Council vehicle.</p> <p>Mayoral office</p> <p>The mayor is to be provided with appropriate, separate and fully furnished office facilities and administrative support for undertaking civic duties only.</p> <p>Credit card</p> <p>Council will supply the mayor with a credit card to be used in accordance with the provisions of this policy. The provision of a card is also subject to the mayor agreeing to, signing and adhering to the current code of conduct and code of practice for the use of credit cards.</p>
7.9	<p>Acquisition and returning of facilities and equipment by Councillors</p> <p>Councillors will be provided with an opportunity to purchase any equipment or other facilities provided to them for use in relation to their councillor duties after completion of their term in office, or at cessation of their duties. The general manager may sell such items to councillors at written down/book value or fair/market value. Any items not purchased must be returned within one week.</p>

FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR EXPENSES,
PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY

ATTACHMENT 1 COUNCILLOR EXPENSES, PROFESSIONAL DEVELOPMENT AND
FACILITIES POLICY

	Part D – Professional Development
8.1	<p>Councillors will be provided with a comprehensive face-to-face orientation and induction to Council. This will include:</p> <ul style="list-style-type: none"> • Induction and orientation program • Delivery Program and Operational Plan planning day <p>It is compulsory for councillors to attend all of these sessions. The general manager can grant an exemption if there are extenuating circumstances prohibiting a councillors attendance.</p>
8.2	<p>Induction</p> <p>This includes an induction to Council where councillors are provided with the following:</p> <ul style="list-style-type: none"> • Mobile devices • Contact details of key staff • Building access information • Facilities provided to councillors <p>This session will be run by Council staff and is the first time that councillors will attend the Council building. The session aims to provide councillors with the tools required to undertake their duties effectively.</p> <p>Councillors will be provided with documentation on this day that is required to be completed and returned to Council within one week. Corporate photographs will also be taken on this day.</p>
8.3	<p>Orientation</p> <p>This session will be an opportunity for councillors to gain an understanding of Council services, policies, procedures and corporate documents. This session will be facilitated by an external facilitator and supported by the Executive Leadership Team, Divisional/Corporate Managers and other key Council staff. Councillors will be provided copies of key Council documents such as the Delivery Program and Operational Plan, Community Strategic Plan, Annual Report and strategic documents.</p>
8.4	<p>Delivery Program Operational Plan planning day</p> <p>The Delivery Program and Operational Plan planning day is an opportunity for councillors to have an in-depth look into the program and plan and make suggestions on what should be included for future years. This session will be conducted by an external facilitator.</p>
8.5	<p>Company Directors Course</p> <p>If a councillor has not already completed the Australian Institute of Company Directors Course, Council will cover the costs to complete this course. This may be either face-to-face or online, depending on course availability and councillor preference.</p> <p>There is an expectation that councillors will complete the course once registered, including the final assessment and exam. The cost of this course will not contribute to the \$2,500 Councillor Professional Development budget. If a councillor commences the course but does not complete the course (including the exam and assessments), the councillor will be required to pay 50% of the course fees back to Council.</p>

FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR EXPENSES,
PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY


ATTACHMENT 1 – COUNCILLOR EXPENSES, PROFESSIONAL DEVELOPMENT AND
FACILITIES POLICY

Policy

	This course should be completed within the first 18 months of a councillor being elected.
8.6	Ongoing Professional Development Ongoing professional development will be provided to councillors to the value of \$2,500 per year as per table 1.0 . This excludes the costs of travel, accommodation, and food. Professional development must be approved by the general manager.
	Part E – Approvals and Processes
9.1	General Expenses should only be incurred by councillors in accordance with the provisions of this policy.
9.2	Allowances and Expenditure Where any costs are already covered from any other source whatsoever, they should not be claimed again from the Council
9.3	Reimbursement and Reconciliation of Expenses All reimbursements are to be based on actual and reasonable costs. Therefore, requests for reimbursement must provide adequate supporting documentation including suppliers' tax invoices and receipts etc. Councillors must ensure that costs are reasonable.
9.4	Payment in Advance Councillors may request payment in advance in anticipation of expenses to be incurred in attending conferences, seminars and training away from home. However, councillors must fully reconcile all expenses against the cost of the advance when they return within 30 days of the event and any amounts not properly supported, eg. by receipts/ tax invoices, will be required to be refunded to Council. All requests for advanced payments must be provided on the Councillor's Expense Claim Form as attached to this policy (Appendix 1).
9.5	Submitting Claims All requests for reimbursement of travel expenses should be provided to the Executive Services team using the form shown in this policy, within 30 days of the event and expenses are reported quarterly in Council's Quarterly Budget Review Statement. A tax invoice must accompany the expense claim or payment will not be made.
9.6	Reimbursement to Council If council has incurred an expense on behalf of a councillor that exceeds a maximum limit, exceeds reasonable incidental private use or is not provided for in this policy: <ul style="list-style-type: none"> • Council will invoice the councillor for the expense. • The councillor will reimburse Council for that expense within 14 days of the invoice date.

FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR EXPENSES,
PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY

ATTACHMENT 1 COUNCILLOR EXPENSES, PROFESSIONAL DEVELOPMENT AND
FACILITIES POLICY

		Policy
	<p>If the councillor cannot reimburse council within 14 days of the invoice date, they are to submit a written explanation to the general manager. The general manager may elect to deduct the amount from the councillor's allowance.</p>	
9.7	<p>Timeframe for reimbursement</p> <p>Unless otherwise specified in this policy, councillors must provide all claims for reimbursement within three months of an expense being incurred. Claims made after this time cannot be approved.</p>	
9.8	<p>Disputes</p> <p>If a councillor disputes a determination under this policy, the councillor should discuss the matter with the general manager.</p> <p>If the councillor and the general manager cannot resolve the dispute, the councillor may submit a notice of motion to a council meeting seeking to have the dispute resolved.</p>	
9.9	<p>Return or retention of facilities</p> <p>All unexpended facilities or equipment supplied under this policy are to be relinquished immediately upon a councillor or mayor ceasing to hold office or at the cessation of their civic duties.</p> <p>Should a councillor desire to keep any equipment allocated by Council, then this policy enables the councillor to make application to the general manager to purchase any such equipment. The general manager will determine an agreed fair market price or written down value for the item of equipment.</p> <p>The prices for all equipment purchased by councillors under this clause will be recorded in Council's annual report.</p>	
9.10	<p>Reporting</p> <p>Council will report on the provision of expenses and facilities to councillors as required in the Act and Regulations.</p> <p>Information on the provision of expenses and facilities to councillors will be publicly reported in Council's Quarterly Budget Review Statements and published in full on Council's website. These reports will include expenditure summarised by individual councillor and as a total for all councillors.</p>	
9.11	<p>Breaches</p> <p>Suspected breaches of this policy are to be reported to the general manager.</p> <p>Alleged breaches of this policy shall be dealt with by following the processes outlined for breaches of the Code of Conduct, as detailed in the Code and in the Procedures for the Administration of the Code.</p>	

FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR EXPENSES,
PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY

ATTACHMENT 1 – COUNCILLOR EXPENSES, PROFESSIONAL DEVELOPMENT AND
FACILITIES POLICY

Policy

Appendix 1 – Councillor expense claim form

(Please attach relevant supporting documentation as per Clause 9.3)

Councillor Name:	
-------------------------	--

			Internal only		
Date	Council Meeting/Briefing or Committee Meeting	KMs travelled	Project	Activity	Natural Account
Mileage Total					
Total					

		Amount	Internal only		
Date	Training/Conference costs		Project	Activity	Natural Account
Total					

		Amount	Internal only		
Date	Other Expenses		Project	Activity	Natural Account
Total					

Grand Total				
--------------------	--	--	--	--

Please note that travel is calculated at km rate determined by the Australian Taxation Office, currently \$0.88/km.

I certify that the above is true and accurate claim in accordance with the Councillor's Professional Development, Expenses and Facilities Policy and Section 29A (a), (b), (c) of the *Local Government Act 1993*.

Signature of councillor: _____ Date: _____

Authorised: _____ Date: _____

FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR EXPENSES,
PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY

ATTACHMENT 1 COUNCILLOR EXPENSES, PROFESSIONAL DEVELOPMENT AND
FACILITIES POLICY

Policy

Review

This policy will be automatically revoked at the expiration of twelve months after the declaration of the poll for the next general NSW Local Government election, unless Council revokes it sooner.

Note: Automatic revocation of the policy is provided for by section 165(4) of the Local Government Act 1993.

This policy may also be reviewed and updated as necessary when legislation required it; or Council's functions, structure or activities change; or when technological advances or new systems change the way that Council manages councillor expenses, facilities, professional development or inductions.

Reviews of the effectiveness of this policy could include the following:

Performance indicator	Data source
Complaints	Council records
Budget is not exceeded	Financial data
Internal audit/legal requirements are met	Audit

Definitions

Word/Term	Definition
ICAC	Independent Commission Against Corruption
LGA	Local Government Area represented by the Council, in this case, Eurobodalla Shire.
OLG	Office of Local Government
Substantial amendment	Substantial amendments could include large changes to monetary limits and/or major changes to the standard of provision of professional development, equipment and facilities, any category of expenses, facilities and equipment to be included in the policy.

Governance

This policy and appendices should be read in conjunction with any related legislation, codes of practice, relevant internal policies and guidelines.

Related legislation and policies

Name	Link
Related policies or code of conduct	https://www.esc.nsw.gov.au/inside-council/council/council-policies
Local Government Act 1993	https://www.legislation.nsw.gov.au/view/html/inforce/current/act-1993-030
Local Government Regulation (General) 2005	https://www.legislation.nsw.gov.au/view/html/inforce/current/sl-2005-0487

FCS25/052 POST EXHIBITION REVIEW AND ADOPTION OF COUNCILLOR EXPENSES,
PROFESSIONAL DEVELOPMENT AND FACILITIES POLICY

ATTACHMENT 1 COUNCILLOR EXPENSES, PROFESSIONAL DEVELOPMENT AND
FACILITIES POLICY

Policy

Related external references

Name	Link
Office of Local Government (OLG)	www.olg.nsw.gov.au
Independent Commission Against Corruption (ICAC)	www.icac.nsw.gov.au

Change History

Version	Approval Date	Approved by	Min no	File No	Change
1	7 Jan 2011	Council	11/172	E08.2108	Policy commenced
2	27 Sep 2012	Council	12/219	E08.2108	Updated to new template, updated review date
3	28 Feb 2017	Council	17/31	E08.2108	Reviewed at start of Council term with minor updates made for currency.
4	13 July 2021	Council	21/114	E08.2108	Policy updated
5	14 June 2022	Council	22/138	E08.2108	Reviewed at start of Council term. Report GMR22/063
6	TBA	Council			

Internal use

Responsible officer		General Manager		Approved by	Council
Minute	22/138	Report	GMR22/063	Effective date	14 June 2022
File	E08.2108	Review date	Mar 2022	Pages	25

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FCS25/053 INVESTMENTS MADE AS AT 31 AUGUST 2025

**S011-T00006,
S012-T00025**

Responsible Officer: Stephanie Speedy - Director Finance and Corporate Services
Attachments: Nil
Community Goal: 5 We are an engaged community progressive leadership.
Community Strategy: 5.3. Well managed and governed resources systems and processes
Delivery Program Link: 5.3.1 Demonstrate future focussed corporate and financial management that is ethical, sustainable, transparent and accountable
Operational Plan Link: 5.3.1.1 Provide strategic financial management and services guided by the Finance Strategy

EXECUTIVE SUMMARY

The purpose of this report is to:

- Certify that Council's investments in financial instruments have been made in accordance with legislation and policy requirements.
- Provide information and details of investments.
- Raise other matters relevant to investing.

RECOMMENDATION

THAT the certification of investments as of 31 August 2025, made in accordance with the *Local Government Act 1993*, Council's Investment Policy and the provision of Clause 1 (Reg. 212) of the *Local Government (General) Regulation 2021*, be received.

CONSIDERATIONS

Policy

Council's investment policy is divided into two categories of risk, credit risk (risk of not being able to redeem funds) and liquidity risk (risk of loss due to the need to redeem funds earlier than the investment term). Council's portfolio is 100% invested in bank deposits, maintaining a low liquidity risk across all credit risk categories.

As at 31 August 2025, the portfolio is compliant with Council's Investment Policy adopted by Council on 9 August 2022 (Minute 22/190). A summary of holdings by risk category is summarised below in Table 1.

Table 1 – Policy Risk Categories

S&P Long Term Category	S&P Short Term Category	Policy Risk Category	Current Holdings	Maximum Holdings
AAA (Government Guaranteed Deposits)	A-1+	Remote Risk	1.08%	100%
AAA to AA	A-1+	Near Risk Free	44.07%	100%

FCS25/053 INVESTMENTS MADE AS AT 31 AUGUST 2025

**S011-T00006,
S012-T00025**

A	A-1 to A-2	Near Risk Free	*54.85%	40%
BBB+	A-2	Some Limited Risk	0.00%	30%

*30% of the portfolio is held with Bendigo Bank and Bank of Queensland. In April 2024, these two institutions were upgraded from an S&P Global long-term rating of BBB+ to A- and therefore now reported in the 'A' category of the policy. The Investment Policy has now been updated and includes revised limits on A rated institutions. It is proposed that 100% of the portfolio can be invested in institutions with an S&P long term rating between A+ and A (current holdings 24.25%) and 40% of the portfolio with a long-term rating of A- (current holdings 30.60%). The post exhibition review report is to be presented at the Ordinary Meeting of Council on 23 September 2025.

Investment holdings summary

Table 2 provides a summary of cash and investment balances as at 31 August 2025. Fossil fuel free refers to institutions that have no exposure or no longer directly finance projects in the fossil fuel industry but still have some exposure from historical funding.

Table 2 – Investment holdings by category

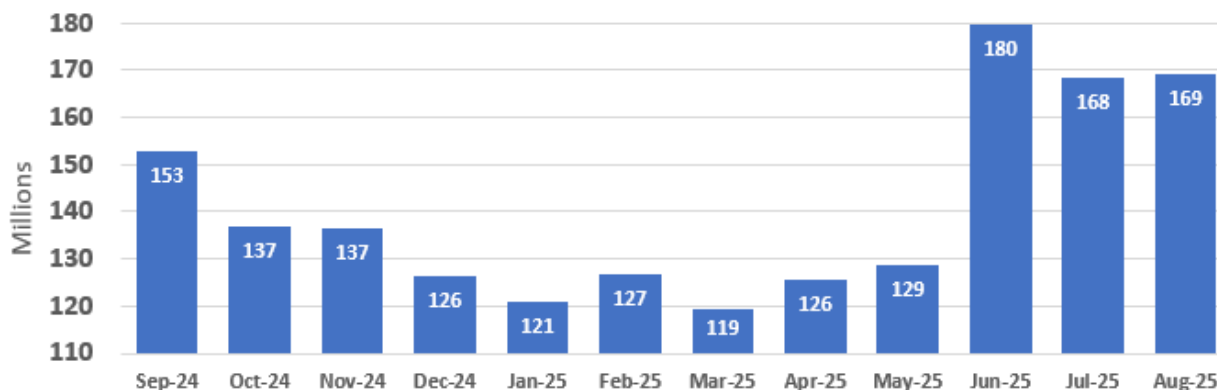
Category	(\$)	% of Portfolio
At Call Deposit	9,729,725	6.01%
Term Deposits – Government Guaranteed	1,750,000	1.08%
Term Deposits – Fossil Fuel Free Institutions	50,000,000	30.92%
Term Deposits	100,280,000	61.99%
Total Investments	161,759,725	
Cash at Bank (Operating Account)	7,446,022	
Total Cash and Investments	169,205,747	

Cash and investments increased by \$1m in August 2025, primarily due to the receipt of the 1st rates instalment, offset by capital expenditure on the Southern Water Storage Supply project.

FCS25/053 INVESTMENTS MADE AS AT 31 AUGUST 2025

S011-T00006,
S012-T00025

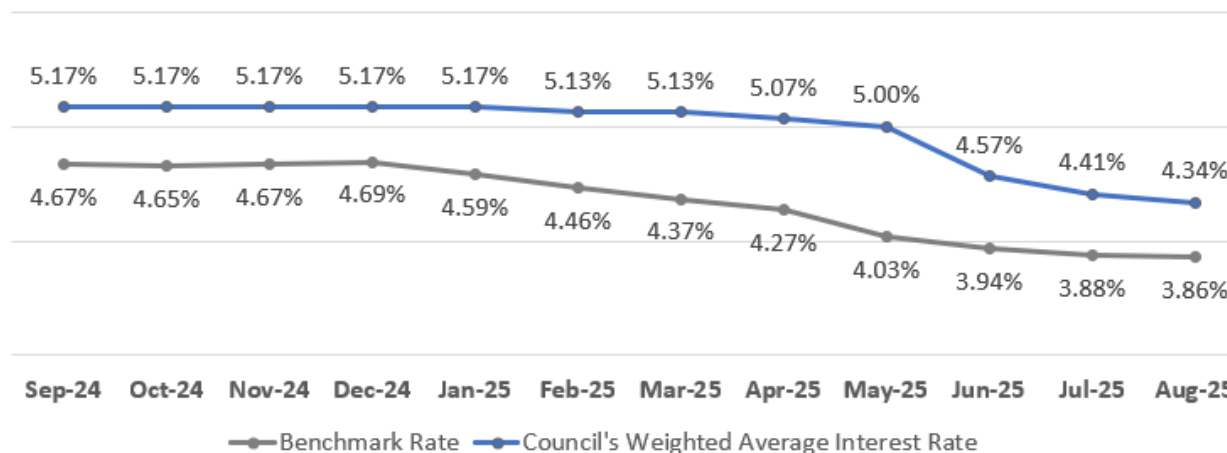
Graph 1 – Total Cash and Investment Balances (12 months)



Performance

The weighted average monthly return on Council's investments for August 2025 is 4.34%, surpassing the Council policy benchmark of 3.86%, calculated using the bank bill swap rate (BBSW) 3-month average plus 0.25%. Graph 2 compares Council's weighted average return to the benchmark rate over a 12-month period.

Graph 2 – Investment performance over 12 months



CONCLUSION

Pursuant to provision of Clause 1 (Reg. 212) of the *Local Government (General) Regulation 2021*, I hereby certify that these investments have been made in accordance with the *Local Government Act 1993* and related regulations.

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**FCS25/054 POST EXHIBITION REVIEW AND ADOPTION OF INVESTMENT
POLICY**

S004-T00060

Responsible Officer: Stephanie Speedy - Director Finance and Corporate Services

Attachments: 1. Investment Policy [↓](#)

Community Goal: 5 Our engaged community with progressive leadership

Community Strategy: 5.3 Work together to achieve our collective vision

Delivery Program Link: 5.3.1 Provide strong corporate and financial management that is ethical, fair, transparent and accountable

Operational Plan Link: 5.3.1.1 - Provide sound and strategic financial management and reporting guided by the Finance Strategy

EXECUTIVE SUMMARY

The purpose of this report is to advise Council of the outcomes from the public exhibition of the draft Investment Policy, that was exhibited for 28 days from 26 June to 24 July 2025.

The draft Investment Policy was updated prior to public exhibition, with the aim of providing the community and staff with clarity in relation to investments held by Council. No submissions were received during the exhibition period; however, a minor amendment has been made to the draft Investment Policy at the request of Council's Audit, Risk and Improvement Committee (ARIC).

This report recommends Council adopt the updated Investment Policy.

RECOMMENDATION

THAT Council adopt the updated Investment Policy as attached.

BACKGROUND

Council's current Investment Policy was adopted at the Ordinary Meeting of Council on 9 August 2022. The policy stipulates that it must be reviewed at least every 12 months and amended as required, with any amendments to be approved by a resolution of Council. Since its adoption, no legislative changes have occurred.

At the Ordinary Meeting of Council on 16 April 2024, Council resolved that a report be prepared to allow consideration of the current investment strategy and related policy. [Minutes of Ordinary Meeting - Tuesday, 16 April 2024](#)

In response, consultation was undertaken with Council's investment advisor and TCorp (State's central borrowing authority) to assist in developing a revised draft Investment Policy. Further research included a review of investment policies from other NSW councils and the Office of Local Government's [Investment Policy Guidelines](#). These guidelines support councils in managing surplus funds prudently and in accordance with legislative and risk management requirements.

**FCS25/054 POST EXHIBITION REVIEW AND ADOPTION OF INVESTMENT
POLICY**

S004-T00060

The draft Investment policy was presented to Council's ARIC on 11 June 2025 for comment. ARIC's feedback included a recommendation to:

1. add a "reporting and reviewing of investments" section to the policy, along with details on when, and
2. how Council will seek investment advice.

Following ARIC feedback, it was proposed to incorporate a section on obtaining individual investment advice. This is in point 11 of the policy statement.

Consideration was given to ARIC's recommendation to include a section in the policy on reporting and reviewing investments. These responsibilities are already addressed and required under Section 212 of the Local Government (General) Regulation 2021 and therefore do not need to be duplicated in Council's policy.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

At the Ordinary Meeting of Council on 24 June 2025, the draft Investment Policy was endorsed by Council to be placed on public exhibition for 28 days from 26 June to 24 July 2025. No submissions were received during the exhibition period.

The draft Investment Policy was made available on Council's website, and hard copies were provided to the Batemans Bay, Moruya and Narooma libraries and at Council's main administration building in Moruya.

CONCLUSION

The updated Investment Policy reflects the Council's commitment to responsible financial management by incorporating updated investment parameters, enhanced risk controls and a broader focus on sustainable investing.

These changes align with best practices and regulatory requirements, ensuring that Council's investment activities continue to support long-term financial sustainability.

As no public submissions were received, the updated policy is presented for Council's consideration for adoption.



Policy

Policy title	Investment Policy
Responsible manager(s)	Chief Financial Officer
Contact officer(s)	Chief Financial Officer
Directorate	Finance and Corporate Services
Approval date	
Outcome area	5. Our engaged community with progressive leadership
Strategy	5.3 Work together to achieve our collective vision
Delivery Program	5.3.1 Provide strong corporate and financial management that is ethical, fair, transparent and accountable
Operational Plan	5.3.1.1 Provide sound and strategic financial management and reporting

Purpose

Eurobodalla Shire Council's policy is designed to ensure that Council's investments reflect the preference to reduce risk and comply with current Office of Local Government (OLG) Investment Policy Guidelines, 'best practice' and the current Ministerial Order.

Both the policy and investing practices of Council must comply with Section 625 of the *Local Government Act 1993*.

The Ministerial Investment Order as at 12 January 2011 was current at the date of adopting this policy and is included in this document (see [Appendix 1](#)).

In formulating this policy, Council has considered the 'Investment Policy Guidelines' issued by the OLG in May 2010. The guidelines are non-binding, however, are considered best practice and should be integrated into the established investment policy.

Policy aims

This policy provides a framework for investing Council funds to maximise return on investment, whilst considering legal requirements, risk and security of Council's investments.

This policy aims to ensure that:

- Legal and statutory requirements are met.
- Investments are allocated appropriately to ensure there is sufficient liquidity to meet anticipated cash flow requirements, including maintaining sufficient working capital funds to carry out Council's strategic plan (outlined in the delivery program and operational plan).
- To generate income that meets, or exceeds performance benchmarks in line with the Council's risk tolerance

Policy statement

1	Application This policy applies to the investment of Eurobodalla Shire Council's surplus funds.
2	Legislation All investments are to comply with the following: <ul style="list-style-type: none"> • Local Government Act 1993 • Local Government (General) Regulation 2021



Policy

	<ul style="list-style-type: none"> • Ministerial Investment Order – 12 January 2011 • The Trustee Amendment (Discretionary Investments) Act 1997 – Section 14 • Local Government Code of Accounting Practice and Financial Reporting • Australian Accounting Standards • OLG Investment Policy Guidelines; and • OLG Circulars
3	<p>Delegation of Authority</p> <p>Authority for implementation of the Investment Policy is delegated by Council to the General Manager in accordance with the Local Government Act 1993.</p> <p>The General Manager may in turn delegate the day-to-day management of Council's Investment to the Responsible Accounting Officer or senior staff, subject to regular reviews.</p> <p>Officers' delegated authority to manage Council's investments shall be recorded and required to acknowledge they have received a copy of this policy and understand their obligations in this role.</p>
4	<p>Prudent Person Standard</p> <p>The investment will be managed with the care, diligence and skill that a prudent person would exercise. As trustees of public monies, officers are to manage Council's investment portfolios to safeguard the portfolio in accordance with the spirit of this Investment Policy, and not for speculative purposes.</p>
5	<p>Ethics and Conflicts of Interest</p> <p>Officers shall refrain from personal activities that would conflict with the proper execution and management of Council's investment portfolio. This policy requires officers to disclose any conflict of interest to the General Manager. Independent advisors are also required to declare that they have no actual or perceived conflicts of interest.</p>
6	<p>Approved Investment</p> <p>Investments are limited to those allowed by the most current Ministerial investment Order that has been issued by the NSW Minister for Local Government.</p> <p>Council will seek out sustainable investment options that align with the investment policy objectives, risk parameters and legislation. The rate of return should be at least equal to comparable investments. Sustainable investments can refer to the issuer of the investment, or the investment product. Where possible, sustainable investments should be endorsed by an accredited environmentally and socially responsible industry body or institution.</p>
7	<p>Risk Management</p> <p>All investments entail some risk. Generally, the higher the anticipated rate of return of an investment, the higher the risk and variability of investment returns. Investing should produce a diversified portfolio that reflects reasonable market return.</p> <p>The Ministerial Order has identified the types of investments Council is allowed to invest money in. This is the basis for a cautious approach to investing of Councils surplus funds. The Ministerial Order can be found at attachment A.</p>



Policy

	<p>The following criteria is to be considered when investing Council funds:</p> <ul style="list-style-type: none">• Preservation of Capital – the requirement for preventing losses in an investment portfolio’s total value (considering the time value of money).• Diversification – limiting the amounts invested with a particular financial institution or government authority to reduce credit risk.• Credit risk - the risk that the investment counterparty will not complete their obligations particular to a financial instrument, resulting in financial loss to Council.• Market risk – the risk that the fair value or future cash flows of an investment will fluctuate due to changes in market prices.• Liquidity risk – the risk that Council will not be able to pay its debts as and when they fall due.• Maturity risk – the risk relating to the length of term to maturity of the investment. The larger the term, the greater the length of exposure and risk to market volatilities.																																						
7.1	<p>Investment Parameters</p> <p>Council seeks to minimise risk by investing funds within the parameters outlined below:</p> <table><tr><th>S&P Long Term Category</th><th>Maximum % of Portfolio</th><th>Counterparty Limit*</th><th>Maximum Tenor (years)</th></tr><tr><td>TCorp</td><td>100%</td><td>100%</td><td>N/A</td></tr><tr><td>AAA</td><td>100%</td><td>100%</td><td>N/A</td></tr><tr><td>AA+ to AA-</td><td>100%</td><td>50%</td><td>5.0</td></tr><tr><td>A+ to A</td><td>100%</td><td>40%</td><td>5.0</td></tr><tr><td>A-</td><td>40%</td><td>30%</td><td>5.0</td></tr><tr><td>BBB+</td><td rowspan="2">30%</td><td>20%</td><td>5.0</td></tr><tr><td>BBB</td><td>10%</td><td>3.0</td></tr><tr><td>BBB- & below: local ADIs</td><td rowspan="2">5%</td><td>5%</td><td>1.0</td></tr><tr><td>BBB- & below: other</td><td>\$250k</td><td>1.0</td></tr></table> <p>*Counterparty limit refers to the maximum exposure to individual counterparties/financial institutions.</p>	S&P Long Term Category	Maximum % of Portfolio	Counterparty Limit*	Maximum Tenor (years)	TCorp	100%	100%	N/A	AAA	100%	100%	N/A	AA+ to AA-	100%	50%	5.0	A+ to A	100%	40%	5.0	A-	40%	30%	5.0	BBB+	30%	20%	5.0	BBB	10%	3.0	BBB- & below: local ADIs	5%	5%	1.0	BBB- & below: other	\$250k	1.0
S&P Long Term Category	Maximum % of Portfolio	Counterparty Limit*	Maximum Tenor (years)																																				
TCorp	100%	100%	N/A																																				
AAA	100%	100%	N/A																																				
AA+ to AA-	100%	50%	5.0																																				
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BBB		10%	3.0																																				
BBB- & below: local ADIs	5%	5%	1.0																																				
BBB- & below: other		\$250k	1.0																																				
8	<p>Benchmarking</p> <p>The performance of Council’s investments will be assessed against the AusBond Bank Bill Index (Net of Fees and Expenses). Funds invested in TCorp IM Managed Funds will be assessed against the fund’s internal benchmark.</p>																																						
9	<p>Unacceptable investments</p> <p>Any investment that falls outside the Minister’s order or not included in this policy. All investments must be denominated in Australian Dollars and comply with the Minister’s determination.</p>																																						
10	<p>Safe custody arrangements</p> <p>Where necessary, investments may be held in safe custody on Council’s behalf, as long as the following criteria are met:</p> <ul style="list-style-type: none">• Council must retain beneficial ownership of all investments																																						



Policy

	<ul style="list-style-type: none"> • Adequate documentation is provided, verifying the existence of the investments at inception, in regular statements and for audit • The Custodian conducts regular reconciliation of records with relevant registries and/or clearing systems; and • The Institution or Custodian recording and holding the assets will be: <ul style="list-style-type: none"> ○ The Custodian nominated by TCorp IM for its Funds ○ Austraclear; or ○ An investment-grade institution by Standard and Poor's, Moody's, or Fitch rating; or ○ An institution with adequate insurance, including professional indemnity insurance and other insurances considered prudent and appropriate to cover its liabilities under any agreement
11	<p>Investment Advisor</p> <p>Eurobodalla Council's investment advisor must be licensed by the Australian Securities and Investment Commission except for NSW TCorp. The advisor must be an independent person who has no actual or potential conflict of interest in relation to investment products being recommended and is free to choose the most appropriate product within the terms and conditions of the investment policy.</p> <p>The independent advisor is required to provide written confirmation that they do not have any actual or potential conflicts of interest in relation to the investments they are recommending or reviewing, including that they are not receiving any commissions or other benefits in relation to the investments being recommended or reviewed, unless such remuneration is rebated 100% to Council.</p>
12	<p>Other Forms of Investment</p> <p>Internal loans are acceptable subject to any legal requirements noting that Ministerial approval is, at the time of adopting this policy, required for internal investing/borrowing arrangements to or from externally restricted funds, however such arrangements must not compromise liquidity or compliance with industry standards for financial ratios.</p> <p>Separate Council policies address interest-free loans to community groups and similar entities.</p>

Review

In accordance with the OLG Investment Policy Guidelines, this policy will be reviewed annually or as needed should:

- Legislation requires it.
- Council's functions, structure or activities change.

Definitions

Word/Term	Definition
Act	<i>Local Government Act 1993</i>
Council funds	Surplus monies that are invested by Council in accordance with s625 <i>Local Government Act 1993</i> .
Credit Risk	The risk of ultimately not being able to redeem the funds.



Policy

Interest risk	The potential for investment losses via the decline in value of the investment that can be triggered by unexpected fluctuations in interest rates.
Investments	Money that is not, for the time being, required by the council for any other purpose
OLG	Office of Local Government
Prudent Person	A prudent person is expected to act with considerable duty of care, not as an average person would act, but as a wise, cautious and judicious person would.
TCorp	New South Wales Treasury Corporation

Governance

This policy should be read in conjunction with any related legislation, codes of practice, relevant internal policies, and guidelines.

Related legislation and policies

Name	Link
Local Government Act 1993	www.austlii.edu.au/au/legis/nsw/consol_act/lga1993182
Local Government (General) Regulation 2021	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2021-0460
Trustee Amendment (Discretionary Investments) Act 1997	www.legislation.nsw.gov.au/sessionalview/sessional/act/1997-102.pdf
Ministerial Investment Order 12 January 2011 Appendix A	www.olg.nsw.gov.au/sites/default/files/OLG%20-%20Code%20Update%2025%20-%20Appendices.pdf
OLG Local Government Code of Accounting Practice and Financial Reporting 2009	Financial Reporting - Office of Local Government NSW
OLG Investment Policy Guidelines	www.olg.nsw.gov.au/sites/default/files/Investment-Policy-Guidelines-May-2010.pdf

Related external references

Name	Link
Office of Local Government (OLG)	https://www.olg.nsw.gov.au/councils/council-finances/investments/

Supporting documents

Name	Link
OLG Circular re: Revised Ministerial Order (17 Feb 2011)	www.olg.nsw.gov.au/sites/default/files/11-01_0.pdf



Policy

Change history

Version	Approval date	Approved by	Minute	File	Change
1	22 Sep 2011	Council		E05.9513 E06.0355	Policy commenced
2	10 Sep 2013	Council	13/272	E05.9513 E06.0355 E13.7095	Report O13/56 Updated formatting, review date, references and links
3	12 May 2015	Council	15/31	E05.9513 E06.0355	Report FBD 15/034 - updated to reflect changes in banking
4	13 Jun 2017	Council	17/181	E05.9513 E06.0355 E16.0297	Reviewed, minor formatting updates
5	12 Dec 2017	Council	17/393	E00.4623	Investment review
6	27 Mar 2018	Council	18/6	E00.4623	Report CCS18/012 – amended policy adopted
7	31 July 2018	Council	18/030	E00.4623	Report CCS18/030 – amended policy adopted
8	TBA	Council	TBA	TBA	Reviewed and updated

Internal use

Responsible officer		Chief Financial Officer		Approved by	Council
File no	E06.0355 E05.9513	Council report	TBA	Approved date	TBA
Min no	TBA	Review date	May 2022	Pages	8



Policy

APPENDIX 1 – Ministerial Investment Order 12 Jan 2011

LOCAL GOVERNMENT ACT 1993 – INVESTMENT ORDER
(Relating to investments by councils)

I, the Hon. Barbara Perry MP, Minister for Local Government, in pursuance of section 625(2) of the *Local Government Act 1993* and with the approval of the Treasurer, do, by this my Order, notify for the purposes of section 625 of that Act that a council or county council may only invest money (on the basis that all investments must be denominated in Australian Dollars) in the following forms of investment:

- (a) any public funds or securities issued by or guaranteed by, the Commonwealth, any State of the Commonwealth or a Territory;
- (b) any debentures or securities issued by a council (within the meaning of the *Local Government Act 1993* (NSW));
- (c) interest bearing deposits with, or any debentures or bonds issued by, an authorised deposit-taking institution (as defined in the *Banking Act 1959* (Cwth)), but excluding subordinated debt obligations;
- (d) any bill of exchange which has a maturity date of not more than 200 days; and if purchased for value confers on the holder in due course a right of recourse against a bank which has been designated as an authorised deposit-taking institution by the Australian Prudential Regulation Authority;
- (e) a deposit with the New South Wales Treasury Corporation or investments in an Hour-Glass investment facility of the New South Wales Treasury Corporation;

All investment instruments (excluding short term discount instruments) referred to above include both principal and investment income.

Transitional Arrangements

- (i) Subject to paragraph (ii) nothing in this Order affects any investment made before the date of this Order which was made in compliance with the previous Ministerial Orders, and such investments are taken to be in compliance with this Order.
- (ii) Paragraph (i) only applies to those investments made before the date of this Order and does not apply to any restructuring or switching of investments or any re-investment of proceeds received on disposal or maturity of such investments, which for the avoidance of doubt must comply with this Order.

Key Considerations

An investment is not in a form of investment notified by this order unless it also complies with an investment policy of council adopted by a resolution of council.

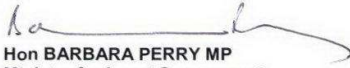
All councils should by resolution adopt an investment policy that is consistent with this Order and any guidelines issued by the Chief Executive (Local Government), Department of Premier and Cabinet, from time to time.

The General Manager, or any other staff member, with delegated authority by a council to invest funds on behalf of a council must do so in accordance with the council's adopted investment policy.

Councils have a fiduciary responsibility when investing. Councils should exercise the care, diligence and skill that a prudent person would exercise in managing the affairs of other persons.

When exercising the power of investment councils should consider, but not be limited by, the risk of capital or income loss or depreciation, the likely income return and the timing of income return, the length of the term of the proposed investment, the liquidity and marketability of the proposed investment, the likelihood of inflation affecting the value of the proposed investment and the costs (including commissions, fees, charges and duties payable) of making the proposed investment.

Dated this 12th day of January 2011


Hon BARBARA PERRY MP
Minister for Local Government

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**IR25/016 POST EXHIBITION REVIEW AND ADOPTION OF
EUROBODALLA ROAD SAFETY PLAN 2025-28**

S004-T00023

Responsible Officer:	Graham Attenborough - Director Infrastructure Services
Attachments:	1. Eurobodalla Road Safety Plan 2025-28 ↓ 2. Confidential - Submissions to draft Eurobodalla Road Safety Plan 2025-28
Community Goal:	4. Our community has reliable and safe infrastructure networks and community facilities.
Community Strategy:	4.1 Provide integrated active transport networks to enable a connected and accessible Eurobodalla.
Delivery Program Link:	4.1.1 Advocate for and provide improved, accessible and resilient transport services and infrastructure
Operational Plan Link:	4.1.1.1 Partner with peak bodies to advocate for improved local transport services, including public transport and infrastructure

EXECUTIVE SUMMARY

The purpose of this report is for Council to consider the adoption of the Eurobodalla Road Safety Plan 2025-28.

The Road Safety Plan aims to provide a strategic framework for reducing road trauma and improving safety across the entire road network and supporting infrastructure, ensuring safer travel for all users. It builds on previous road safety initiatives, aligns with Council's broader strategic plans and priorities, and reflects Council's commitment to improving safety on both local and regional roads. The Plan also supports Council's reporting obligations under the *Local Government Act 1993* and aligns state-level strategies led by Transport for NSW (TfNSW), such as the NSW Government's Future Transport 2056 Strategy.

The draft Eurobodalla Road Safety Plan 2025-28 was exhibited for 28 days, from 23 July to 19 August 2025.

Submissions were received from Transport for NSW, NSW Police and one community member, and were considered in the preparation of the final version of the Plan. The submissions are provided in full as a confidential attachment to this report.

RECOMMENDATION

THAT Council:

1. Adopts the Eurobodalla Road Safety Plan 2025-28 as attached to this report.
2. Thanks the community members who made a submission and provide them with a response.

BACKGROUND

Council first adopted the Eurobodalla Road Safety Plan for 2019-2022. The Plan is periodically reviewed to ensure it remains responsive to emerging issues, crash trends, community input, and shifts in local and state priorities. The next comprehensive review and update is scheduled for 2028.

**IR25/016 POST EXHIBITION REVIEW AND ADOPTION OF EUROBODALLA
ROAD SAFETY PLAN 2025-28**

S004-T00023

The draft Road Safety Plan 2025–2028 is a revised and updated document which outlines key priorities derived from crash data analysis, community input, and alignment with Transport for NSW’s strategic direction. It is a key tool in shaping a safer, more efficient road network that meets the needs of the local community. It guides the planning, maintenance, and improvement of road infrastructure to reduce crash risks. By aligning with community feedback, local travel patterns and crash data analysis, the Plan adopts a safe systems approach and outlines the actions we can take as Council to enhance safety outcomes for all road users, including motorists, pedestrians, cyclists, and the workers involved in constructing and maintaining our transport infrastructure. This proactive approach not only improves safety outcomes but also supports the long-term sustainability and resilience of the local transport network.

The Plan was reviewed to update its objectives, focus areas, and actions to ensure it remains relevant and responsive to the evolving needs of the community and our road network.

CONSIDERATIONS

The draft Eurobodalla Road Safety Plan 2025-28 was publicly exhibited for 28 days, from 23 July to 19 August 2025 to receive feedback from the community. Three submissions were received, from Transport for NSW, NSW Police and from one community member. The submissions are provided in full as a confidential attachment to this report.

Minor technical corrections have been made to the Plan as an outcome of feedback received from Transport for NSW. No other changes have been made.

Transport for NSW and NSW Police are supportive of the Eurobodalla Road Safety Plan, and have congratulated Council on the development of the Plan. The Eurobodalla Local Traffic Committee noted the Plan at the meeting held 11 September 2025.

The Eurobodalla Road Safety Plan outlines Council’s approach to identifying and addressing local safety risks through targeted infrastructure improvements, education and awareness campaigns, and collaboration with state agencies.

The Plan adopts a Safe System Approach, focusing on

- Safe Roads
- Safe Speeds
- Safe People
- Safe Vehicles.

Road safety remains a key concern for both Eurobodalla residents and visitors. The region experiences a significant increase in traffic volumes and pedestrian activity during holiday periods, particularly around popular destinations such as coastal towns, caravan parks, and popular tourist destinations. This seasonal surge places added pressure on the local road network and increases the risk of crashes involving vehicles and pedestrians.

The Road Safety Plan is closely aligned with Transport for NSW’s 2026 Road Safety Action Plan, the Local Government Road Safety Program (LGRSP) and broader state strategies, such as the NSW Government’s Future Transport 2056 Strategy. Council works in partnership with TfNSW to deliver education campaigns, access funding, and implement safety improvements. The Plan

**IR25/016 POST EXHIBITION REVIEW AND ADOPTION OF EUROBODALLA
ROAD SAFETY PLAN 2025-28**

S004-T00023

also supports Council's participation in programs such as Get NSW Active, the Safer Roads Program, and the Black Spot Program, ensuring strategic alignment and maximising funding opportunities.

Legal

Council has a legal responsibility under the *Roads Act 1993* and *Civil Liabilities Act 2002* to appropriately manage risk within available resources.

Road safety initiatives are expected to be embedded within these plans, especially under transport and infrastructure goals.

Under the Transport for NSW – Local Government Road Safety Program (LGRSP) councils participating in the LGRSP are expected to:

- Employ a Road Safety Officer (RSO), with TfNSW funding support
- Develop an annual Road Safety Action Plan based on crash data, community feedback, and local priorities
- Align with the Safe System Approach, focusing on safe roads, speeds, vehicles, and people
- Submit project plans and funding applications in accordance with TfNSW guidelines.

Social Impact

The effects of road trauma resulting from crashes on the road network is considerable. The Eurobodalla Road Safety Plan is tailored to address the unique challenges and opportunities of our coastal, semi-rural community. It addresses the increased road use and the need for safe, adaptable infrastructure resulting from tourism and seasonal traffic; an ageing population; supports active transport options such as walking and cycling; and aligns with state and national strategies to reduce road trauma.

Financial

Council remains committed to the proactive maintenance of local and regional roads and pathway networks, ensuring they are managed within the financial constraints set by Council and in accordance with the Local & Regional Roads Risk Management Policy. This approach prioritises safety, accessibility, and sustainability across our transport infrastructure.

To support this commitment, Council continues to allocate annual funding to the transport network. However, it is widely acknowledged that Council alone does not have the financial capacity to meet all infrastructure needs and addressing road trauma and improving road safety is a shared responsibility. We actively pursue program-specific grant funding from both state and federal governments to enhance the safety and quality of our road networks.

Community and Stakeholder Engagement

Council sought community feedback on the draft Eurobodalla Road Safety Plan 2025-28. The draft Plan was endorsed for public exhibition for 28 days from 23 July to 19 August 2025.

The draft Plan was made available to the community for feedback on Council's website, and hard copies were provided at Council's administration building and Libraries.

**IR25/016 POST EXHIBITION REVIEW AND ADOPTION OF EUROBODALLA
ROAD SAFETY PLAN 2025-28**

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Three submissions were received during the exhibition period and have been provided to councillors for consideration. Submitters have received a letter of acknowledgment and will receive a response to their submission following the outcomes of this report.

Council received submissions from Transport for NSW, NSW Police and one community member, and this feedback was considered in the preparation of the final version of the Plan.

Transport for NSW provided support for the Plan and the A/Director Precincts and Integration, South made the following comments:

"I commend Council on their commitment to improving road safety outcomes in Eurobodalla and acknowledge the effort and expertise required to develop the Road Safety Action Plan. Council's ongoing partnership with Transport for NSW and the Plan's alignment with the NSW Government's safe system approach is reflected in the document.

Council's leadership in reducing the road toll in Eurobodalla is making a meaningful impact, and we look forward to collaborating on this important work together."

NSW Police are also supportive of the Plan and the Chief Inspector OIC Batemans Bay made the following comments:

"NSW Police supports the Eurobodalla Road Safety Plan and its alignment with both the National and NSW Road Safety Strategies, particularly its adoption of the Safe System approach.

The Plan reflects a strong commitment to collaborative partnerships aimed at reducing road trauma across the Eurobodalla Road Network. We commend Council's use of local crash data to prioritise targeted actions, its proactive infrastructure planning and advocacy for funding, and its focus on education and community engagement. These efforts play a key role in building a safer road network and highlight that road safety is a shared responsibility among all stakeholders, including government, police, and the community.

We also acknowledge the Plan's emphasis on improving safety around schools, town centres, and high-risk State roads such as the Princes and Kings Highways. The integration of enforcement, education, and infrastructure improvements demonstrates a well-rounded approach to road safety.

NSW Police looks forward to continuing to work alongside Council to support the delivery of these initiatives and help reduce road trauma on the road network."

The table below provides a summary of the issues raised in the submissions and the proposed Council response.

**IR25/016 POST EXHIBITION REVIEW AND ADOPTION OF EUROBODALLA
ROAD SAFETY PLAN 2025-28**

S004-T00023

Item No.	Items raised	Proposed response
1	Minor technical corrections	The draft Road Safety Plan has been finalised with updated technical terminology
2	Under the draft Road Safety Plan Council cannot claim it is 'proactively maintaining local and regional roads...in accord with the Local & Regional Roads Risk Management Policy' on the basis that the associated Code of Practice is not available on Council's website, and that Council's schedule for maintenance of unsealed roads is not a schedule.	Council's Local & Regional Roads Risk Management Policy is available on Council's website. The associated Code of Practice is not required to be placed on Council's website and is also currently under review. Council's adopted Maintenance Grading of Unsealed Roads schedule for 2025-26 is available on Council's website. The grading schedule will display roads to be graded by road name and locality, with the current month's roads to be graded listed under Current Works. Specific dates will not be provided for the grading schedule given the likelihood of unforeseen events necessitating changes to the timing of the service delivery.

CONCLUSION

The draft Eurobodalla Road Safety Plan 2025-28 was publicly exhibited for 28 days, from Wednesday 23 July 2025 to Tuesday 19 August 2025.

Three submissions were received and provided to all councillors.

The Eurobodalla Road Safety Plan 2025-28 as attached to this report is presented to Council for adoption.

2025–2028 Eurobodalla Road Safety Plan



IR25/016 POST EXHIBITION REVIEW AND ADOPTION OF EUROBODALLA ROAD
SAFETY PLAN 2025-28

ATTACHMENT 1 EUROBODALLA ROAD SAFETY PLAN 2025-28

Acknowledgement of Country

Eurobodalla Shire Council recognises Aboriginal people as the original inhabitants and custodians of all land and water in the Eurobodalla and respects their enduring cultural and spiritual connection to it. Eurobodalla Shire Council acknowledges the Traditional Owners of the land in which we live. Council pays respect to Elders past, present and aspiring. We are on Yuin Country.

Access to information

The best way to find out information about Council is to read our news on the website, subscribe to our monthly enewsletters, follow us on Facebook, Instagram and LinkedIn, and read the Living in Eurobodalla residents' newsletter each quarter. You can also read the Council Meeting agenda papers online or by dropping into a library in Narooma, Moruya or Batemans Bay, watch the Council Meeting livestream, participate in the meeting by attending Public Access or Public Forum, or attend a Councillor Catch Up. Our Customer Service Centre in Moruya welcomes community members every weekday to provide access to information and answer questions.

How to contact us

In person	Customer Service Centre 89 Vulcan Street, Moruya Monday to Friday, 8.30am to 4.30pm
Phone	02 4474 1000 For after-hours emergencies call 1800 755 760
Mail	PO Box 99, Moruya NSW 2537
Email	council@esc.nsw.gov.au
Web	www.esc.nsw.gov.au
Councillors	See contact details on our website

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Fact:

46% of all casualty crashes within Eurobodalla occurred on the state-owned highways, being Princes and Kings Highway.

Source – Transport for NSW. Safe System Analytics

Mayor's message

Our Eurobodalla Road Safety Plan for 2025-2028 is all about making our roads safer for everyone, including the 1.6 million visitors we welcome each year. The impact of road trauma is huge, costing over \$30 billion across Australia and \$9 billion in NSW every year.

We're taking a comprehensive approach to road safety through the implementation of a safe system approach – this means focusing on safer roads, safer people, safer vehicles, safer speeds. We've been actively pushing for better funding from both the NSW and Australian Governments to improve our local and regional roads.

It's crucial that we keep working together with these governments and our community to reduce road fatalities and injuries. This plan lays out steps to ensure everyone's safety, whether you're walking, riding, or driving. It includes specific actions to create a safer road network and educate our community on safer behaviours. We're also committed to upgrading our fleet to safer vehicles and working with the NSW Government on setting appropriate speed limits.

Nearly half of the crashes happen on the Kings and Princes Highways, so we're all for continuous upgrades to these roads. Addressing high-risk areas with progressive improvements will help us stay ahead of the growing population and tourism.

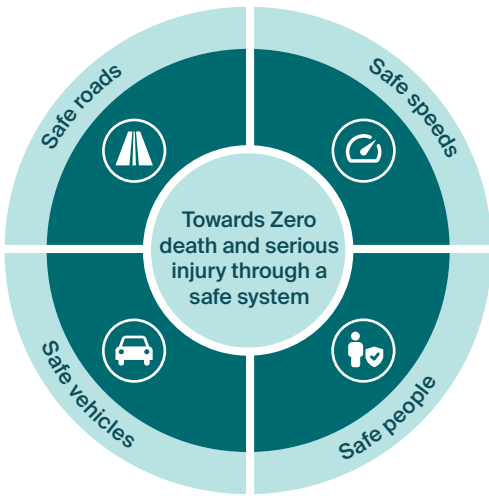
Our partnerships with Transport for NSW and NSW Police have already made a big difference on the Kings Highway, but there's still more to do. We'll keep investing in our transport network and seeking grants to boost road safety.

We proudly present this plan to our community and look forward to working together for a safer future.

Council will continue to allocate annual funding to our transport network and actively pursue program specific grant funds to make our local and regional road network safer, but it is well known that Council alone doesn't have the funds it needs, so therefore we rely on grants from the State and Federal Governments.

Acknowledgement of various government funding programs:

- Fixing Local Roads Program
- Regional and Local Roads Repair Programs
- Fixing Country Bridges Program
- Towards Zero Safer Roads Program
- Local Government Road Safety Program
- Australian Governments Roads to Recovery Program
- Black Spot Program
- Safer Local Roads and Infrastructure Program
- Federal Assistance grants (roads component) provided by the Australian Government.



Towards Zero, Safe System approach – Transport for NSW

Our plan at a glance

Local Governments are responsible for over 75% of Australia's roads and this figure for our Shire is 64%. Our plan is designed to support the safe system approach for Eurobodalla Shire Council's 1023.7km owned and maintained road network, of which 57.44km are regional roads. This plan also helps to guide our advocacy and partnership with other agencies and Road Network Owners who are also responsible for roads within Eurobodalla.

The safe system approach to road safety is safe roads, safe people, safe speeds, and safe vehicles.

We accept our responsibility for the local and regional road network while highlighting our reliance on funding from the NSW and Australian Governments to deliver a whole of network approach including local road safety behavioural programs. Our strategic focus continues to be on progressive upgrades to deliver integrated whole-of-route solutions within the funding streams available.

We continue to allocate our funding and proactively pursue grant funding (in line with our Grants Strategy 2024-28), to deliver a safer local and regional transport network. We continue to advocate directly and with others to the NSW and Australian Governments, to pursue progressive upgrades to the Princes and Kings Highways.

We recognise that addressing road-related trauma is a whole of government and community challenge. The cost of road-related trauma is \$30 billion and \$9 billion each year in Australia and NSW respectively but the human cost is far too high.

2018-2023 Road Trauma Snapshot



Australia
9,970 died
180,000 seriously injured



Eurobodalla
31 died and
130 seriously injured



Towards zero aims to
eliminate road fatalities and
serious injuries through a
safe system approach

Fact:

Almost half of all crashes* in Eurobodalla
occurred in lower speed zones
(70km/h and below).

*2018 – 2023 – 48% of all recorded crashes occurred in speed zones of 70km/hr or less
Source – Transport for NSW. Safe System Analytics



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Aim:

To help position Australia to reach Vision Zero by 2050 we need change.

To meet this challenge, all tiers of government need to work together through a safe system approach.

National Road Safety Strategy 2021-2030



Our Eurobodalla Road Action Plan

“Reducing the unacceptable level of road-related trauma is a whole of community and whole of Government challenge.”

We are proactively pursuing and implementing strategic actions using the safe system approach to road safety. Our plan outlines the actions we can take as Council to move towards safer roads, safer people, safe vehicles and safe speeds, within the limits of our responsibilities.

Some key actions contained within this Road Safety Plan

- Proactively maintain local and regional roads and pathway networks within the financial constraints set by Council and in accord with Local & Regional Roads Risk Management Policy.
- Advocate to Transport for NSW for measures to reduce traffic congestion and improve traffic flow, while enhancing pedestrian safety throughout the Moruya CBD.
- Advocate for the upgrade of the Princes Highway through the townships of Mogo, Bodalla and Narooma (Riverside Drive and Field Street intersections) including for provision of additional pedestrian facilities.
- Continue to implement key actions within the Northern Area Transport Network Plan and pursue external funding where available in-line with Councils Grant Strategy 2024-28.
- Ensure that Council's annual budget for maintaining the service levels of Council's road network is adequate.
- Develop a Transport Network Plan for the southern area of the shire to cover all major transport routes (regional and distributor Roads) within the southern area of Eurobodalla Shire.



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- Advocate for targeted intersection upgrades and progressive road safety improvements along the Princes Highway from Batemans Bay to Narooma (Including but not limited to Tomakin Road, Old Mossy Point Road, Broulee Road, Larrys Mountain Road, Bingie Road, Hector McWilliam Drive, Mitchells Ridge Road).
 - Ensure appropriate worksite speed management is in place for all Council worksites, including where necessary, working with the NSW Police to ensure enforcement.
 - Advocate to Transport for NSW to Batemans Bay CBD including where necessary grant funding to implement speed control measures, in consideration of the actions outlined in the Batemans Bay Masterplan.
 - Advocate to Transport for NSW to implement a new lower general speed limit on all unsealed roads in Eurobodalla.
 - Ensure Chain of Responsibility requirements are met for internal stakeholders and Council contractors regarding fleet vehicles and fleet management.
 - Demonstrate leadership through the purchase of 5 Star ANCAP rated passenger vehicles and 4 Star ANCAP commercial vehicles with the inclusion of vehicle safety features such as air bags, electronic stability control (ESC), autonomous emergency braking (AEB), lane departure warning (LDW) and lane keeping assist (LKA), adaptive cruise control (ACC) and fatigue warning systems.
 - Support the Local Government Road Safety Officer Program (DPOP 1.1.1) in a co-funded arrangement with Transport for NSW to identify and address local road safety issues.
 - Develop and undertake education programs to target behaviours representing primary causal factors in local crashes including speeding, alcohol and fatigue.
 - Promote and encourage greater understanding of shared use of roads by all road users including pedestrians and cyclist.
- All priority actions are outlined in the tables commencing on page 48 under each of the Safe System areas:**
- As with many councils across Australia, we recognise our efforts are constrained by available funding. We continue to advocate for and actively seek grant funding opportunities from the NSW and Australian governments in line with Council's Grants Strategy 2024-28 acknowledging that external funding is often required for infrastructure projects that Council would not otherwise be able to fund.
- This plan identifies actions, in conjunction with specific Transport Network Plans such as our Transport Network Plan Northern Area many of which can only be implemented with the assistance of funding sources and support from others.
- Reducing the unacceptable level of road-related trauma is a whole of community and whole of Government challenge. This will require whole of government collaboration and support from every member of our community. Road safety is a shared responsibility.
- This Road Safety Plan will be further reviewed in 2028.

Fact:

Someone is killed or hospitalised
every 50 minutes because of a crash
on NSW roads.

Source – NSW Road Safety Action Plan 2026 courtesy of Transport for NSW



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Fact:

Although around one third of the state's population lives in regional NSW, fatalities on regional roads account for approximately two thirds of the state's road trauma statistics.

Source – Transport for NSW. Centre for Road Safety



Setting the scene

The National Road Safety Strategy 2021-30 outlines Australia's goals for road safety in the coming years. It highlights the actions and aims to reduce fatalities by at least 50% and serious injuries by at least 30% by 2030. The Strategy maintains the focus on the Safe System approach and aims to enhance all parts of the road transport system through three main themes: safe roads, safe vehicles, and safe road use and acknowledges that road safety is everyone's responsibility.

An average of 1,200 people die on Australia's roads every year. Between 2018 to 2023, Australia saw over 9,970 fatalities and more than 180,000 serious injuries due to road-related trauma. Tragically 1,270 people were killed on Australia's roads in 2023, up from 1180 in 2022. This is an increase of 7.6 per cent. While the exact reasons may not be entirely clear, it's evident that more needs to be done to improve road safety. The financial impact of this trauma, which includes medical costs, lost work time, emergency services, and ongoing care for severely injured individuals, is estimated at \$30 billion annually.

The 2026 Road Safety Action Plan for New South Wales aims to make roads safer with specific goals such as, reducing road fatalities to half by 2030 and lowering serious injuries by 30% by 2030. These goals are part of a larger vision to reach zero deaths and serious injuries by 2050. The plan emphasises improving education and community involvement, upgrading road safety, and speeding up the use of safety features in cars. It also aligns with Future Transport 2056 NSW Government's transport planning strategy, which aims to ensure safety is designed into the transport network as NSW grows.

In New South Wales, from 2018 to 2023, there were 1,880 deaths and 96,082 serious injuries due to road-related incidents. The yearly economic impact of this trauma is around \$9 billion. In 2023 alone, 340 people died, which is an increase from 281 deaths in 2022.

Road safety remains a critical issue within the Eurobodalla shire, as we strive to create safer roads for all users. Our journey towards reducing road trauma has seen both challenges and progress and in 2023 we conducted a survey that revealed the community's awareness of an ongoing issue with road trauma in our local government area. The Eurobodalla Shire Council has developed a strategic plan to reduce road trauma, outlined in the Eurobodalla Road Safety Plan. This plan adopts a Safe System approach and aligns with broader state and national road safety strategies and plans.

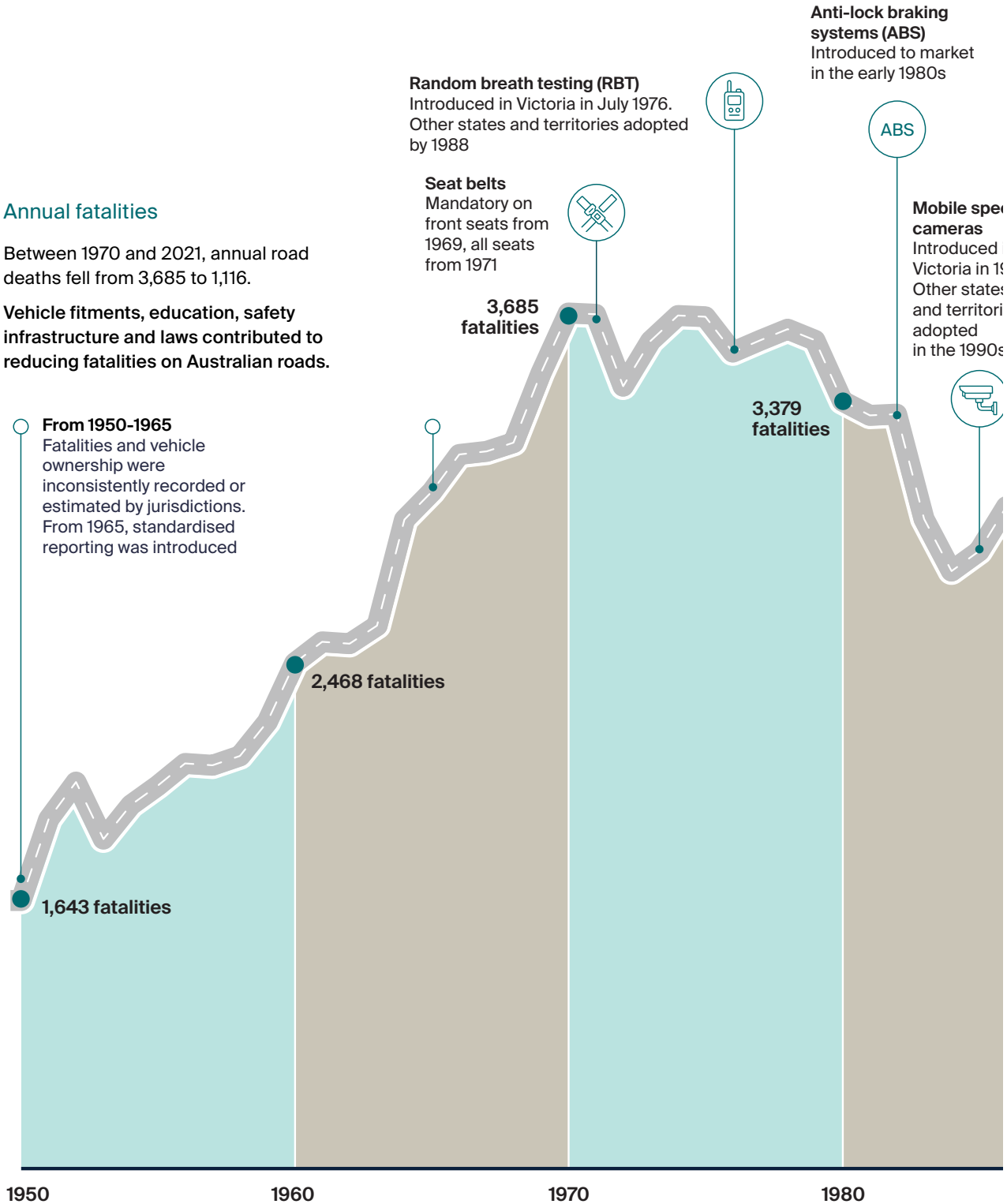
In Eurobodalla, over the 2018 -2023 period, 685 crashes occurred resulting in 676 casualties, 31 people died and 130 people were seriously injured, 379 moderately injured and 136 experienced minor injuries from road-related trauma. In 2022, there were 81 reported injury crashes. This number decreased to 71 in 2023, representing a **12.35% reduction** over a 12-month period in injury crashes in the Eurobodalla.

Data shows that, when compared to state and national statistics, road trauma in Eurobodalla is on a downward trend. This achievement can be linked to several contributing factors such as public awareness and education, better road conditions and safer roads. Even though we are seeing a downward trend, the current level of trauma is unacceptable, and residents identify the need to continue to reduce road trauma. The Eurobodalla Road Safety Plan continues to build on the current works and continue addressing road trauma through a combination of safer roads, vehicles, speeds and people.

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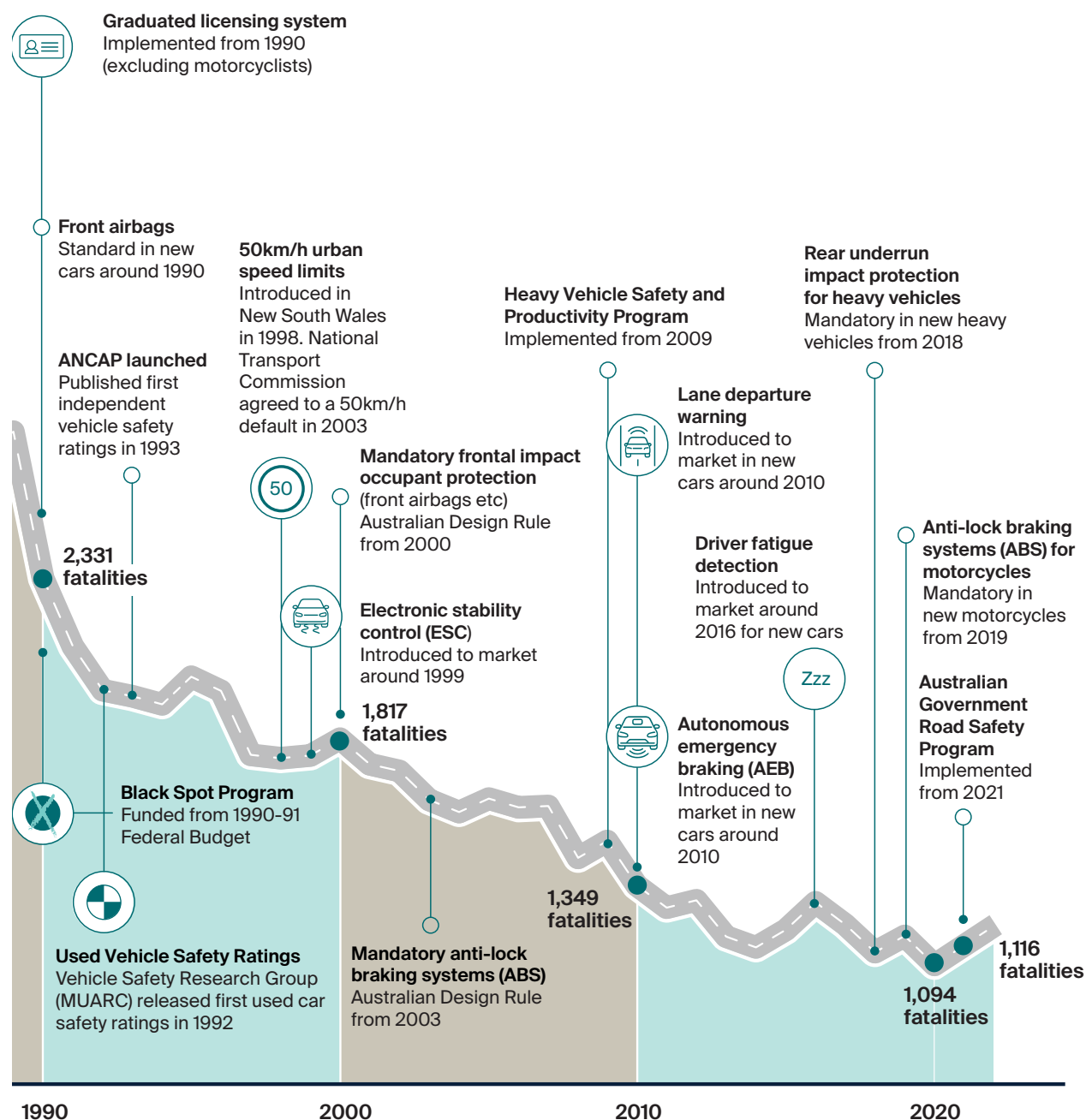
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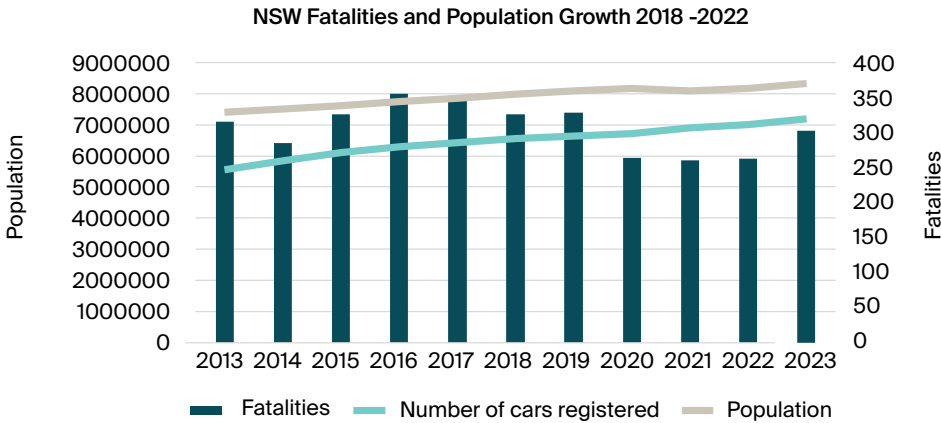
Annual Fatalities between 1970-2021 -Vehicle fitments, education, safety infrastructure and laws contributed to reducing fatalities on Australian roads. National Road Safety Annual Progress and Data Report 2023.

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NSW crash severity and population growth 2018 - 2023

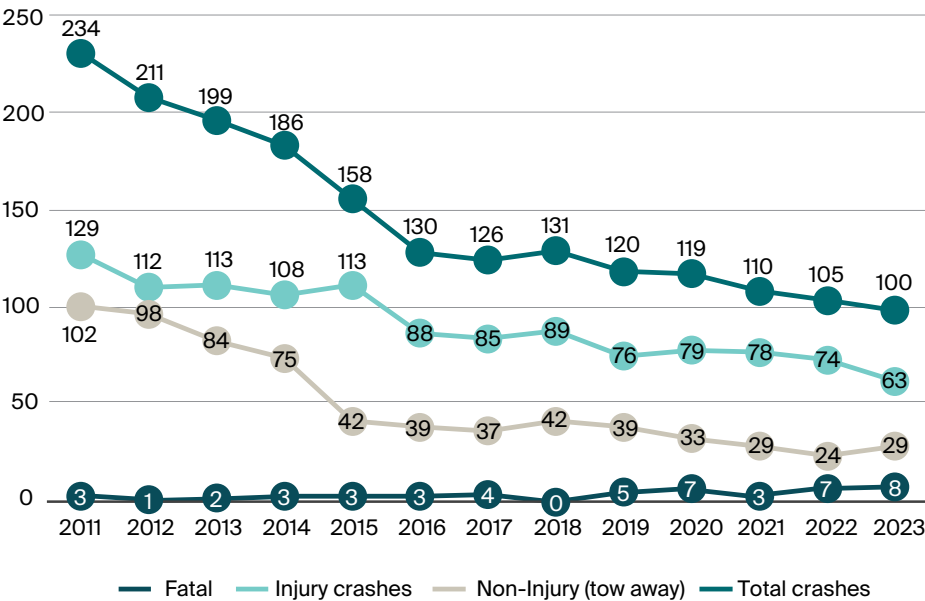
Fatality across NSW compared to Vehicle Registration & Population | Transport for NSW



Over 2013 -2023, NSW recorded steady growth in both population and vehicle registrations, while road fatalities have not followed the same trend with little growth over these 10 years.

Total number of reported crashes by severity within Eurobodalla

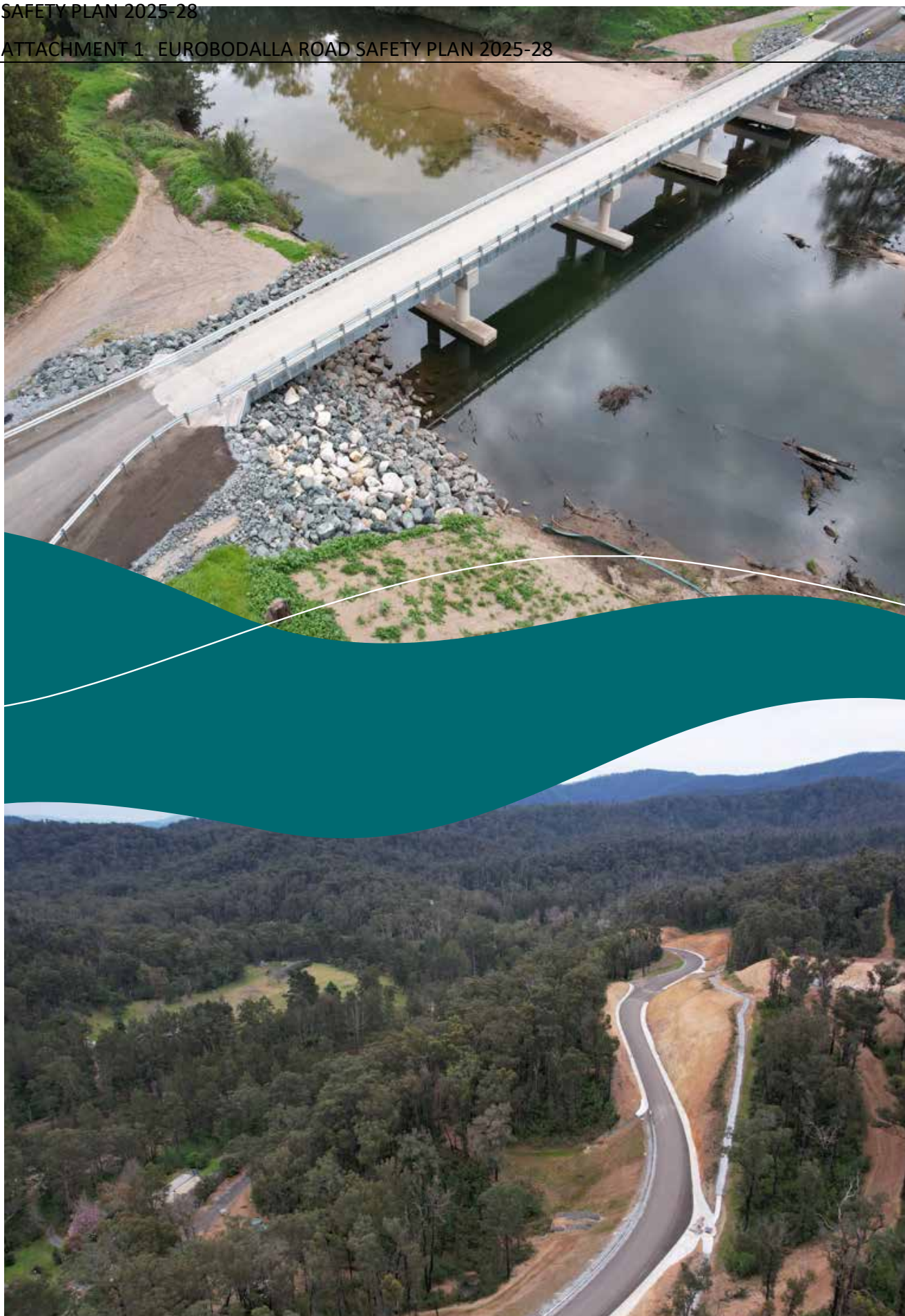
Comparison 2011 - 2023



While overall crashes are on a downward trend, fatal crashes persist.

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NSW Local Government context

Local governments are responsible for over 75% of Australia's road network. Eurobodalla Shire Council is responsible for over 1023 kilometres of road network within the local government area.

The Eurobodalla Road Safety Plan 2025-2028 will endeavour to show the way on how to continue to reduce road trauma on our road network. Eurobodalla Council aims to achieve this while working with the federal and state governments.

State

NSW Government through their 2026 Road Safety Action Plan aim to deliver their vision and targets to achieve zero road trauma by 2050 and reduce fatalities by 50% (< and equal to: 164 fatalities by 2030) and reduce serious injuries by 30% (< and equal to 7796 serious injuries by 2030) by:

- Delivering through partnerships and collaboration.
- Road safety partnerships play a critical role in delivering safety benefits for all road users on a wide scale, allowing for shared conversations with the wider community at grassroots level and beyond.
- Working with Local Government and Local Government Road Safety Plan.

Local

Eurobodalla Shire Council is responsible for managing the local and regional road network under the Roads Act 1993. They have a Local and Regional Roads Risk Management Policy 2022 that outlines their duty of care to all roads.

Eurobodalla's Community Strategic Plan, Our Eurobodalla 2042, outlines goals for reducing fatal and serious injuries on Eurobodalla roads. This supports deliverables mentioned in 2021-2030 National Road Safety Strategy, National Road Safety

Action Plan 2023-2025, and the NSW Government's 2026 Road Safety Action Plan.

This is achieved through our goals:

1. Our sustainable shire celebrates our natural environment and outdoor lifestyles.
2. Our community that welcomes, celebrates, and supports everyone.
3. Our region of vibrant places and spaces.
4. Our connected community through reliable and safe infrastructure networks.
5. Our engaged community with progressive leadership.
6. Eurobodalla Community Strategic Plan

The Eurobodalla Community Strategic Plan articulates the central role that sustainability, resilience and collaboration will play in strengthening our identity as an inclusive community. It also responds to calls for increased connectivity and accessibility – improving how we get around our region and access to quality services.

The Community Strategic Plan outlines that other levels of government are required to help deliver identified strategies, plus collaborative partnerships within Council and additional road safety stakeholders including first responders, emergency management teams, community organisations and individuals.

Road safety is a shared responsibility. It involves collaboration among all levels of government support from stakeholders and every member of the NSW community. Everyone has a role to play as we work together to save lives on NSW roads.

National Road Safety Strategy 2021-2030



State and Territory Governments

- > Funding and investment for roads and road safety initiatives
- > Road rules and law enforcement
- > Licensing and vehicle registration
- > Work health and safety laws
- > Crash data gathering, monitoring and reporting
- > Education and awareness



Local Governments

- > Local road infrastructure maintenance and improvement
- > Advocacy to state, territory and federal government
- > Local road safety education and outreach programs



Australian Government

- > Funding and investment programs for roads and road safety initiatives
- > Australian Design Rules
- > Heavy vehicle regulation
- > Model Australian Road Rules
- > National crash data reporting



Road Safety Stakeholders

- > Advocacy and independent advice for road safety
- > Independent safety standard setting such as ANCAP ratings

877,651km
Total combined
length of Australia's
road network

Purpose of this plan

Road users in regional and remote Australia are at a greater risk of road trauma than those living in major cities. Approximately one third of Australians live in regional or remote areas but two thirds of fatal crashes occur in these areas. The fatality rate in regional and remote areas is 12.2 deaths per 100,000 population and increases to 34.6 deaths per 100,000 in very remote areas. The former figure is almost five times greater than the rate for major cities which is 2.6 deaths per 100,000 population.

Our plan is aligned with the NSW Road Safety Action Plan 2026, focusing specifically on the Eurobodalla context and the role of Eurobodalla Shire Council. We recognise that a substantial share of road safety responsibilities remains with the NSW Government, such as police, ambulance and health services, vehicle registration, and the establishment of appropriate speed limits.

This plan delineates actions for the local and regional road network where the Council holds direct responsibility as the road authority, as well as its role as an advocate for the Eurobodalla community concerning the state highway network.

It also highlights the crucial role of the Road Safety Officer Program in education and collaboration with other partners. Furthermore, the plan acknowledges that the implementation of proposed actions relies on funding and support from other levels of government, which is largely beyond the Council's control. The Council will continue to advocate for the necessary funding on behalf of our community to achieve the plan's key objectives in line with our [Eurobodalla Shire Council Grants Strategy 2024-28](#).

The ultimate goal of this plan is to enhance safety outcomes for all road users, including motorists, pedestrians, cyclists, and the workers involved in constructing and maintaining our transport infrastructure.





75.3%
of all roads are managed
by local government

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Aim:

-  SAFE Roads
-  SAFE Speeds
-  SAFE People
-  SAFE Vehicles

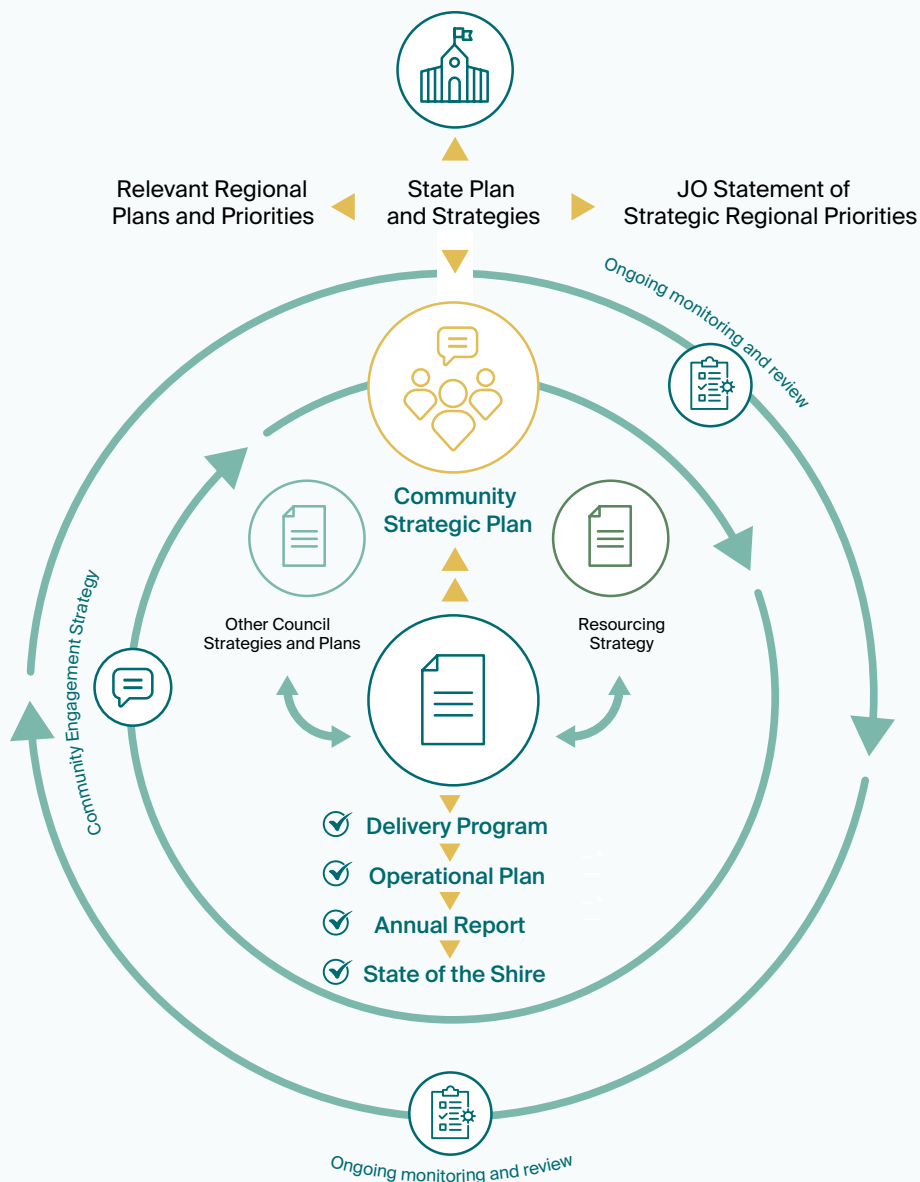
National Road Safety Strategy 2021-2030



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Source – Integrated Planning and Reporting Framework for NSW Councils

Turning this plan into action

Council's strategies are developed into action plans through inclusion of specific items in Council's Resourcing Strategy, Delivery Program and Operational Plan. Council has incorporated key items within the [Delivery Program 2022-26 and Operational Plan 2024-25](#).

These inclusions reflect that Eurobodalla Shire Council is a roads authority and therefore has a responsibility under the Local Government Act 1993, Roads Act 1993, and Civil Liability Act 2002, to provide a safe, efficient and sustainable transport network within the limits of the financial constraints placed upon it.

Councils across NSW and Australia remain heavily constrained and dependent on funding from the NSW and Australian Governments to maintain and upgrade the local road network. In summary, there is a need for ongoing action to address road trauma, with key initiatives outlined in Council's Delivery Program and Operational Plan.

Notable work and projects include the ongoing renewal and upgrade of our urban and rural road networks, key road safety, movement and place strategies and active transport initiatives,

implementation of high pedestrian activity areas, virtual fencing, and key intersection upgrades like the construction of the Broulee Road and George Bass Drive roundabout. Furthermore, the Kings Highway Road Safety Partnership is a vital behaviour-focused initiative.

Eurobodalla Shire Council will continue to prioritise expenditure on our road network within the limits of our available funding ensuring areas of greatest need are addressed first and value for money is delivered to our community. This includes considering road safety in all our works and continuing to manage our road network in line with our Local and Regional Roads Risk Management Policy and Code of Practice, Asset Management Plans and Policy.

This plan outlines the objectives that the Council has set and demonstrates how we can contribute to improving road safety, all while embracing the Safe System approach.

This Road Safety Plan aims to better target specific areas of focus to meet the above objectives and ensure improved road safety outcomes are achieved through strategies and plans. Specific policies are mentioned as they deal with the road space and specifically saving lives on Eurobodalla roads.

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Taking action

We have progressively implemented targeted actions since the 2019-2022 Road Safety Plan and continue to take a Safe System approach to reducing road-related trauma.

Some of the specific measures already completed include:

Safe roads and roadsides

- Completion of the South Batemans Bay Bypass, including working with TfNSW to upgrade the intersection with Princes Highway and Glenella Road.
- Developed route upgrade plans for all regional and distributor roads, commencing with Beach Road, George Bass Drive, Tomakin Road, Dunns Creek Road and North Head Drive. These have been incorporated into our Northern Area Transport Network Plan. We are also in the process of preparing the Southern Area Transport Network Plan.
- Completion of road safety improvement upgrades on Dunns Creek Road.
- Road safety reviews undertaken for all rural and regional sealed roads to identify and prioritise progressive network improvements.
- Completion of the upgrade to the George Bass Drive Tomakin Road intersection including provision of a roundabout, basic right turn treatments to driveways, protective fencing, final surfacing, and delineation (BB1 Tomakin Rd).
- Completion of the upgrade of Beach Road between Orient Street and Princes Highway including dedicated turning capacity and integrated pathway networks.
- Completion of the reconstruction of Eurobodalla Road (south of Sutcliffe Street) including provision of a new pathway to separate pedestrians from trucks and other vehicles.
- Completion of a continuous median island on Beach Road between Herarde Street and Country Club Drive to prevent right turn manoeuvres.

- Completion of the duplication of George Bass Drive from Glenella Road to Sunshine Bay Road (northbound).
- Completion of key upgrades for George Bass Drive including the realignment of Grandfathers Gully bends and intersection upgrades at Grandfathers Gully Road, Denise Drive and Lilli Pilli Road.
- Implementation of the Moruya CBD pedestrian activation plan and 30km/hr High Pedestrian Activity Area.
- Developed detail designs for the Tomakin Road/ Charles Street, Mogo roundabout.
- Developed detail designs for the Kuppa Ave / George Bass Drive Malua Bay roundabout.
- Developed detailed designs for the Broulee Road / George Bass Drive, Broulee Roundabout.
- Developed detailed designs for the Edward Road, Batehaven pathway and the Sunpatch Parade, Tomakin pathway.
- Collaboration with Transport for NSW and John Holland throughout the Batemans Bay Bridge project to ensure a safe local and regional road network in Batemans Bay CBD and North Batemans Bay.

Speed and speed calming measures

- Successfully advocated to Transport for NSW to implement 30km/hr speed zones in Moruya CBD.
- Successfully implement additional speed management controls within Moruya CBD east to reduce the actual speed of travel and improve pedestrian movement.
- Implemented additional speed management within Clyde Street Batemans Bay in conjunction with the new Batemans Bay Bridge project.
- Designed and implemented local area traffic management upgrades on Riverside Drive, Narooma.

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Safe vehicles

- Ensure hard wiring of lights in all council vehicles.
- Demonstrated leadership through the purchase of 5 Star ANCAP rated passenger vehicles and 4 Star ANCAP or above commercial vehicles with the inclusion of vehicle safety features such as air bags, electronic stability control (ESC), autonomous emergency braking (AEB), lane departure warning (LDW) and lane keeping assist (LKA), adaptive cruise control (ACC) and fatigue warning systems.
- Lead and completed internal review on Chain of Responsibility for internal stakeholders and Council contractors regarding fleet vehicles and fleet management

Safe people

- Supported the Local Government Road Safety Officer Program in a co-funded arrangement with Transport for NSW to identify and address local road safety issues. Engaged a permanent, full time Road Safety Officer.
- Promoted and encouraged a greater understanding of shared use of roads by all road users including pedestrians and cyclist.
- Ran the War on Waste fatigue project.
- Developed and undertook education programs to target behaviours representing primary causal factors in local crashes including speeding, alcohol, and fatigue.
- Undertook motorcycle education for those who are new to riding and those who are returning as a leisure activity.
- Continued to liaise with community during festivals including Red Hot Summer Tour, Granite Town, Toddler and Baby Expo, NAIDOC week celebrations to promote responsible behaviours.
- Supported and advocated the outcomes of the NSW Road Congress Communique.
- Implemented Look Out Before You Step Out – Pedestrian Safety in Batemans Bay, encourage all pedestrians to look before crossing the road at key crossing points in the Batemans Bay CBD.

- Continued the coordination of the Kings Highway Road Safety Partnership.
- Continued to take a Safe System approach to reducing road-related trauma.
- Major works for northern Eurobodalla have been outlined in the [Transport Network Plan Northern Area](#).

Movement and place

The Movement and Place framework in planning creates a vision and goals for new projects, emphasising the needs and activities of people who use the streets. Each street environment is unique and should be considered individually. Identifying street environments allows project teams to balance movement and place by establishing a common language to agree on the current and desired conditions within the area.

In Moruya's CBD, implementing 30 km/h speed limits in high pedestrian activity areas like Ford St, Church St, and Queen St offers significant benefits. It enhances safety for vulnerable road users such as pedestrians, cyclists, and those with mobility challenges, creating a safer and more welcoming environment for shopping and socialising.

More information can be found on the [Movement and Place](#) webpage.



Source – Movement and Place NSW Government

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Kings Highway Road Safety Partnership

The King's Highway spans approximately 140km, establishing a direct route from Canberra to the coast. Formed in 2008, the Partnership has focused its road safety initiatives on travellers making the journey from Canberra to the coast during peak holiday seasons. Its members include representatives from NSW and ACT Policing, Transport for NSW, road safety policy officials from the ACT Government, local government entities, and road safety officers. The Eurobodalla Shire Council has played a vital role in enhancing road safety by delivering planned projects, particularly through its collaboration with Transport for NSW. Key accomplishments include the completion of the Nelligen Bridge, road maintenance on both sides of Nelligen, resurfacing of Pooh Bear's corner and the Misty Mountain overtaking lane. This partnership emphasises ongoing infrastructure maintenance, enforcement actions, and community education. The main objective is to enhance road safety on the Kings Highway by promoting road user education and awareness while addressing critical issues such as safe driving around heavy vehicles and mitigating driver fatigue.

Virtual fencing

Virtual fence trials are being undertaken in Eurobodalla.

A virtual fence is an active electronic protection system that alerts animals before crossing the road when a vehicle is approaching between dusk to dawn. It is deemed effective in reducing wildlife vehicle collisions.

There is more than 900,000kms of roads covering the Australian landscape and many crashes involve wildlife and vehicles, resulting in injuries and loss of life to people and wildlife, together with damage to vehicles and property. The ecological consequences

of road networks are immense and complex, with millions of native animals injured and killed each year.

In Eurobodalla, there are over 1,023kms of roads that are owned and maintained by Council which can also result in wildlife being struck by travelling vehicles.

Council has worked with The Coastwatchers Association and WIRES to implement a pilot virtual fence project in Long Beach to address wildlife being struck by vehicles. Prior to the virtual fence being installed during the peak holiday season, WIRES volunteers and Council staff attended up to five wildlife strikes per week. Since the virtual fencing has been installed, there have only been five wildlife struck in eight months.

Although the virtual fence program is primarily aimed at reducing the number of animals hit by vehicles; in doing so, it reduces the number of vehicle crashes and consequential severity of casualties of vehicle occupants. More information can be found at [Eurobodalla Shire Council Virtual fence pilot program](#) webpage.

Y drive program

Implementation of the Y drive program.

Y drive provides learner drivers who lack access to a vehicle or qualified driver with a car and volunteer to help them get the driving experience needed.

This program helps eligible people in Eurobodalla obtain their learner (Ls) and provisional (Ps) driver licences.

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Delivery Program 2022 – 2026

This Road Safety Plan aims to better target specific areas of focus to meet the above objectives and ensure improved road safety outcomes are achieved.

Delivery Program 2022-26		Operational Plan 2024-25	
1.1 Move together for a sustainable future			
1.1.1	Build community awareness of opportunities to live more sustainably.	1.1.2.2	Finalise a Council Electric Vehicle (EV) Strategy.
		1.1.2.3	Advocate to NSW and Australian governments for further support of Electric Vehicles.
2.1 Acknowledge our beginnings, embrace our diversity			
2.1.3	Provide services that meet changing community needs and celebrate our diversity.	2.1.3.3	Provide Families Week activities.
		2.1.3.5	Deliver Children's week activities.
2.1.4	Provide services and strengthen opportunities to retain and attract youth, supported by the Youth Action Plan.	2.1.4.3	Provide the Y drive project.
2.4 Foster a safe Community			
2.4.1	Collaborate with partners to address issues of community safety.	2.4.1.1	Coordinate the Police Liaison Committee.
		2.4.1.2	Review and update the Eurobodalla Road Safety Plan and provide road safety programs.
2.4.4	Work with agencies and emergency services to coordinate emergency management and improved resilience.	2.4.4.5	Advocate to the NSW and Australian governments to fund improved resilience of local roads and bridges, evacuation centres, water and sewerage systems, power supply, telecommunications and highways.
3.1 Balance development between the needs of people, place and productivity			
3.1.1	Review, prepare and deliver planning instruments that support sustainable social, environmental, and economic outcomes as guided by our Local Strategic Planning Statements.	3.1.1.1	Prepare a masterplan for Batemans Bay CBD that identifies options for more housing.
		3.1.1.2	Collaborate with the NSW Government to prepare the Place Strategy for the Batemans Bay Strategic Cluster.
3.1.3	Work in partnership to encourage and facilitate greater housing diversity and affordability.	3.1.3.3	Commence delivery of the Moruya Housing Infrastructure project.

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Delivery Program 2022-26		Operational Plan 2024-25	
4.1 Provide integrated and active transport networks to enable a connected and accessible Eurobodalla			
4.11	Plan for an integrated and active local transport network, guided by the NSW Government's Future Transport 2056 Strategy.	4.1.1.1	Plan for a safe, efficient, and integrated transport network that meets current and future needs.
		4.1.1.2	Provide traffic management planning.
		4.1.1.3	Coordinate the local Transport Forum.
		4.1.1.4	Advocate for improved public transport including compliance with NSW Disability Standards for accessible public transport.
		4.1.1.5	Provide community transport services.
4.1.2	Advocate for improved and resilient transport services and infrastructure.	4.1.2.1	Partner with peak bodies to advocate for improved local transport services and infrastructure.
4.1.3	Provide safe and reliable local rural and urban roads, guided by the asset management plan.	4.1.3.1	Deliver the annual maintenance program for local and urban roads.
		4.1.3.2	Deliver the annual capital works program of the local and urban road network.
4.1.5	Promote active and inclusive transport through the provision and enhancement of the pathway network, as guided by the Pathway Strategy and asset management plan.	4.1.5.1	Deliver the annual maintenance program for the pathway network.
		4.1.5.2	Deliver the annual capital program for footpaths, cycleways, and shared paths.
		4.1.5.3	Review and update Pathways Strategy.
4.2 Strengthen linkages through air, road, and marine transport options			
4.2.1	Advocate for improved highways and freight access in and out of Eurobodalla.	4.2.1.1	Work with key partners to advocate for the progress upgrades of the Princes and Kings Highways.
		4.2.1.2	Advocate to the NSW Government to optimise outcomes from delivery of key regional transport upgrades such as Moruya Bypass and upgrade of Kings and Princes Highways for freight.

The road safety challenge in Eurobodalla

The transport network across Eurobodalla includes the Princes Highway and Kings Highway. The responsibility of these highways rests with the NSW Government through Transport for NSW. The length of highway within Eurobodalla is 108km and 37km, respectively.

Council performs the role of contractor to Transport for NSW on the Kings Highway from the Princes Highway to the top of the Clyde Mountain with funding provided through Transport for NSW for all works undertaken. Council has participated in the Kings Highway Road Safety Partnership (KHRSP) since 2008 and played a significant role in influencing and delivering outcomes which has led to a significant reduction in crashes over the last decade. In 2023 the KHRSP was recognised at the 2023 Australian Road Safety Awards, winning the Local Government Program Award.

Council has a responsibility to build, renew and maintain its own transport network as outlined in Table 4 below. This excludes the extensive unsealed road network maintained by the Forest NSW, National Parks and local landowners.

Hierarchy of Road	Length (km)	Percentage of Network
Regional Road	57.44	5.61
Distributor	43.59	4.26
Collector	100.78	9.84
Local	324.90	31.74
Local Access	99.67	9.74
State Parking	7.00	0.68
Unsealed roads	390.32	38.13
Total network	1,023.70	100%

Table 4 – Local and regional road network maintained by Council

Council continues taking a whole of network and route approach, progressively delivering against the strategic purpose of each route within the transport network, looking to the future need, while trying to address more immediate issues.

Council has developed a specific strategy for the provision of pathways on its busier roads with a key focus being to improve road safety, linkages and integration with public transport.

Council is also experiencing significant growth, particularly in the northern part of Eurobodalla, in developing the Batemans Bay masterplan to guide future development, improve infrastructure, economic growth and community wellbeing. This is leading to significantly increased traffic volumes on our busier roads. The network has been assessed taking account of the anticipated growth from development and visitation with future projects identified to address road capacity and intersection upgrades as funding becomes available. A major development for the northern Eurobodalla is the opening of the \$30 million Glenella Road Link Road where Council and Transport for NSW worked together to connect the ESC upgrade of Glenella Road with the Princes Highway.

Identified works for the northern area have been incorporated into the Transport Network Plan – Northern Area Eurobodalla.

Works identified for southern area of Eurobodalla are being incorporated into the Southern Area Transport Network Plan which is currently under development.

Our Council continues to implement road safety measures and partner with other government agencies and stakeholders to proactively reduce injuries and fatalities. This has seen a continued significant reduction in injury crashes from 89 in 2018 to 63 in 2023. A 29% reduction in injury crashes.

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Tragically, fatality rates in Eurobodalla are still too high and have increased since 2018. Between 2011 and 2017, the average was less than 3 deaths per year, including a year with no fatalities in 2018. However, between 2019 and 2023, the average rose to 7.7 deaths per year, including 7 deaths in 2022 and 8 in 2023.

Of the 30 crashes that resulted in fatalities between 2018 and 2023, 22 crashes, or almost three quarters occurred on the state highway network. This highlights the importance of Council advocating to the state government for continued progressive upgrades on the Princes and Kings Highways.

Types of crashes

Eurobodalla's road safety data shows both progress and ongoing challenges in addressing fatalities and serious injury crashes. Despite a significant reduction in the overall number of crashes, the number of fatalities tragically increased to 7 in 2022 and 8 in 2023. However, there is a positive trend in the reduction of serious injury crashes, which have decreased from 22 in 2018 to 13 in 2023 and total reported crashes which have reduced from 131 in 2018 to 100 in 2023. These statistics highlight that, while there has been some improvement, road trauma continues to affect our local, regional and state roads.

Continued collaboration with state and federal agencies, as well as advocacy for additional resources and funding, will be crucial in addressing road trauma. Engaging with local communities to raise awareness about road safety and encourage safer driving behaviours is also vital.

Crash history in Eurobodalla 2018 – 2023

30

Fatalities
22 of these on state highways
Princes Highway (19) and
Kings Highway (3)

489

Injury crashes
459 Serious, Moderate & Minor
227 of these crashes on state highways
Princes Highway (177) and
Kings Highway (50)



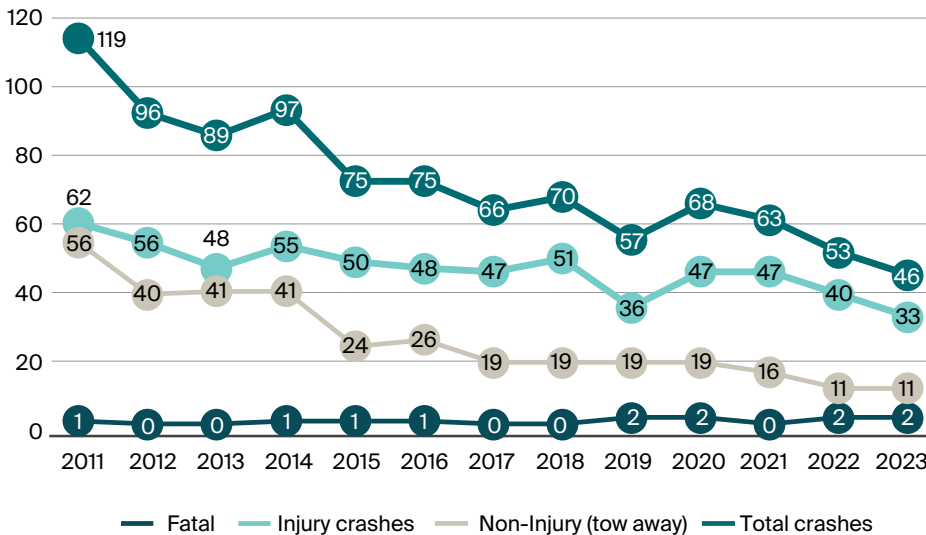
Reduced injury crashes
Continued reduction in Injury crashes from
89 in 2018 to 63 in 2023 across Eurobodalla

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All crashes on Eurobodalla owned and maintained roads

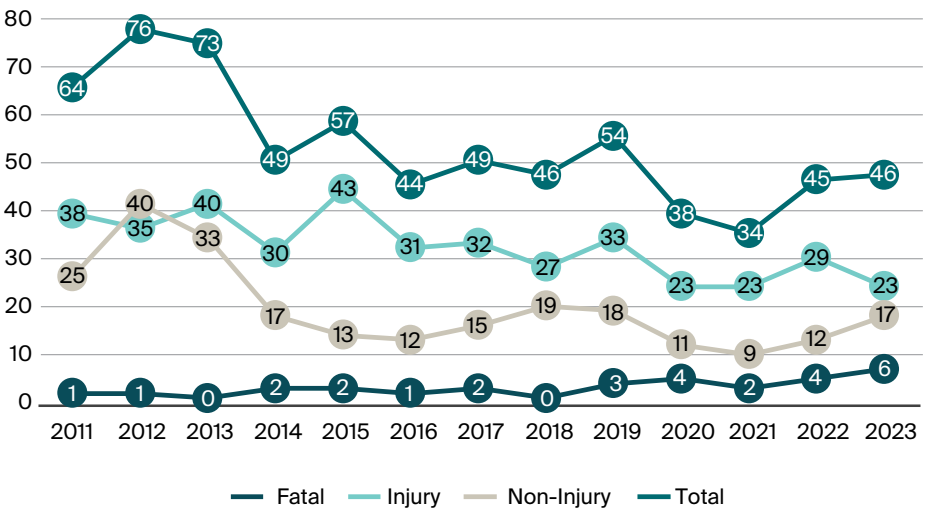
Comparison for Eurobodalla 2011 – 2023



Continued downward trend in crashes on our road network, however the number of fatal crashes remain a concern.

All crashes on Princes Highway – Eurobodalla

Comparison for 2011 – 2023



Between 2018 and 2023, fatal crashes on the Princes Highway in Eurobodalla increased from 0 to 6, however total crashes have remained steady.

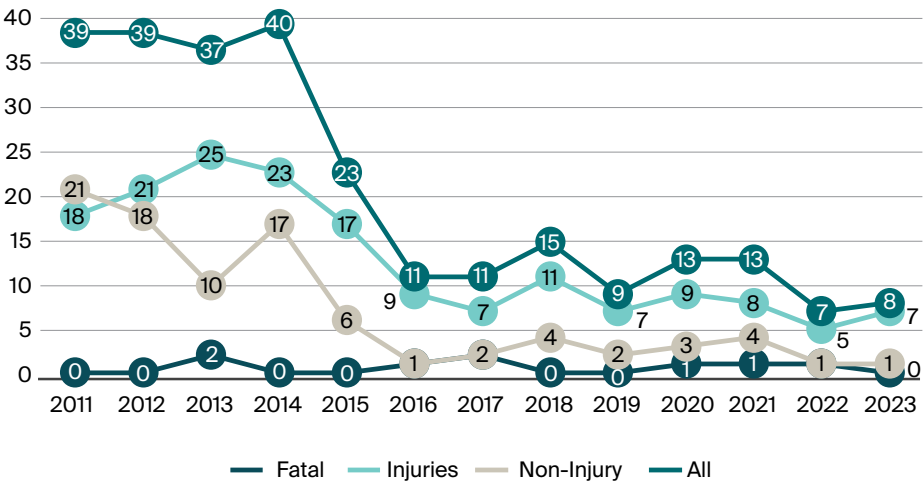
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All crashes on Kings Highway – Eurobodalla

Comparison for 2011 - 2023



Crashes on the Kings Highway have decreased significantly from 40 in 2014 to 8 in 2023. We remain committed to further reducing road trauma and improving road safety.

660,597km
of Australia's road
network are managed
by local government

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Fact:

Of the 262 casualty crashes* that occurred on Council owned and maintained roads, more than half of these (134 or 51.1%) occurred on less than 10% of the Council network, being the busier regional and distributor roads.

Source – Transport for NSW. Safe System Analytics

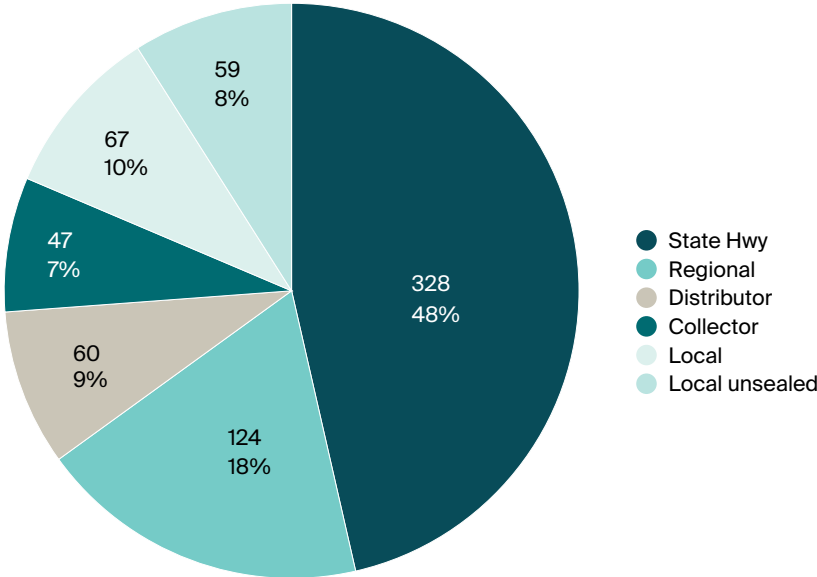


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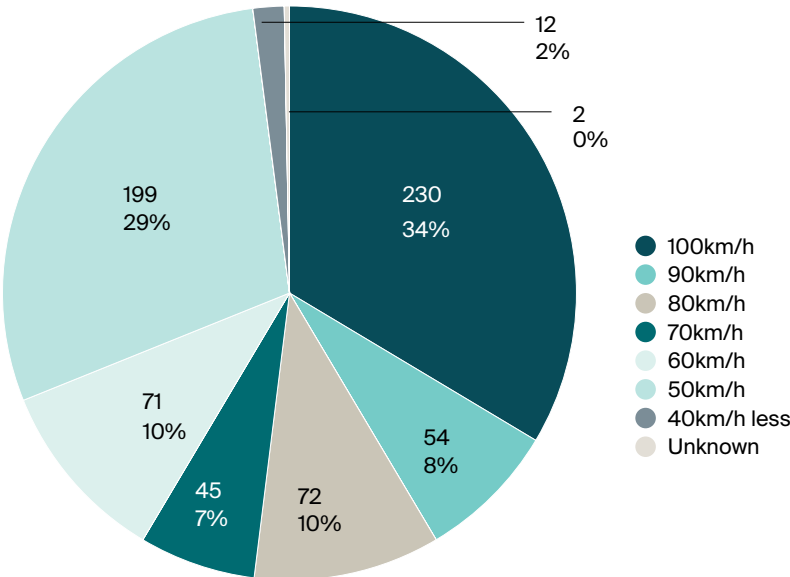
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All crashes by road hierarchy 2018-2023



Almost half of all recorded crashes within Eurobodalla occurred on the state-owned highways, being Princes and Kings Highway.

All crashes by posted speed limit 2018 - 2023



Almost half of all recorded crashes in Eurobodalla occurred in lower speed zones (70km/h and below) while (34%) occurred on roads with speed limit of 100km/h.

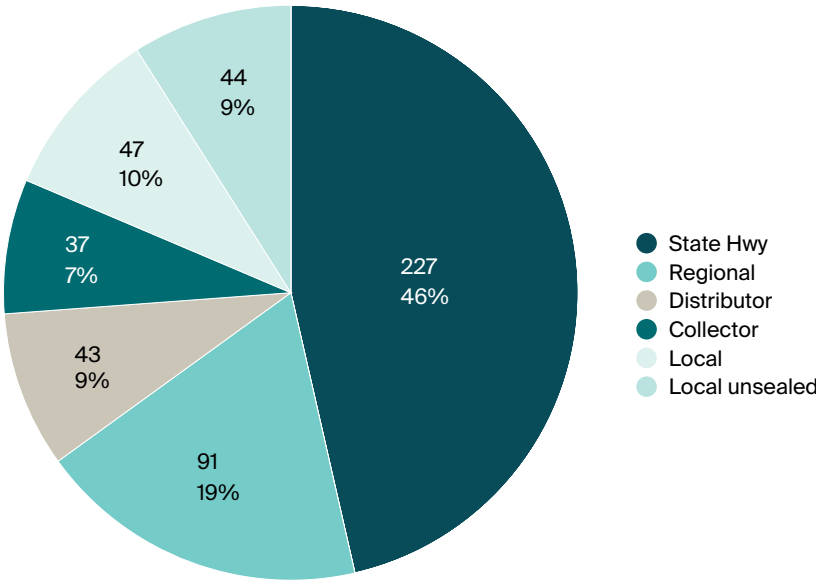
*Casualty crashes include – fatal, serious injury, moderate injury & minor injury

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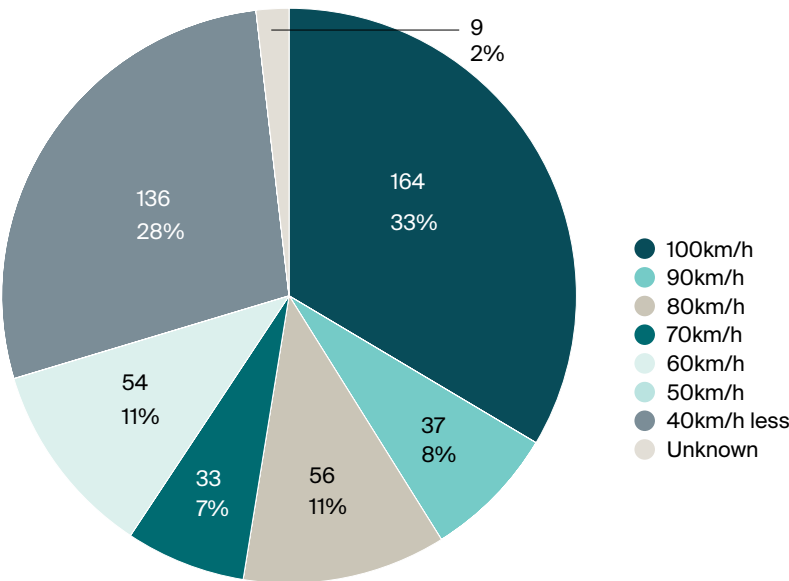
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All casualty crashes by road hierarchy 2018-2023



In Eurobodalla, 46% of casualty crashes occurred on the state-owned highways, being Princes and Kings Highway.

All casualty crashes by posted speed limit 2018 - 2023



Almost half of all casualty crashes in Eurobodalla occurred in lower speed zones (70km/h and below) often resulting in hospitalisation.

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The following information provides a high-level insight into the road safety challenges within Eurobodalla.

- 227 casualty crashes or 46.4% of all casualty crashes in Eurobodalla (2018-2023) occurred on the state highways, 177 on the Princes Highway and 50 on the Kings Highway. These 227 state highway casualty crashes resulted in 333 casualties including 23 fatalities and 71 serious injuries.
- The Kings Highway is showing notable progress in road safety. Over the period from 2018 to 2023, there were 65 crashes on Clyde Mountain, including 3 fatal and 11 serious injury crashes. Notably, the number of crashes has decreased from 13 in 2021 to 8 in 2023. This reduction in crashes indicates that the safety measures implemented on the Kings Highway are having a positive impact and represent a significant improvement compared to the 85 crashes recorded during the previous period of 2014-2017. However, there is still work to do to continue to reduce this road trauma on the Kings Highway.
- Of the 262 casualty crashes occurring on local, regional and other Council owned and maintained roads, 134 or 51.1% of these occurred on regional and distributor roads that accounts for 9.87% of the Council network being the busier regional roads. (2018-2023).
- Only 7.15% of all crashes occurred on unsealed roads despite these roads making up 38.62% of the local road network owned and maintained by Council. (2018-2023).
- Of the 685 recorded crashes, the most common road user movement was “*off path, on curve,*” accounting for 236 crashes or 34.5%. This breakdown includes 72 crashes (27.4%) on the Princes Highway, 42 crashes (64.6%) on the Kings Highway, 26 crashes (21%) on regional roads, and 96 crashes (41.2%) on Council local roads from 2018 to 2023.
- 18.4% of all crashes were *off road on a straight* (2018-2023).
- 186 (27%) of all crashes involved a heavy vehicle or light truck (2018-2023).
- There were 108 (16%) motorcycle crashes from 2018-2023 averaging 22 crashes a year (2018-2023).
- Pedestrian and pedal cyclists averaged of 3.1% and 2.5% of overall crashes (2018-2023).
- Eurobodalla is committed and will continue to work with TfNSW in keeping the Princes Highway maintained, this includes the 4.4km stretch immediately south of Cranbrook Road in Batemans Bay, commonly referred to as the “mad mile” which has been previously identified as having a high number of crashes.

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Fact:

Causal factors of crashes:

Speed 67%,

Fatigue 15%

Alcohol 12%

Source – Transport for NSW. Safe System Analytics



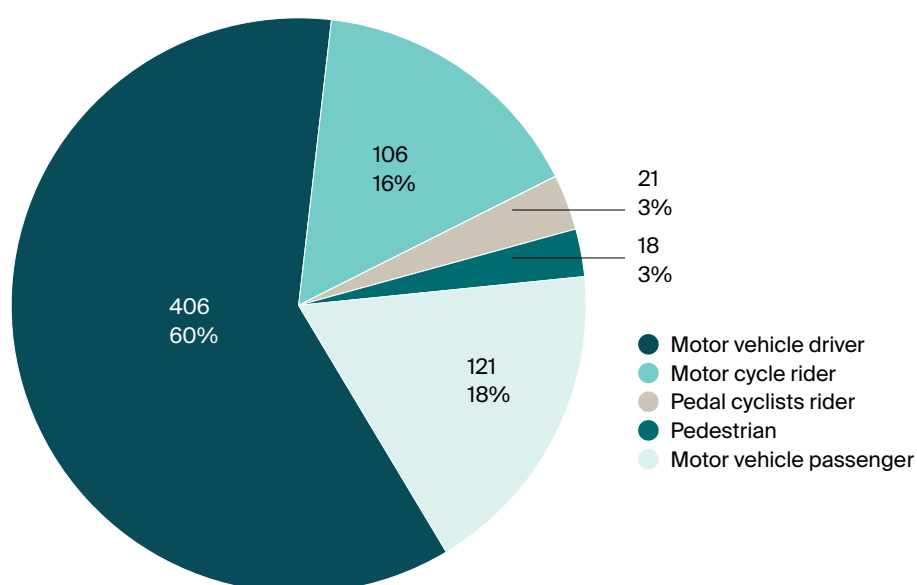
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- Posted speed limit – 47% of all casualty crashes occurred on roads with a speed limit of 70km/hr or less, with 41.46% of casualty crashes on roads with a speed limit of 60km/hr or less and 31.1% being on roads with a speed limit of less than 50km/hr.
- 33.5% of crashes occurred on roads of 100km/h.
- Age of drivers/riders – 29.6% of vehicles controllers involved in all crashes were under 29 years old or under. Those aged 60 and over accounted for 30% of vehicle controllers involved in crashes.
- Type of vehicle involved in all crashes - cars 56%, light trucks 18%, heavy trucks 3%, motorcycles 12%, pedestrians 2%, and cyclists 2%.
- Vulnerable road users make up 5.6% of all casualties (pedestrians 2.9% and cyclists 2.7%) due to the higher severity of impact.
- Results of inspections of baby capsules at Eurobodalla community child seat. inspection opportunities, showed 85% were fitted correctly compared to 66.7% car seats not being properly fitted and used in NSW.
- Causal factors of crashes – the most common primary behavioural factors involved in all crashes were speed and fatigue.
- Number of speeding related crashes have reduced from 50 in 2018 to 40 in 2022 and 31 in 2023.
- The number of fatigue related crashes rose from 8 in 2018 – 13 in 2023.
- Number of crashes where seatbelts fitted but not worn has increased from 3 in 2018 to 6 in 2022 but has reduced to 3 in 2023.
- 74% of people involved in all reported crashes reported live in the Eurobodalla, 10% other States or overseas 2018-2023.

Number of casualties by user group 2018 - 2023



Between 2018 to 2023, motor vehicle drivers accounted for the majority of casualties (60%), followed by motor vehicle passenger (18%) and motorcycle riders (16%).

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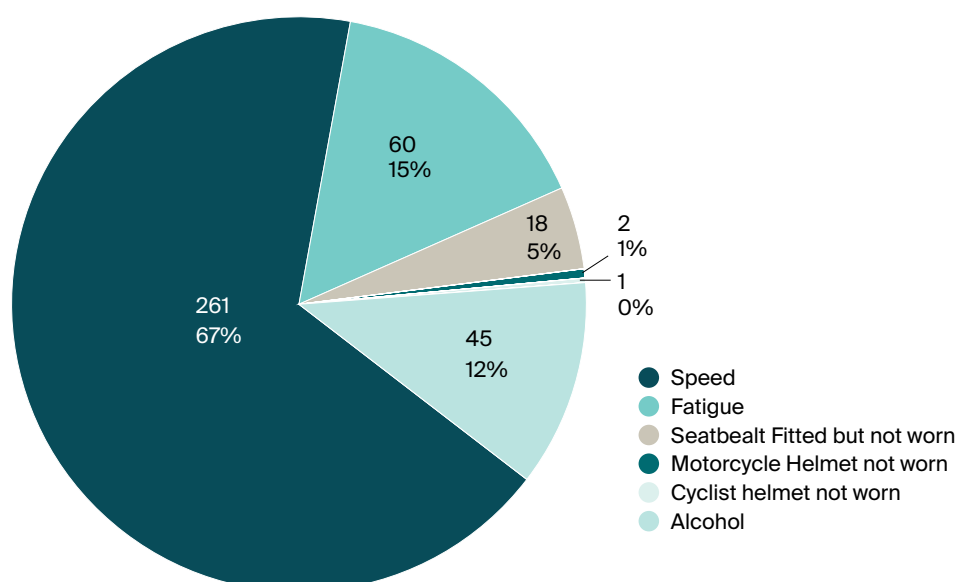
- Of all casualties 29.8% were passengers in a vehicle driven by another person.
- Trend - the overall trend for casualty crashes in Eurobodalla is downward, however the number of fatalities has spiked to 15 in 2022-2023.
- The total number of crashes on Eurobodalla regional roads, including Bermagui Road, Beach Road, Dalmeny Drive, Hector McWilliam Drive, Cullendulla Drive and George Bass Drive were 124 with 126 casualties, 2018-2023.
- The regional roads with the worst injury crashes reported in Eurobodalla, 2018-2023 were George Bass Drive with 49 crashes resulting in 52 casualties, Beach Road, 45 crashes resulting in 42 casualties.

The analysis of the crash data demonstrates the importance of the safe system approach and the need to continue to implement sound strategic asset management principles for Eurobodalla to continue to reduce road crashes and related trauma.

Although the number of recorded crashes is decreasing, the extent of road-related trauma continues to be alarmingly high in the Eurobodalla. The effects of such trauma on our community are both social and economic. This plan details the actions to be pursued over the 2025-2028 period by Council using a safe system approach to further reduce road trauma.

It also outlines the significant role played by the Road Safety Officer through the Local Government Road Safety Program, delivering driver behaviour programs and activations.

Known contributing factors 2018 - 2023



In Eurobodalla the leading causal factors involved in all crashes were speed (67%), fatigue (15%) and alcohol (12%)

Aim:

“To save lives and prevent serious injuries, we must do two things: Recognise that everyone has a right to get home safe, every day, no exceptions and then, let’s commit to actively look after every person on the road ahead, as if they were our loved ones.”

Peter Frazer FACRS, CF— President, Safer Australian Roads and Highways (SARAH) Group



Saving lives - a safe system approach

The Eurobodalla Road Safety Plan 2025 provides the framework and direction to improve road safety outcomes across Eurobodalla using the safe system approach of safer roads safer speed safer vehicles and safer people.

People make mistakes on the road but should not have to lose their lives because of their mistakes. The Eurobodalla Road Safety Plan adopts the internationally recognised Safe System approach. This holistic approach aligns with both the National and NSW Road Safety Strategies and seeks to move us toward safe roads, safe speeds, safe vehicles and safe people. The approach considers the following key principles.

To achieve the ultimate goal of zero deaths and serious injuries on NSW roads, we have adopted a safe system approach.

This approach is underpinned by these principles:

- People are human and sometimes make mistakes – a simple mistake should not cost anyone their life.
- Roads, roadsides, and vehicles need to be designed to minimise crashes or reduce forces if a crash happens.
- Road safety is a shared responsibility – everyone needs to make safe decisions on and around the road to prioritise safety.

Initiatives to ensure safer roads, speeds, people, and cars need to be implemented together so the road system not only keeps us moving, but safe and protected.

1. This plan will enable the whole of Council, its partners, and stakeholders to implement innovative solutions that bring about change in road safety culture within our community, saving lives and reducing serious trauma in our local area.
2. This plan identifies those actions on the local and regional road network where Council has direct responsibility as the road authority as well as Council's role as an advocate for the Eurobodalla community on the state highway network.
3. This plan outlines the significant role played through the Local Government Road Safety Program through education and partnering with others.
4. This plan acknowledges that implementation of proposed actions is dependent on funding and support from other levels of government. Council will continue to advocate for funding on behalf of our community to implement the key directions within this plan.
5. This plan aims to improve safety outcomes for all road users including people using motor vehicles, vulnerable road users including pedestrians and cyclists as well as our workers who build and look after our road and transport infrastructure.
6. This plan acknowledges that the community have an input into how and where Council can improve road safety, and that the community understands Council's role in the road safety matrix.
7. This plan acknowledges that Council needs to advocate to state and federal governments for funding and assistance to achieve realistic goals in providing a safe and manageable road network for residents, visitors and industry.

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Safe roads

Safe roads are designed and built to be more forgiving and account for human error and vulnerability.

In rural areas roads need to be designed to allow people to move around safely. These roads need to include the following features:

- good road surface and skid resistance
- sealed road shoulders
- adequate clear zones
- protection from run off road and where appropriate head on crashes.

This Road Safety Plan supports the vision to ensure a safe, accessible, integrated and resilient transport network that provides for the efficient and effective movement of people and goods, and to activate and support our growing permanent and visitor population and economy.

Many councils in NSW are struggling to maintain financial sustainability and provide essential services and infrastructure to their communities; Eurobodalla Shire Council is no exception. Council will need to continue to ensure sufficient funding is provided to inspect and maintain the growing transport network including addressing defects in the network.

Council has been progressively addressing these issues as funding becomes available. Despite this, many existing rural roads lack these road safety features, and an ongoing program of progressive network improvement is needed to adapt the local and regional road network to provide a safe road environment, including addressing poor

road alignments, lack of appropriate intersection treatments, roadside hazards such as trees, culverts, and drop-offs, inadequate shoulder and lane width, lack of protective fencing, lower standard linemarking delineation and signposting.

Programs to adapt the network to include modern features such as improved linemarking (eg. shoulder lines and widened shoulders), wide centreline treatments, audio-tactile linemarking, improved delineation (particularly on curves), and protective fencing must be continued where funding can be achieved.

Urban roads move people and goods around more densely populated urban areas. These roads need:

- to be adapted to reduce conflict between vehicles and vulnerable road users
- provide a lower speed environment.

Areas of concern include intersections where 30% of Eurobodalla crashes 2018 – 2023 have occurred. Appropriate intersection treatments are required to reduce crashes, such as that undertaken with the assistance of Australian Government blackspot funding at the George Bass Drive and Broulee Road intersection.

Restricting the number of property accesses and right turns, particularly on busier roads, is also an effective strategy to reduce road crashes. Examples of this type of action include provision of the central median on Beach Road and clustering of driveways on Tomakin Road with an appropriate intersection widening.

Council has developed an integrated approach to transport infrastructure whereby improvement works on our road and pathway network contribute

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Safe speeds

to delivering a safer future for our community. New works delivered by Council incorporate a Safer by Design consideration and Safe System principles to ensure appropriate safety features are progressively incorporated into the network.

Integrated asset management and network planning needs to be continued and incorporate the recycling and re-use of fill materials and the integration of multiple works to provide more cost-effective solutions.

Council must continue to work with developers to ensure they provide appropriate public infrastructure when undertaking subdivisions or developments to provide for the safety of the community. Council must continue to provide developers with appropriate guidelines for the provision of public infrastructure. These Infrastructure Design Standards should be reviewed to take account of the rapidly changing road safety techniques now evolving.

Council will continue to pursue to protect school children in school zones by providing speed calming devices including wombat crossings with associated signage and line marking when funding is available.

Council will continue to advocate to both State and Federal Governments for funding with achievable guidelines to assist in achieving a more efficient and safer road network for locals, visitors and industry. Specific actions to address road safety on our regional and distributor road network have been incorporated into the Northern Area Transport Network Plan.

The speed in which a person has been impacted determines survivability. This is especially true for vulnerable road users such as pedestrians, motorcyclists and cyclists, children and older people in urban areas. This is why creating urban environments with lower actual vehicle speeds is important to creating a safer environment. Successful advocacy to Transport for NSW to fund speed reduction treatments for the high pedestrian activity area in Moruya CBD achieved a safer environment for pedestrians in this high use area. This included a speed reduction to 30km/h in the CBD.

While speed zoning is the remit of Transport for NSW to ensure consistency of application across the state, Council is advised by TfNSW on speed zone changes. This must be applied in a practical and consistent manner, differentiating urban spaces from those roads required to efficiently move goods and people. Examples of speed zone reviews include Tomakin Road, sections of George Bass Drive, sections of Princes Highway, Moruya, and Princes Highway, Batemans Bay.

Council will work together in partnership with NSW Police in enforcing speed limits on Eurobodalla roads, both state and local.

Based on community engagement findings from the 2024 Road Safety Survey, 70.51% of respondents believe speed zone in urban are just right. However, 1 in 5 (22.65%) believe the speed is too high.

Furthermore, 56.96% believe the speed is just right in shopping precincts, yet almost 1 in 3 (31.65%) believe it is too high. (Appendix 1 – Road Safety Survey results).

Council will continue to advocate to Transport for NSW to achieve appropriate speed zones across the Eurobodalla.

The speed in which a person has been impacted determines survivability along with safety features of the road and vehicle



Safe vehicles

Well-designed vehicles with advanced safety features can help prevent crashes and help absorb and reduce the forces of impact on occupants and other road users if a crash occurs. When crash forces are reduced, there is lesser risk of death or serious injury. This includes features designed into vehicles, such as improved braking systems, lane keep assist and airbags as well as equipment like helmets, child restraints and motorcycle rider clothing. Continuing to adapt to newer technology has the potential to significantly reduce road-related trauma.

Since 2023 ANCAP has been testing for more safety features to raise the bar for cars to reach that 5 Star rating. These include:

- Autonomous emergency braking (AEB) systems that can detect and respond to other cars, pedestrians and cyclists across a range of scenarios, will assess AEB that detect and respond to motorcycles. In Eurobodalla there has been 97 motorcycle casualties from 95 crashes, including 2 fatalities (2017-2022) and 27 serious injuries.
- Pedestrian and cyclist protection. Pedestrian - 44 casualties from 40 crashes with 2 fatalities. Cycling 24 casualties from 23 crashes and 1 fatality (2017-2022).
- AEB Head-on and junction crossing, vehicles from opposing direction 131 casualties from 83 crashes and 9 fatalities (2017-2022).
- Child presence detection.
- Vehicle submergence.

Council will continue to purchase 5-Star ANCAP rated passenger vehicles and highest rated commercial vehicles.

Of those killed in cars across NSW, over 50% were in cars older than 15 years while only 12% were in cars less than 5 years old.

217,054km
of Australia's
road network are
managed by states
and territories

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Safe people

Road safety impacts everyone from the time they ride in a child safety capsule, travel each way to school, work or holiday, ride a bike, learn to drive, all through adulthood and embracing driving at an older age. At some stage we all use the roads. Everyone needs to have the knowledge, skills, attitude and information to make safe choice on our roads.

To help people be safe and make those choices, Council supports the Local Government Road Safety Officer program in a co-funded arrangement with Transport for NSW. Our road safety education programs address local road safety issues for our community using the Safe System approach. These education programs are only possible due to the Road Safety Officer position in partnership with other road safety stakeholders including Transport for NSW, NSW Police, NSW Ambulance, other Council and Government Departments and community groups. The nationally recognised Kings Highway Road Safety Partnership is an example of an effective campaign aimed at reducing crashes within Eurobodalla and our region.

Based on current road crash data (2018-2023) and community expectations road safety education programs will include but not limited to:

- speeding
- drink driving
- young drivers
- motorcycles
- older drivers
- young pedestrians
- fatigue
- child restraints
- Kings Highway Road Safety Partnership
- Y drive

Council does not undertake road safety education within schools however we integrate this education through the Y drive program which is a driver licensing initiative operated by the Eurobodalla Shire Council and supported by TfNSW. Its purpose is to help disadvantaged residents of the Eurobodalla who may lack the necessary resources, support, or ability to complete the 120 driving hours mandated by the graduated licensing scheme, thereby assisting to help secure their learner and provisional licenses. The program has grown to what it is today where Council has 6 vehicles, 35 volunteer mentor drivers, 2 full time staff, 115 participants and an additional 80 on our waitlist and achieved over 320 licences.

Our bodies are not designed to withstand the forces of a crash. Bodies of children and older people are even more fragile.

Fact:

If you are involved in a crash, vehicle speed along with the safety features of the road and your vehicle will determine whether you survive.

Source – National Road Safety Strategy 2021-2030



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Our priority actions are outlined in the tables
on the following pages under each of the Safe
System areas.



Safe roads – actions we will take to save lives

Item	Action	Priority	Funding
6.1.1	Proactively maintain local and regional roads and pathway networks within the financial constraints set by Council and in accord with Local & Regional Roads Risk Management Policy.	High/ Ongoing	As per existing funding, subject to further funding
6.1.2	Fund Council's long term financial plan, delivery program and operational plan to achieve a Maintenance Ratio of 100%, including provision for growth of assets and the actual increase in cost of undertaking work.	High/ Ongoing	As per existing funding, subject to further funding
6.1.3	Continue to provide an annual program of gravel resheeting to the unsealed road network that meets the Renewal Ratio set out in our Asset Management Plan of 100%, incorporating minor road safety improvements, where practicable and affordable.	High/ Ongoing	Existing funding available, subject to further funding
6.1.4	Progressively reconstruct and seal the unsealed roads covered by the Eurobodalla Local Infrastructure Contributions Plan 2022- (Under by Section 7.11 of the EP&A Act -Formerly Section 94 Rural Roads Plan).	High/ Ongoing	Existing funding available, subject to further funding
6.1.5	Continue to provide an annual resurfacing program to sealed roads that meets a Renewal Ratio of 100% (allowing for the increasing size of the road assets) to reduce defects and ensure appropriate skid resistance.	High/ Ongoing	Existing funding available, subject to further funding
6.1.6	Continue to reconstruct ageing urban roads taking account of road safety outcomes and integration of the pathways program.	High/ Ongoing	Existing funding available, subject to further funding
6.1.7	Prioritise renewal of existing road pavements with consideration to road safety benefits and incorporation of works to achieve final route planning, where practicable and affordable.	High/ Ongoing	Existing funding available, subject to further funding
6.1.8	Divert part of the Funding Assistance Grants – Roads Component currently used for sealing gravel roads to meet the upgrading of the sealed road network to meet future capacity needs and provide road safety improvements.	High/ Ongoing	Existing funding available, subject to further funding
6.1.9	Continue to implement key actions within the Northern Area Transport Network Plan and pursue external funding where available in-line with Councils Grant Strategy 2024-28.	High/ Ongoing	Subject to funding

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Item	Action	Priority	Funding
6.1.10	Develop a Transport Network Plan for the Southern Area of the Shire to cover all major transport routes (regional and distributor roads) within the southern area of Eurobodalla Shire.	High/ Ongoing	To be undertaken internally using existing resources
6.1.11	Continue to pursue grant funding for road safety and capacity improvements to major roads that contribute to achieving network and route planning outcomes.	High/ Ongoing	Subject to funding
6.1.12	Progressively undertake mass action treatments to remove roadside hazards and provide safer routes including, where appropriate, provision of wide sealed shoulders and centreline treatments.	High/ Ongoing	Limited existing funding available, subject to further funding
6.1.13	Continue to integrate projects taking a network approach to make use of recycled materials to progressively remove road drop-offs to create a safer road network for road users and road workers.	High/ Ongoing	Existing funding available, subject to further funding
6.1.14	Leverage Council funding to accelerate progressive implementation of the Eurobodalla Pathways Strategy 2017.	High to medium/ Ongoing	Existing funding available, subject to further funding
6.1.15	Develop plans for and pursue funding to implement road safety related measures within the Batemans Bay masterplan.	Medium/ Ongoing	Subject to funding
6.1.16	Update the strategic traffic model for the northern section of Eurobodalla in association with the Batemans Bay masterplan. Continue to advocate for funding from the NSW Government following on from completion of the Batemans Bay Bridge replacement and South Batemans Bay bypasses.	High/ Ongoing	Subject to funding
6.1.17	Review subdivision guidelines to ensure adequate provision for road safety within all new developments, including the way these developments interface with the existing road network.	High	As internal capacity becomes available

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Item	Action	Priority	Funding
6.1.18	Develop access strategies for development on all regional and distributor roads, where practicable minimising individual accesses and right turn manoeuvres, and making provision for appropriate intersection treatments.	High/ Ongoing	When internal capacity is available
6.1.19	Advocate for the continued progressive upgrading of the Kings Highway.	High/ Ongoing	Subject to funding
6.1.20	Advocate for the upgrade of the Princes Highway through the townships of Mogo, Bodalla and Narooma (Riverside Drive and Field Street intersections) including for provision of additional pedestrian facilities.	High/ Ongoing	Subject to funding
6.1.21	Advocate for the NSW Government to build the Moruya bypass, including ensuring Transport for NSW continue to engage with the community and business chamber.	Medium/ Ongoing	Subject to funding
6.1.22	Advocate for the upgrade of the Princes Highway including provision of four through lanes between Long Beach and Mogo as part of the Princes Highway duplication plan.	Medium/ Ongoing	Subject to funding
6.1.23	Advocate for targeted intersection upgrades and progressive road safety improvements along the Princes Highway from Batemans Bay to Narooma (Including but not limited to Tomakin Road, Old Mossy Point Road, Broulee Road, Larrys Mountain Road, Bingie Road, Hector McWilliam Drive, Mitchells Ridge Road).	High/ Ongoing	Subject to funding
6.1.24	Collaborate with Transport for NSW to investigate network improvements in and around Narooma, including Narooma Bridge.	Medium/ Ongoing	Investigation funded by TfNSW
6.1.25	Continue to seek grant funding for road safety improvements specifically for children's crossing at primary schools, such as Bodalla Public School and Broulee Public School.	High/ Ongoing	Subject to funding

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Safe speeds

Item	Action	Priority	Funding
6.2.1	Develop and undertake education programs to support appropriate behaviours through all road worksites on local and state highways in Eurobodalla to reinforce worker safety.	High/ Ongoing	Subject to funding
6.2.2	Ensure appropriate worksite speed management is in place for all Council worksites, including where necessary, working with the NSW Police to ensure enforcement.	High/ Ongoing	Integrate into existing work processes
6.2.3	Advocate to the NSW Roads and Transport Directorate and Transport for NSW for the adoption of lower worksite speed zones to improve worker safety consistent with NZ practice (ie 30, 50 & 70km/hr speed zones).	High/ Ongoing	
6.2.4	Advocate to Transport for NSW to Batemans Bay CBD including where necessary grant funding to implement speed control measures.	High	Subject to funding
6.2.5	Develop a plan to reduce actual speed of travel and improvement pedestrian movement within Batemans Bay CBD south.	Medium/ Ongoing	Subject to funding
6.2.6	Design and implement local area traffic management on Riverside Drive Narooma in association with pavement rehabilitation works at the Riverside Drive/Burrawang Street intersection.	High	Subject to funding
6.2.7	Design, pursue funding for and implement local area traffic management as required on Heron Road, Catalina following on from the opening of the South Batemans Bay Link Road connection with the Princes Highway.	Medium	Subject to funding
6.2.8	Design all new subdivisions to ensure the actual speed of travel is appropriate to the urban residential context.	High	To be funded by developers
6.2.9	Advocate to Transport for NSW to implement a new lower general speed limit on all unsealed roads in Eurobodalla.	Medium/ Ongoing	

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Safe vehicles

Item	Action	Priority	Funding
6.3.1	Demonstrate leadership through the purchase of 5 Star ANCAP rated passenger vehicles and 4 Star ANCAP commercial vehicles with the inclusion of vehicle safety features such as air bags, electronic stability control (ESC), autonomous emergency braking (AEB), lane departure warning (LDW) and lane keeping assist (LKA), adaptive cruise control (ACC) and fatigue warning systems.	High/ Ongoing	Subject to funding
6.3.2	Ensure hard wiring of lights on in all vehicles.	High/ Ongoing	Subject to funding
6.3.3	Implement Chain of Responsibility requirements for internal stakeholders and Council contractors regarding fleet vehicles and fleet management.	High	Integrate into existing processes
6.3.4	Build Chain of Responsibility provisions into all new contracts for all works for Council.	High	Integrate into existing processes
6.3.5	Undertake local education programs on the benefits of newer vehicle technology working in partnership with local car dealers.	Medium/ Ongoing	Subject to funding
3.3.6	The readiness of regional areas in New South Wales (NSW) for Connected and Automated Vehicles (CAVs).	Medium/ Ongoing	Subject to funding



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Safe people

Item	Action	Priority	Funding
6.4.1	Support the Local Government Road Safety Officer Program (DPOP 1.1.1) in a co-funded arrangement with Transport for NSW to identify and address local road safety issues.	High/ Ongoing	Subject to funding
6.4.2	Develop and undertake education programs to target behaviours representing primary causal factors in local crashes including speeding, alcohol and fatigue.	High/ Ongoing	Subject to funding
6.4.3	Promote and encourage greater understanding of shared use of roads by all road users including pedestrians and cyclist.	High/ Ongoing	Subject to funding
6.4.4	Kings Highway Road Safety Partnership, continued to strengthen the partnership between ESC, NSW Police, Australian Federal Police and Local Government Agencies including Queanbeyan Palerang Regional Council and ACT Government.	High/ Ongoing	Subject to funding
6.4.5	Continue to provide road safety initiatives to older drivers through events including Eurobodalla Seniors Expo – supported by driving schools and medical professionals, in conjunction with NSW Health, working with Community Transport, presenting On the Road 65Plus.	High/ Ongoing	Subject to funding
6.4.6	Continue to provide pedestrian safety programs including Hold My Hand, with Little Blue Dinosaur.	High/ Ongoing	Subject to funding
6.4.7	Motorcycle education for those who are new to riding and those who are returning as a leisure activity in conjunction with Survive the Ride and Transport for NSW.	High/ Ongoing	Subject to funding
6.4.8	Continue to deliver the Y-Drive program to help support eligible learner drivers obtain their learner and provisional driver licences.	High/ Ongoing	Subject to funding
6.4.9	Continue to work with the Eurobodalla Liquor Accord to educate about the dangers of drink driving and promote RBT means Plan B.	High/ Ongoing	Subject to funding
6.4.10	Continue to liaise with community during festivals including SummerSalt, Narooma Oyster Festival, Granite Town, Toddler and Baby Expo, NAIDOC Week Celebrations to promote responsible behaviours.	High/ Ongoing	Subject to funding

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SAFETY PLAN 2025-28

ATTACHMENT 1 EUROBODALLA ROAD SAFETY PLAN 2025-28

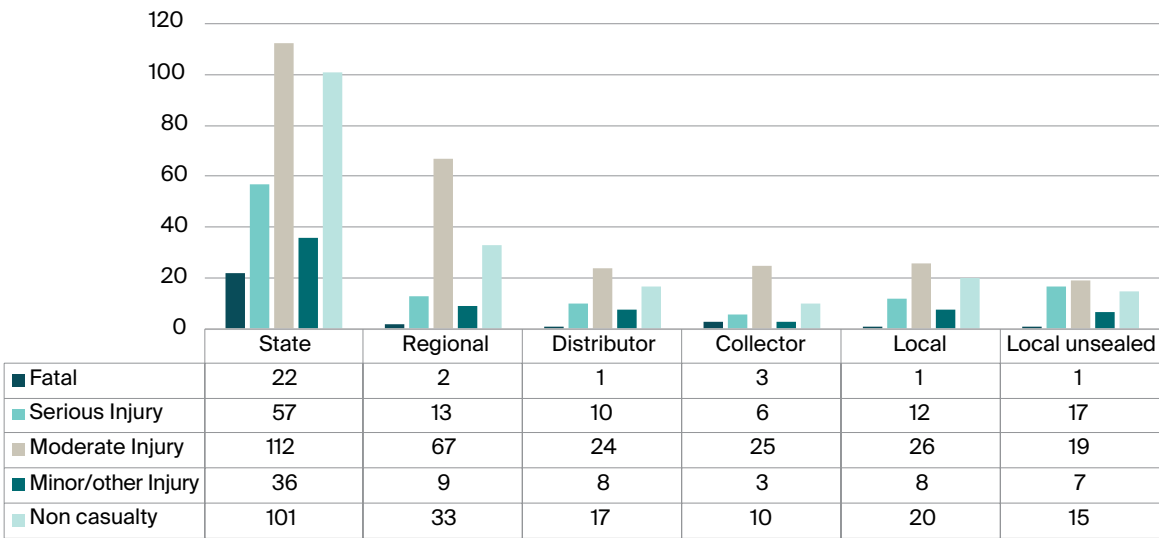
References

- NSW Centre for Road Safety
- Safe System figure taken from Transport for NSW, Centre for Road Safety Road Safety Plan 2021
- 2026 Road Safety Action Plan Towards Zero
- National Road Safety Strategy 2023-
- Safe System Analytics Transport for NSW
- NSW Road Safety 2012-2021
- Cost of road trauma 2017
- NSW Roads and Maritime Services
- NSW Long Term Transport Master Plan, Transport for NSW
- NSW Future Transport Strategy 2056
- National Road Safety Strategy 2011-2020 – Australian Transport Council
- National Road Safety Strategy 2021 – 2030 – Infrastructure and Transport
- NSW Motorcycle Safety Strategy 2012-2021, Transport for NSW
- Practical Approaches for Managing Regional Road Safety Priorities: Practitioner Resources.
- Australian Bureau of Statistics – 2016 Census.
- National Visitor Survey and International Visitor Survey, YE Sept 2008 to YE Sept 2011, Tourism Research Australia.
- Delivery Program 2017-2021, Eurobodalla Shire Council
- Eurobodalla Delivery Program 2022-2026 and Operational Plan 2023-2024
- Batemans Bay Waterfront Masterplan and Activation Strategy
- Eurobodalla Bushfire Recovery Action Plan
- Eurobodalla Resourcing Strategy 2022-2032
- Eurobodalla Community Engagement Strategy
- Eurobodalla Disability Inclusion Plan 2022
- Eurobodalla Economic Development Strategy 2019-2028
- Eurobodalla Electric Vehicle Charging Infrastructure Strategy
- Eurobodalla Climate Action Plan 2022-2032
- Eurobodalla Shire Council Grants Strategy 2024-28
- Eurobodalla Event Strategy 2019-2024
- Eurobodalla local Strategic Place Statement
- Eurobodalla Shire Council Transport Network Plan Northern Area
- Eurobodalla Pathways Strategy – Appendices
- Eurobodalla Pathways Strategy – maps
- Eurobodalla Settlement Strategy
- Mogo Adventure Trails Hub Masterplan – Part 1
- Mogo Adventure Trails Hub Masterplan – Part 2
- Mogo Village Activation Plan
- Moruya Airport Master Plan
- NSW Movement and Place Framework
- Eurobodalla Pedestrian Access and Mobility Plan – North Narooma
- Eurobodalla Pedestrian Access and Mobility Plan – Narooma site survey report
- Eurobodalla Recreation and Open Space Strategy
- Eurobodalla Resourcing Strategy 2023-2033
- SARAH Group
- Eurobodalla Tourism Wayfinding and Signage Strategy
- Virtual fence pilot program

Appendix A – crashes across Eurobodalla in the period 2018 -2023

The following graphs provide additional information relating to crashes across Eurobodalla in the period 2018 -2023

All crashes by road hierarchy - Eurobodalla 2018 – 2023

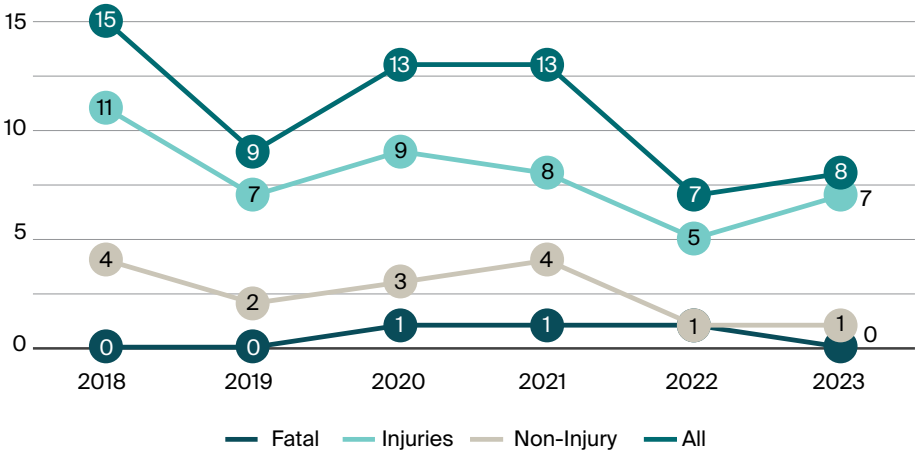


Almost half of all crashes occurred on State roads, with the highest number of fatalities and injuries across all road hierarchies.

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SAFETY PLAN 2025-28

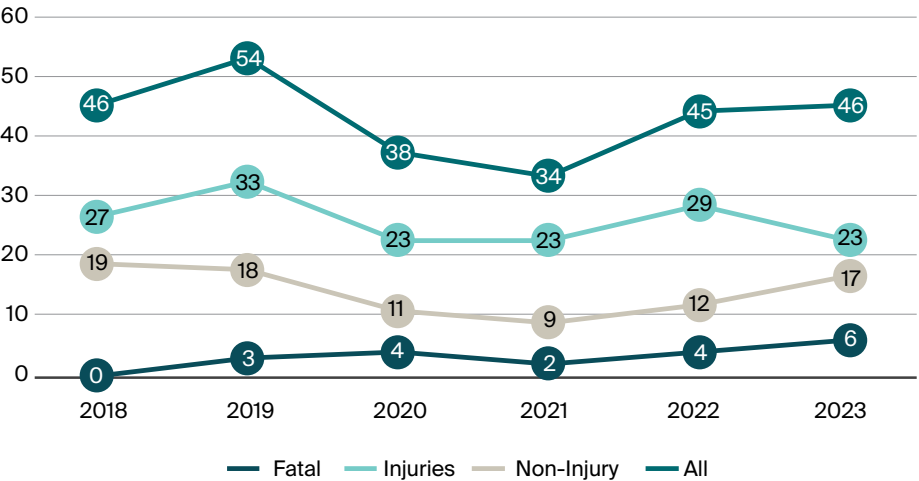
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All crashes Kings Highway 2018 – 2023



Overall crashes reduced significantly, with injury crashes reducing from 11 to 7, and with total crashes reducing from 15 to 8 for the 2018-2023 period.

All crashes Princes Highway 2018 – 2023

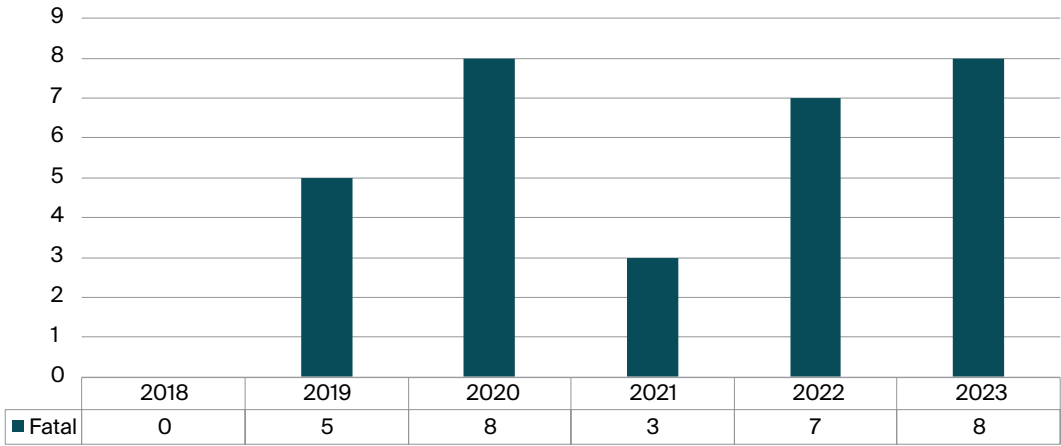


Fatal crashes increased from 0 to 6, however total crashes have remained steady with a comparison between 2018 and 2023 showing injury crashes have decreased by 14%.

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SAFETY PLAN 2025-28

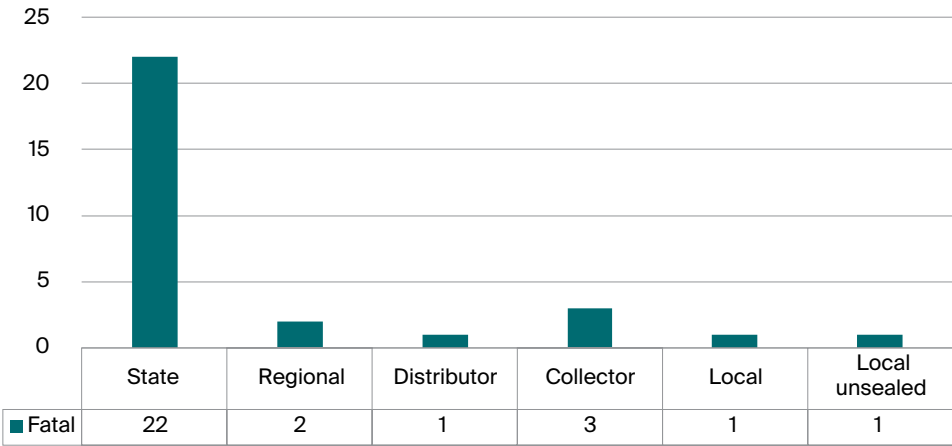
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Number of fatalities by year – Eurobodalla 2018-2023



Fatal crashes rose from 0 to 8 between 2018 and 2023, with both 2020 and 2023 recording the highest number of fatalities at 8. (with 6 of these on Princes Highway).

Number fatal crashes by road hierarchy - Eurobodalla 2018 – 2023

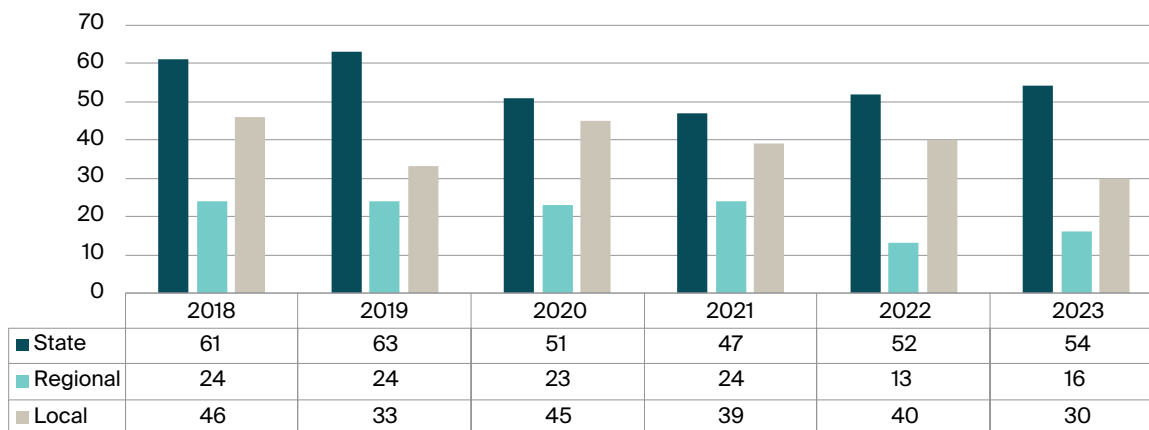


In Eurobodalla most fatal crashes (73%) occurred on State Roads.

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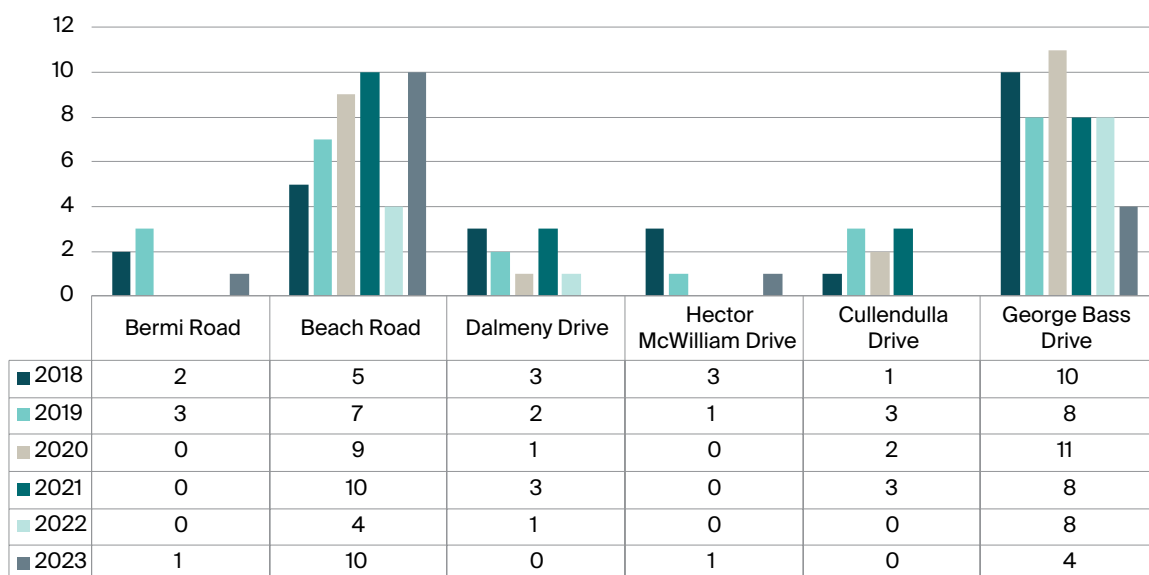
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Crashes on state, regional and local roads in Eurobodalla 2018 - 2023



Crashes reduced from 61 to 54 on state roads, 24 to 16 on regional roads, and 46 to 30 on local roads between 2018 and 2023.

Crashes on regional roads in Eurobodalla 2018 -2023



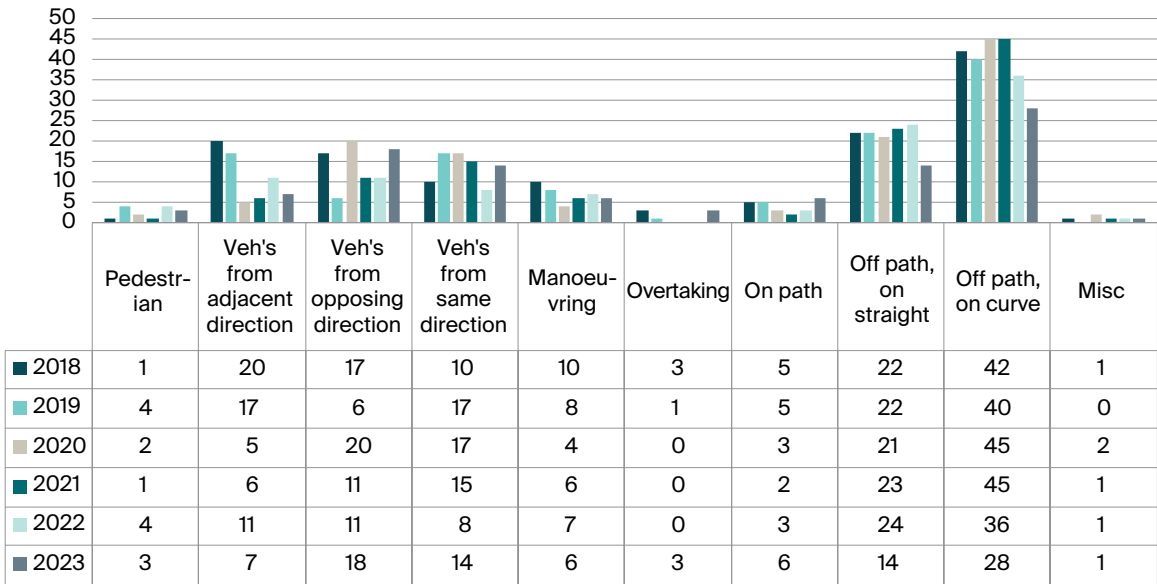
Regional road crashes varied across locations, with most crashes recorded on Beach Road increasing from 5 in 2018 to 10 in 2023, while George Bass Drive decreased from 10 to 4 over the same period.

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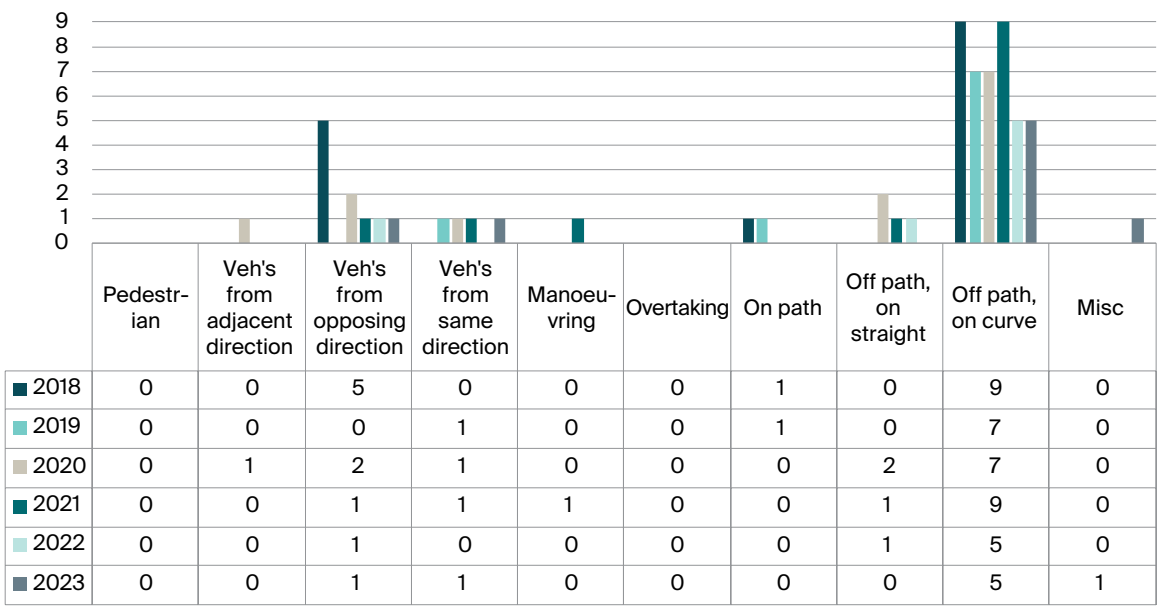
59

Road user movement crashes on Eurobodalla owned and maintained roads 2018 - 2023



Between 2018 to 2023 the most common type of crashes on Eurobodalla roads were “Off path on curve” (34.5%) followed by “Off path on straight” and “Vehicles from opposing direction”.

Road user movement crashes on the Kings Highway 2018 - 2023

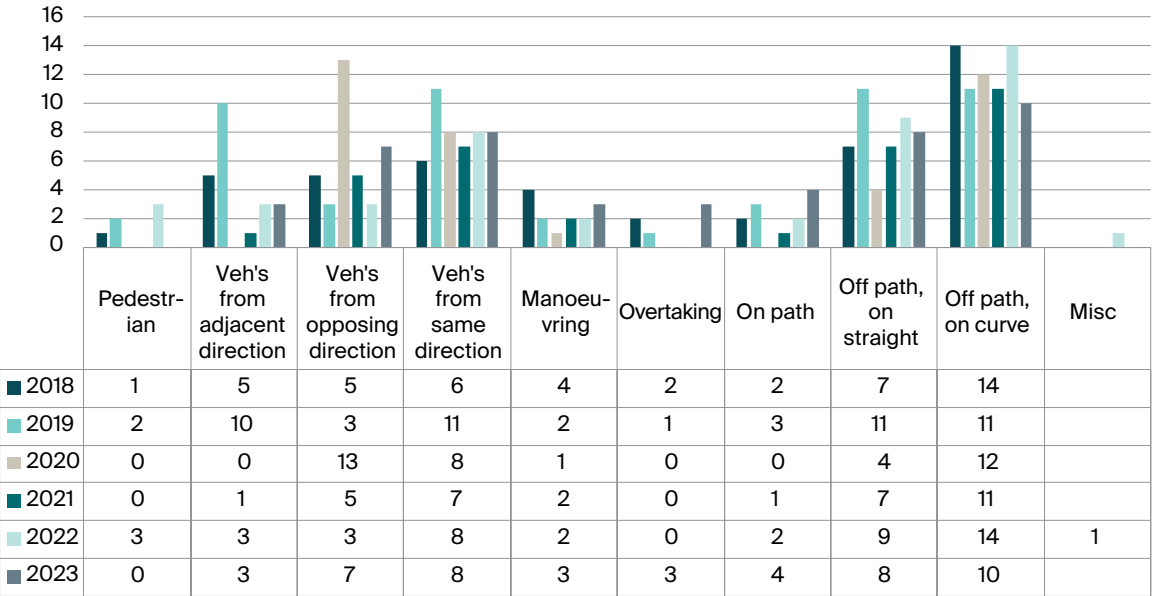


On the Kings Highway, the most common crash types were “Off-path on curve” with 26 recorded crashes followed by “Vehicles from opposing direction”.

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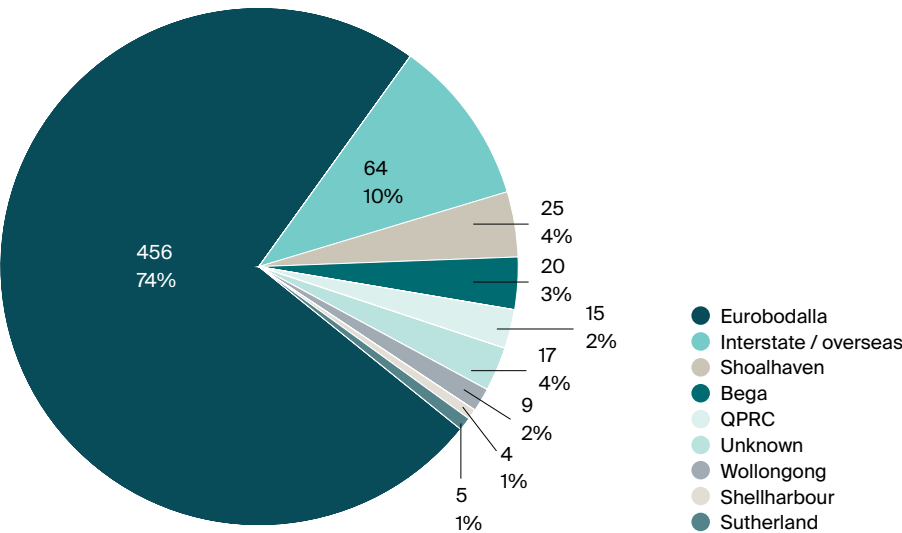
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Road user movement crashes on the Princes Highway – Eurobodalla 2018 – 2023



On the Princes Highway, most common crash types were “Off path on curve” consistently recorded the highest number at 72, followed by “Vehicle from same direction” recording 48 crashes.

Residential address of driver/rider crashes reported in Eurobodalla 2018 - 2023



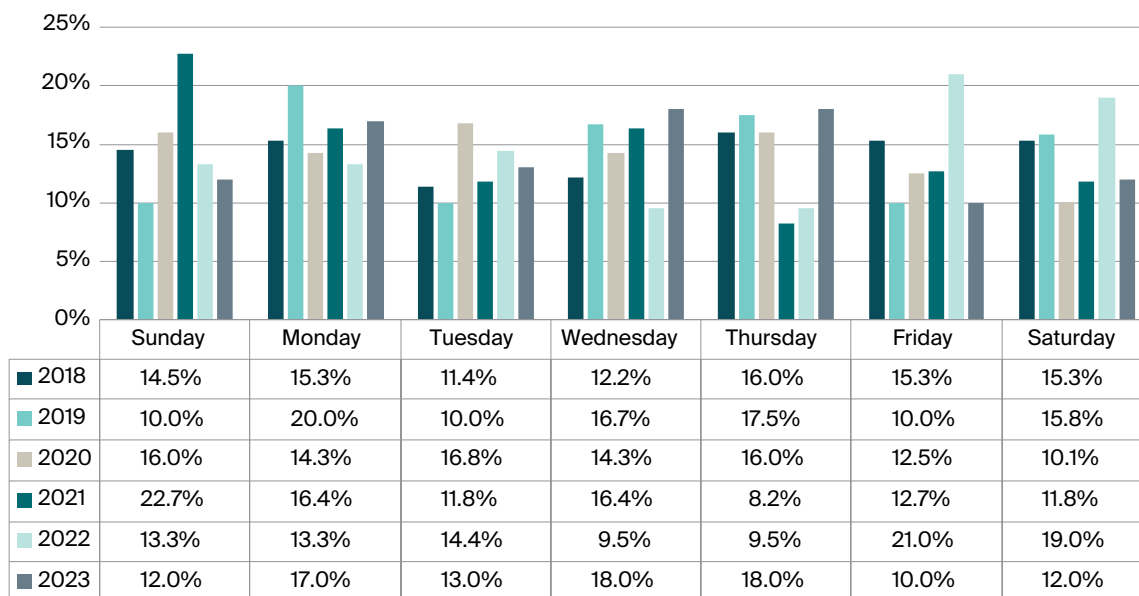
(74%) of motor vehicle controllers involved in crashes were Eurobodalla residents, with the remaining spread across nearby regions and interstate.

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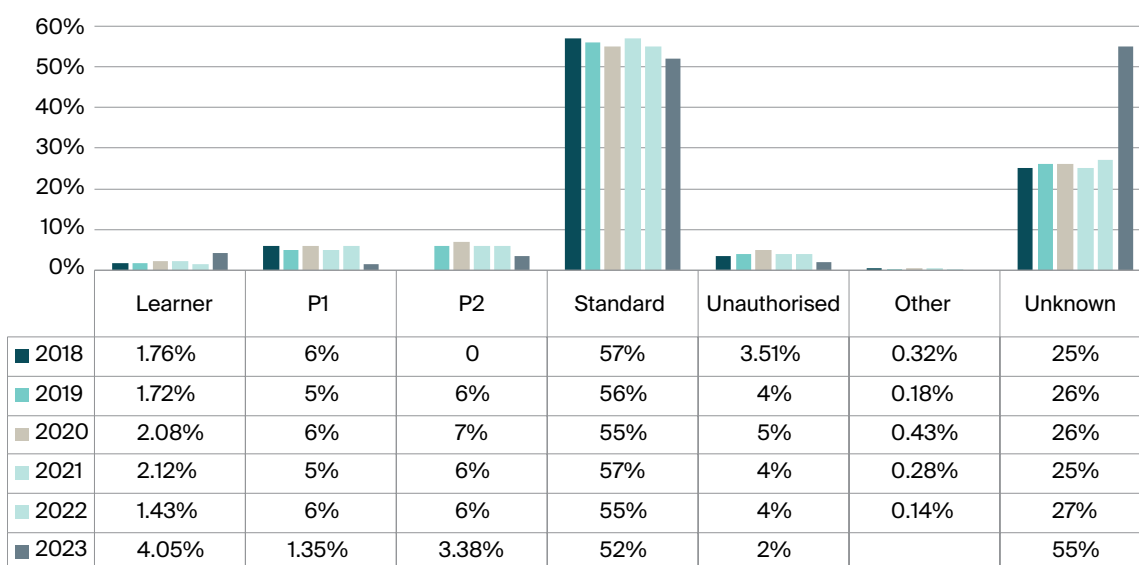
61

Crashes as per the day of the week by percentage Eurobodalla 2018 - 2023



Crashes varied across the weekdays, with Monday, Thursday and Sunday often showing higher rates.

Licence status of driver involved in all reported crashes Eurobodalla 2018 - 2023

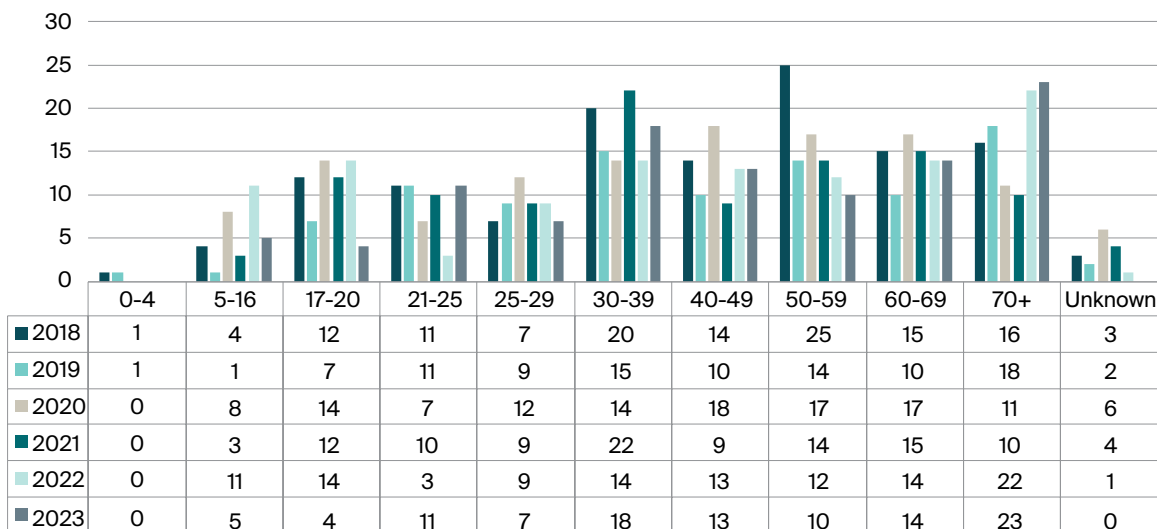


Most crashes involved drivers that held standard licenses, while the proportion of unknown license status increased to 55% in 2023.

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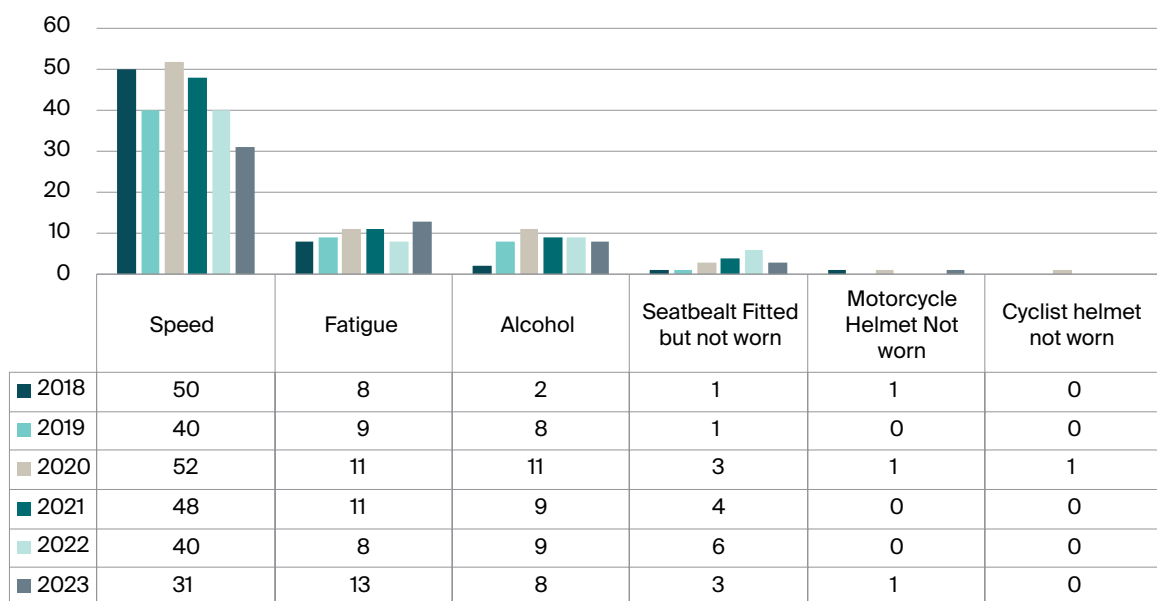
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Controllers age group – casualty crashes Eurobodalla 2018 - 2023



Most casualty crashes in Eurobodalla involved drivers aged 30–59, with the 30-39 group recording the highest number 103.

Known contributing factors of all crashes Eurobodalla 2018 – 2023



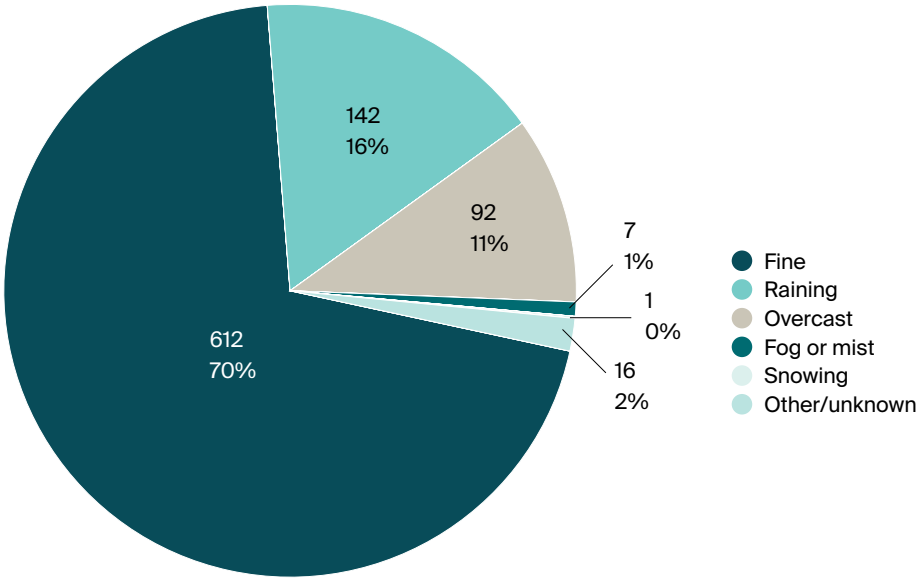
Speed is the leading causal factor, followed by fatigue and alcohol.

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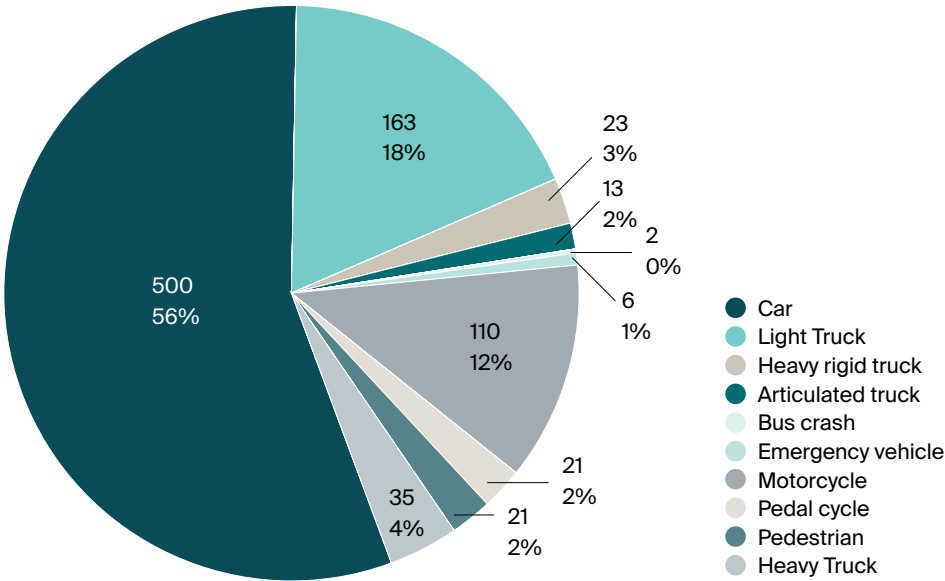
63

Weather and lighting – all crashes Eurobodalla 2018 – 2023



70% of crashes occurred in fine weather, with fewer crashes in rain, overcast, or foggy conditions.

All casualty crashes by user group – Eurobodalla 2018 – 2023

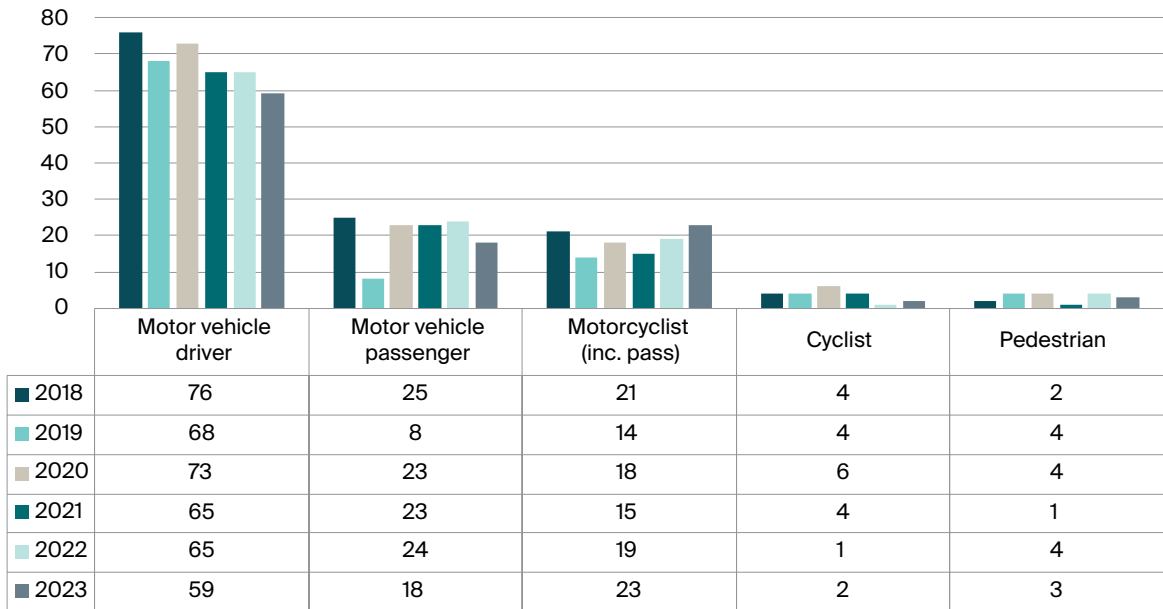


Cars were involved in the majority of casualty crashes (56%), followed by light trucks (18%) and motorcycles (12%).

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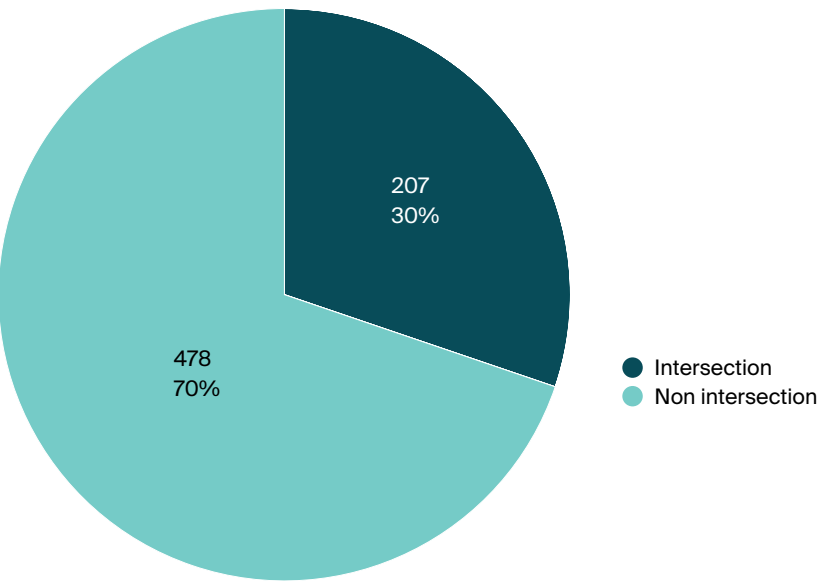
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All casualties by user group 2018 - 2023



Motor vehicle drivers consistently had the highest number of casualties, while cyclists and pedestrians had the lowest.

All crashes and type of location group



70% of crashes occurred at non-intersections, while 30% at intersections.

Appendix B – Survey result

Community Survey - As per the Safe System approach

From March to May 2023, the Council invited road users to share their input on road safety in the Eurobodalla through a short survey. This survey was accessible on the Council's website and in hard copy at the shire's library.

Here is what the community had to say.



Safer speeds

The community thought the speed limits were just right for

- 70.51% residential urban roads
- 56.96% shopping precincts
- 89.23% school zones
- 78.30% highway

The community thought the speed limits were too fast

- 22.65% speeds in urban areas were too fast
- 31.65% speeds in shopping precincts were too fast

Which of the following are effective in making you comply with speed limits

- 80.51% more regular speed signs
- 78.81 % visible police presence
- 68.64% mobile speed cameras
- 58.47% fixed speed cameras



Safer vehicles

- 61.02% said Council should purchase passenger vehicles with a 5-star ANCAP rating
- 53.85% said Council should purchase commuter vehicles with a 4-star ANCAP rating.

Council's responsibility for training programs for the community so drivers can familiarise themselves with the safety features in new vehicles

- 38.9% Yes
- 34.75% No
- 26.27% Unsure.

Ways Council could increase the percentage of safer vehicles on our roads

- Lobby State Government for leadership in awareness and fleet modernisation- flows through to the second-hand market.
- More EV stations for ALL EV types
- Free disposal of old cars
- Support young people in buying safer cars - guidance.

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The community suggested other ways Council can foster road safety culture:

- Separate cyclists from cars.
- Speed reducing interventions and design.
- Education on sharing the road with vulnerable users like motorcyclists, cyclists and pedestrians.
- More crossing points.
- More publicity of crash stats no just fatalities.
- Animal crossings, understand animal behaviour around roads.
- Low speeds on urban roads.
- Improving paths for pedestrians.
- Extend the pathway network and install more “1.5 metre matters” signs.
- Fix potholes.
- Safe access for school children to ride or walk to school.
- Work with bus companies and schools to foster bus behaviour.
- Education for P platers – not invincible.
- Encourage consideration *by* all road users *for* all users.



Safer roads

How Council could make Eurobodalla roads safer:

- 34.6% road maintenance and infrastructure
- 26.9% traffic management and safety
- 19.2% active public transport
- 11.5% education and behavioural change
- 3.8% community involvement
- 4% other.

We asked the community for their thoughts on how Council is supporting road safety.

- 86.75% said Council was advocating for funds to upgrade roads within the Eurobodalla.
- 80.72% said Council was maintaining local and regional roads
- 73.49% said Council was maintaining pathway networks.



Safer people

Which of the following initiatives do you think help foster a road safety culture, ranked responses.

- 86.13% is for promoting understanding on sharing the road with vulnerable users
- 83.19% is for working with school communities to improve road safety for children.
- 81.09% is for promoting understanding of shared road use with heavy vehicles.
- 79.41% is for developing education programs targeting risky behaviors.
- 70.59% is for discouraging drink driving with educational campaigns.

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IR25/017 LOCAL TRAFFIC COMMITTEE NO.2 FOR 2025-26

S030-T00018

Responsible Officer:	Graham Attenborough - Director Infrastructure Services
Attachments:	1. Under Separate Cover - Local Traffic Committee No. 2 for 2025-26 - Minutes and attachments 2. Terms of Reference - Local Transport Forum ↓ 3. 2025 Authorisation and Delegation to Councils ↓
Community Goal:	4. Our community has reliable and safe infrastructure networks and community facilities.
Community Strategy:	4.1 Provide integrated active transport networks to enable a connected and accessible Eurobodalla.
Delivery Program Link:	4.1.1 Advocate for and provide improved, accessible and resilient transport services and infrastructure
Operational Plan Link:	4.1.1.2 Coordinate the Local Traffic Committee

EXECUTIVE SUMMARY

The Local Traffic Committee is primarily a technical review committee. It advises Council on traffic control matters that relate to prescribed traffic control devices or traffic control facilities for which Council has delegated authority.

Recommendations arising from the Local Traffic Committee Meeting No. 2 held 11 September 2025 are as follows:

RECOMMENDATION

THAT Council:

1. Approves the following acts for determination from Local Traffic Committee No. 2 for 2025-26:
 - **2026.RT.003 George Bass Drive, Rosedale, Bus Zone**
That Council Plan 5520-A-01 to install 'Bus Zone' signage at George Bass Drive, Rosedale be approved.
 - **2026.RT.004 Sutcliffe Street, Bodalla, Bus Zone**
That Council Plan 5490-A5-01 to install 'Bus Zone' signage at Sutcliffe Street, Bodalla be approved.
 - **2026.RT.005 Sunpatch Parade, Tomakin, Bus Zone**
That Council Plan 5490-A2-01 to install 'Bus Zone' signage at Sunpatch Parade, Tomakin be approved.
 - **2026.RT.006 Campbell Street, Moruya, No Stopping**
That Council Plan 5490-A3-01 to install 'No Stopping' signage at Campbell Street, Moruya be approved.

IR25/017 LOCAL TRAFFIC COMMITTEE NO.2 FOR 2025-26

S030-T00018

- **2026.RT.007 George Bass Drive, Catalina, No Stopping**

That Council Plan 5490-A4-01 to install No Stopping signage at George Bass Drive, Catalina be approved.

2. Approves the following:

- **2026.IN.001 Local Transport Forum (LTF) - Terms of Reference (TOR)**

That the Terms of Reference for the Eurobodalla Local Transport Forum as attached to this report are adopted for the next two-year period. Transport for NSW has revoked the existing 2011 Delegation to Councils and 2023 Temporary Delegations and replaced it with the 2025 Authorisation and Delegation instrument and that under these reforms the Local Traffic Committee will now be renamed the Local Transport Forum (LTF).

3. Notes the following Informal Items which were endorsed for approval by the LTC:

- **2026.SE.002 Narooma Forest Rally 2025**

That the submitted Traffic Management Plan inclusive of Traffic Guidance Schemes and Event Signage Plan for Narooma Forest Rally 2025 hosted by Brindabella Motor Sport Club Inc, to be held on Saturday 13 September 2025 be approved. NSW Police have approved the rally component of the event: RMS Document D/2025/663675. The LTC considered and recommended approval by the Director Infrastructure Services.

- **2026.SE.003 Sea Otter 2025**

That the submitted Traffic Guidance Scheme for the Sea Otter Australia cycling event to be held in Batemans Bay from Friday 24 until Sunday 26 October 2025 be approved.

BACKGROUND

The Eurobodalla Local Traffic Committee Meeting No 2 for 2025-26 was held on 11 September 2025.

The meeting was attended by Councillor Amber Schutz – (Chair), Daniel Weekes (ESC Traffic Coordinator), Thomas Franzen (ESC Division Manager, Technical Services,) James Thompson (ESC Transport and Stormwater Engineer), Peter Jones (ESC Asset Inspector), Katherine Buttsworth (ESC Road Safety Officer), Scott McNairn (ESC Events Coordinator), Chief Inspector John Sheehan (NSW Police), Senior Sgt Scott Britt (NSW Police), Brad Ross (Transport for NSW), Emma Phillips (Transport for NSW) and Sheree Ward (ESC Infrastructure Support Officer).

APOLOGIES

Councillor Laurence Babington, Senior Sgt Angus Duncombe (NSW Police), Geoff Armstrong (ESC Design Coordinator), Kelly-Ann Marshall (ESC Surveillance Officer), Member for Bega Representative, Donna Binns (Transport for NSW).

CONCLUSION

The minutes of the Eurobodalla Local Traffic Committee Meeting No. 2 for 2025-26 are attached to this report and provide further background for the recommendations.

Eurobodalla Shire Council
Terms of Reference
Forum

Period October 2025 to December 2027

Name of forum:	Eurobodalla Local Transport Forum (LTF)
File Number:	S030-T00018
Hierarchical standing of forum:	External Forum
Membership:	4 formal members consisting of 1 representative from each of the following organisations: Transport for NSW (TfNSW), NSW Police, Council, State Member of Parliament. Other (non- mandatory) members as described in the Terms of Reference
Chairperson	Councillor (or Council General Manager/appropriate delegated officer where the Councillor is unable to attend as described in these Terms of Reference)
Quorum:	One representative from each of Council and TfNSW
Frequency of meetings:	Monthly / as required
Forum Administration Officer:	Infrastructure Support Officer

Objective:

Meet the regulatory requirements for Council to provide the technical advisory function of the Local Transport Forum.

Terms of Reference:

To provide technical advice, coordination and information sharing on traffic and road safety issues for those matters covered under the delegations for prescribed traffic control devices and regulation of traffic to the Local Transport Forum (LTF)

Delegations of forum:

External forum with powers as outlined under A guide for Councils using the Authorisation and Delegation Instrument

TfNSW remain responsible for all review and decisions on speed zoning on both local and State roads, and all road safety matters on the State highways. These matters are outside of the Terms of Reference of the LTF.

Reporting hierarchy:

The minutes of the Local Transport Forum are reported to an Ordinary Council Meeting for review and resolution where applicable.

Meeting rules/practice:

Details follow

Rules for filling casual vacancies:

N/A

Representatives' obligations to report:

Council is responsible for providing administrative support and resources for this committee.

Sunset (define the duration of operation):

N/A

TERMS OF REFERENCE OF THE EUROBODALLA LOCAL TRANSPORT FORUM

Introduction and Background

In July 2025, TfNSW issued a report (attached); A guide for Councils using the Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic (the GCADI) This TOR broadly summarizes the purpose of the LTF, including the below points.

The LTF is primarily a technical advisory body, though it also coordinates and shares information on traffic and road safety issues. It advises Council on traffic control matters that relate to prescribed traffic control devices or traffic control facilities for which Council has delegated authority. The LTF considers the technical merits of proposals and ensures that they meet current technical guidelines. See *General Meetings* for details.

For Eurobodalla Council, in the current Terms of Reference of the LTF (2025), the representative of Council is to be a Councilor unless the nominated Councilor or Mayor is unable to attend. In this case the Chair will become the General Manager or appropriate delegated officer for that meeting.

In the GCADI it is stated that a quorum for a meeting of the Local Transport Forum is one representative in attendance from each of Council and TfNSW.

The minutes of the Eurobodalla Local Transport Forum meetings are reported to Council for review, with recommendations where relevant. Copies of the LTF minutes are forwarded to TfNSW and Police representatives that were in attendance for their concurrence prior to the recommendations being presented to the elected Council.

Council's Responsibilities and Focus Areas

Responsible Officer: Director Infrastructure Services

Attachments:

- A. TfNSW Authorisation and Delegation - Prescribed Traffic Control Devices and Regulation of Traffic
- B. TfNSW A guide for Councils using the Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic

Focus Area: Our Eurobodalla is resilient

- 4. Our connected community through reliable and safe infrastructure networks

Delivery Program Link:

- 4.1 Plan for an integrated and active local transport network, guided by the NSW Government's Future Transport 2056 Strategy

Operational Plan Link:

4.1.1.3 Coordinate the Local Transport Forum

Delegation

Transport for NSW (TFNSW) is legislated as the organisation responsible for the control of traffic on all roads in NSW (as the Roads Authority). TfNSW has delegated certain functions relating to traffic management on local roads for which Council is the road authority.

The delegations to Councils are fully outlined in the TfNSW document, *Authorisation and Delegation Prescribed Traffic Control Devices and Regulation of Traffic* (attached A).

This includes such items as installation of prescribed traffic control devices, line marking, special event approvals, public transport matters, road infrastructure installation, and other road safety matters.

The Delegation requires Council to seek the advice of NSW Police, TfNSW, The Local Member of NSW Parliament and public passenger service operators (if affected) prior to exercising their delegated functions. This is usually done via the Local Transport Forum (LTF)

All matters that are addressed by the Local Transport Forum are considered under delegation where appropriate. Some items are only received and noted for recording purposes; however, most are considered under a report format with subsequent recommendations made by the LTF. Recommendations for Roads and Traffic matters that require the permanent installation of regulatory signs and associated line marking shall be presented to the next available Ordinary Meeting of Council for review and resolution unless otherwise approved under appropriate delegations.

A post facto record of any use of prescribed traffic control device authorisation (excluding any instance that has already been the subject of prior referral per condition (3) must be tabled at the Local Transport Forum as soon as practicable and no later than three (3) months after the fact.

Composition

The LTF is to be made up of the following members:

1. one representative of Council (Chairperson)
2. one representative of the NSW Police
3. one representative of the TFNSW
4. the local State Member of Parliament (MP) or their nominee.
5. The operator of any public passenger service likely to be affected by traffic control work proposed by the delegate.

Any of the above organisations may choose to send more than one representative Council may also invite any other person to attend the LTF

Where a proposal is likely to affect the operation of a public passenger service, the operator will either be consulted with directly or be invited to attend the Local Transport Forum. Details of any consultation undertaken outside of the Local Transport Forum will be tabled at the Local Transport Forum as soon as possible.

- Details for Council's representatives, delegated officer and clerical assistance:
- The representative of Council shall be nominated by Council at an Ordinary Meeting.
- The delegated officer and other clerical support of the LTF shall support the LTF. The delegated officer shall be as delegated by the General Manager.

Tenure

- The tenure of the LTF is 2 years.
- Representatives must be willing to abide by the terms of reference for the forum.

General Meetings

- The format for Eurobodalla LTF meetings is monthly face-to-face / on-line option meeting held in the offices of the Council, or as scheduled.
- The meeting is to be convened by Council's Traffic Coordinator, or if unavailable an officer with the appropriate delegation from the General Manager.
- Clerical support shall be provided by Council and include a minute taker.
- Council may invite any other person who may add technical expertise and value to the Local Transport Forum
- Replacement of members between terms will be nominated by the representing organisation/group.
- The LTF may have additional advisors to the LTF who can provide input into the process, by consent of Council
- If the Chairperson is unavailable for a meeting, Council's Mayor shall be invited to chair. If they are also unavailable, the delegated officer of Council shall chair the meeting.

Items at Meetings

Generally, Council may decide which proposals to send to the LTF for advice or coordination. Prior referral to the LTF is only required where:

- Regulation of traffic exceeds six months in duration
- Public transport is negatively affected for more than 24 hours

For proposals affecting buses, consultation with bus operators is required

Transport and NSW Police must be given 7 days' notice of on-road public events. Items for consideration and subsequent recommendation are put to the forum by Council for advice only. Council's role is that of both proponent and decision maker.

Any transport matter is permitted to be raised at LTF meetings by forum members or Council, for information, review or discussion.

Statement of Concern

For proposals for which prior referral to the LTF is mandatory and where Transport continues to hold concerns following discussions, within 7 days, a Statement of Concern may be issued by Transport. Council must consider the issue(s) raised in the Statement and submit a written response to all LTF members. A Statement of Concern does not oblige Council to change or withdraw a proposal, however, does place both Transport's comments and Council's response on

the public record.

Review of Council Development Applications (DA's)

From time-to-time Council's Development Services Division refers DA's to the LTF for technical review and comment. Primarily this is where a major impact on Council's road network is expected.

This task shall not be undertaken by the whole Forum but only be undertaken by members with technical knowledge in their fields of traffic. Nor shall outcomes of the review be presented to an Ordinary Meeting of Council.

The name of this LTF technical review sub-committee is Development Sub-committee (DSC)

The composition of the Development Sub-committee is to be made up of:

1. one representative of Council nominated by Council's Director of Infrastructure Services, usually the Traffic Coordinator
2. one LTF member representative of the NSW Police
3. one LTF member representative of the TfNSW

Others can be invited to participate by the Development Sub-committee, including a planner nominated by Council's Development Services Manager.

A written report of any DSC, DA review shall be sent to Council under the DA referral system.

It should be noted that the normal Council exhibition period of 14 days is unlikely to be adhered to by DSC as the LTF generally only meets monthly.

Council's Action on the LTF Recommendations

- a) If Council is in agreement with the LTF advice, then the proposal may be approved. 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.
- b) If Council is in agreement with the LTF advice, but no longer wants to proceed, the proposal may still be rejected.
- c) If Council is in agreement with the LTF advice to decline, then the proposal may be rejected. Again, there is no conflict between Council and the advice of the LTF. Consequently there is no need for Council to inform TfNSW or the NSW Police representatives of the decision.
- d) If Council decides to proceed with a proposal where a Statement of Concern has been issued by Transport, a written response must be provided to all LTF members. A member may express views and raise issues, however a Statement of Concern can only be raised by Transport.

For matters within Council's delegation relating to the regulation of traffic on local roads, Council may refer such matters to the LTF. Council may make decisions contrary to the advice of the LTF but TfNSW has a right to raise a Statement of Concern.

Distribution of Information

- Minutes and recommendations of the forum are to be reported to the next available Ordinary Meeting of Council for review and resolution and subsequently distributed to the forum members via email and made available to the public as soon as practicable on Council's website.
- An agenda and report for the monthly meetings are to be prepared and distributed to the committee members via email. These documents should be sent no later than 5 working days before the meeting.
- Minutes of the LTC meeting are prepared and distributed to the committee via email for their information. The committee members are asked to provide any feedback by no more than 5 working days from the date of distribution. The minutes will then be input into the electronic InfoCouncil system for eventual signing off by Council's General Manager and minutes will then be available to the general public at least 5 working days before consideration by Council at an Ordinary meeting.
- Media releases are approved by the Chairperson of the committee and distributed by Council according to Council's Media Policy.
- The Chairperson is the spokesperson for the Committee.
- Individual committee members may not issue a media release on behalf of the Committee.

Variation to the Terms of Reference

The *Terms of Reference* may be added to, repealed or amended by resolution of the Council, in consultation with or upon the recommendation of the committee, provided the TOR remains in accord with the guidelines issued by TfNSW.

APPENDIX 1 - WEBSITES

Eurobodalla Shire Council

[Eurobodalla Council \(nsw.gov.au\)](https://www.eurobodalla.nsw.gov.au)

Transports Authorisation and Delegation to Councils

[Transport's Authorisation and Delegation to Councils | Transport for NSW](#)

NSW guide to traffic and transport management for special events

[Event management guidelines | Transport for NSW](#)


2025 Authorisation and Delegation to Councils

Additional flexibility for councils and changes to Local Traffic Committees

transport.nsw.gov.au

Updated Authorisation and Delegation Instrument

- In effect from 1 August 2025; revokes the *2011 Delegation to Councils* and *2023 Temporary Delegation*
- Focuses on increasing discretion for councils, improving speed of decisions/action, and reducing administrative burden
- Councils have existing powers to carry out road work (s71) and traffic control work (s87) on unclassified roads and regional roads *without* approvals from Transport
- The new 2025 Authorisation-Delegation provides councils with:
 - Transport's power (*under s115 of the Roads Act 1993*) to 'regulate traffic' (*i.e. restrict or prohibit passage*) for any purpose
 - Authorisation (*under s122 of the Road Transport Act 2013*) for the use of prescribed traffic control devices (PTCD)
- Some conditions remain focused on public transport, significant network-style changes, and ensuring coordination amongst key stakeholders



INSTRUMENT OF DELEGATION AND AUTHORISATION
TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS
TEMPORARY DELEGATION TO COUNCILS No.2
Roads Act 1993
 Road Transport Act 2013

On behalf of Transport for NSW, I, Josh Murray, Secretary of the Department of Transport:

a) **REVOKE** the instrument of 24 February 2023 titled "Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils"; and

b) **REVOKE**, in the "Roads and Maritime Services - Delegation to Councils" dated 31 October 2011 ("the 2011 Delegation"), clause 6 of that instrument (which relates to the prohibition on a sub-delegate from carrying out a function under Division 2 of Part 6 of the Roads Act 1993), **SUBJECT TO** the condition in paragraph 11 of Schedule 4 of the instrument; and

c) **DELEGATE** under section 31(1) of the Transport Administration Act 1988 (the "Act") and all other enabling powers, the functions set out in Schedule 1 to the councils set out in Schedule 2, **SUBJECT TO** the conditions set out in Schedule 4; and

d) **AUTHORISE** those delegates, under section 31(2) of the Act, to sub-delegate the functions set out in Schedule 1 to the persons set out in Schedule 3.

A failure to comply with the conditions set out in Schedule 4 renders the delegation imperoperative with respect to the functions being carried out.

TRANSPORT ADMINISTRATION ACT
DELEGATION - SECTION 50


I, **PETER DUNCAN**, Chief Executive of Roads and Maritime Services ("RMS") pursuant to Section 50 of the *Transport Administration Act 1988* and all other enabling powers delegated by instruments of delegation to councils dated 31 February 2009 ("the delegation") HEREBY **REVOKE** the delegation and **DELEGATES** to the councils constituted under the *Local Government Act 1993* listed in Schedule 1 and Schedule 2 respectively ("delegates") the functions of RMS set out in Schedule 3 ("the functions") subject to the limitations set out in Schedule 4 and authorises delegates to sub-delegate the functions to the persons in Schedule 5 ("sub-delegates") subject to the limitations in Schedule 4.

Dated this 26 day of October 2011.

The SEAL of ROADS AND MARITIME SERVICES)
 was hereunto) L. S.
 affixed in the presence of)

SIGNED

Peter Duncan
 Chief Executive
 Roads and Maritime



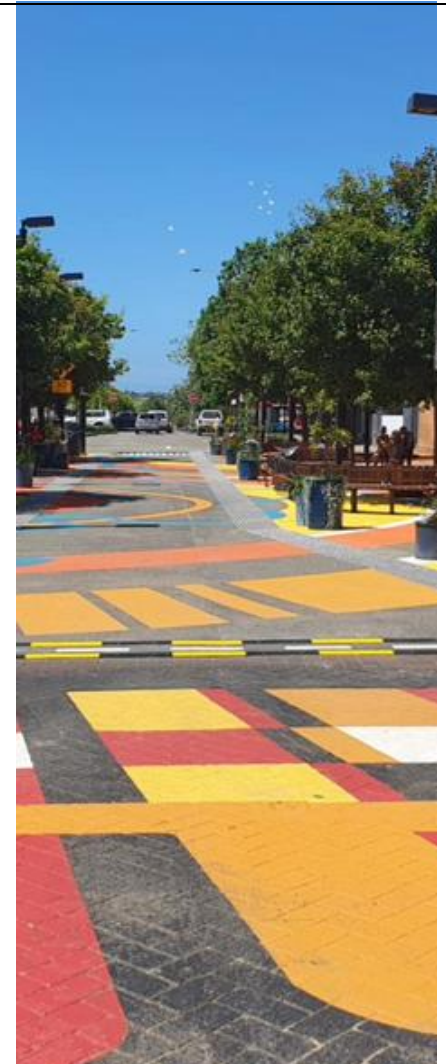
Modernising LTC as LTF

- Local Traffic Committee is **renamed as Local Transport Forum** to better reflect function of advice & coordination across all transport modes (*and avoid confusion with 'committee' as defined in the LGA 1993*)
- **Same core members, plus bus operator(s)** where affected
- There is **no voting**. The LTF does not issue approvals or make decisions.
- LTF provides advice to *support* council. Council is the final decision-maker.
- For most proposals, referral to LTF is at council's discretion
- The following **must** be referred to the LTF for advice:
 - Proposals which, **for longer than 6 months**, restrict/prohibit passage *OR* compel/prevent a turn
 - Proposals which, **for longer than 24 hrs**,
 - hinder the safe/efficient operation of a public passenger service; or
 - prevent access to a public transport station, stop, etc.; or
 - remove/render less effective any bus priority measure
- **BUT** consultation with bus operators is required where any proposal is likely to affect operations **AND** min. 7 days' notice must be given to Police and Transport for public events



Other changes and updates

- **Sub-delegation** to council staff is permitted
- Use of **portable traffic control lights** and **roadwork speed limits** is authorised subject to compliance with the TCAWS
- **Traffic Management Plans** are no longer mandatory at LTF – councils are obliged to provide sufficient information to enable reasonable assessment
- Out-of-date controls relating to Sydney Olympic Park and parking near Nominated Train Stations have been **removed**
- Councils are obliged to use [Design of Roads and Streets Manual](#) as a primary reference
- **Regional Traffic Committee**, last used mid-2019, has been eliminated
- Where Transport holds serious, unresolved concerns regarding a proposal, it may lodge a formal '**Statement of Concern**' (SoC)
 - A SoC must be issued to council within 7 days of a LTF meeting, during which a proposal must not be implemented. It clearly documents Transport's view and council is obliged to consider it and respond in writing to the LTF. After a further 7 days, council may proceed.



Implementation

- Collaboration is the priority
- A detailed Guide and factsheets are available [online](#)
- An online **training course** is being produced and will be available for council practitioners
- Councils are free to continue operating broadly as they have, and to take advantage of the increased flexibility as they wish
- Key changes **to institute from now** are:
 - No voting at LTF
 - Consult with public transport operators on any proposals likely to affect their operations
 - Use DORAS as a primary reference
- Questions? Speak to your Transport rep. or email delegated_works@transport.nsw.gov.au



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**CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED
FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA
SHOWGROUND**

S004-T00048

Responsible Officer: Carlyle Ginger- Acting Director Community, Arts and Recreation Services

Attachments: Nil

Community Goal: 4. Our community has reliable and safe infrastructure networks and community facilities.

Community Strategy: 4.4 Ensure community facilities and public spaces are clean, safe and have great amenity

Delivery Program Link: 4.4.2 Plan for, and deliver safe and accessible recreation opportunities, guided by the Recreation and Open Space Strategy and Asset Management Plan

Operational Plan Link: 4.4.2.1 Commence a review and update of the Recreation and Open Space Strategy

EXECUTIVE SUMMARY

The purpose of this report is to advise Council of the outcomes of the public exhibition of the proposed fees and charges for primitive camping at Moruya Showground.

Following the adoption of the proposal to establish a primitive camping ground at Moruya Showground, Council invited community feedback on the proposed fees and charges which were exhibited for a period of 28 days from 24 July 2025 to 22 August 2025.

The exhibited fees for camping at Moruya Showground in self-contained caravans and motorhomes only, for a maximum of seven nights per stay are:

- Standard rate - \$30 per night (maximum two people)
- Family rate - \$35 per night

During the public exhibition period, a total of nineteen (19) submissions were received. A summary of the submissions and Council's consideration of the matters raised is provided in the body of this report.

The report recommends Council endorse the proposed fees and charges for primitive camping at Moruya Showground with two minor changes.

RECOMMENDATION

THAT Council:

1. Endorse the fees and charges for primitive camping at Moruya Showground.
2. Clarify that the family rate of \$35 apply to a family of five people (e.g. 2 adults and 3 children).
3. Apply an additional \$5 per extra person.

BACKGROUND

At the Council meeting of 22 July 2025, Council resolved via minute 25/106 to endorse the public exhibition of the proposed fees and charges for a period of 28 days.

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

In accordance with this resolution, the proposed fees and charges were exhibited from 24 July 2025 to 22 August 2025. During the exhibition period, a total of (19) submissions were received.

Submissions have been provided to Councillors in full via the Hub, while relevant themes identified in the submissions, and staff responses are summarised below and in **Table 1**.

Of the 19 submissions received, a summary of the level of support for the proposal is outlined as follows:

- Eleven (11) submissions agreed with the proposed fees and charges, outlining that they were reasonable and consistent with other showgrounds in NSW.
- Four (4) submissions partially agreed, recommending that:
 - Council considers what other Showgrounds across NSW charge and applying a rate of up to \$30 per night where there are facilities (e.g. power/toilets/showers) and a dump point or a cheaper rate, such as \$20, for self-contained sites.
 - a pensioner concession be applied.
 - Children stay free.
- One (1) submission supported the proposal but recommended that the scope of the proposal be broadened from 7 to 50 days to assist people experiencing homelessness.
- Three (3) submissions disagreed with the proposed fees and charges, outlining that they are too expensive for “self-contained” camping and identifying that a price of \$20 is more appropriate and recommending a pensioner price be implemented.

While camping at the Showground will only permit self-contained caravans and motorhomes, the proposed fees provide access to facilities including, powered sites, water, use of toilet and shower amenities and a dump point. Fees and the facilities provided are comparable with other Showground campgrounds across the state and therefore considered appropriate.

Table 1

Theme No.	Submission	Submission Summary	Staff Response
1.	Show ground camping is amazing and more affordable. \$25 to \$30 with electricity and water would be amazing in Moruya. You'd find we'd spend money in a lot of businesses.	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.
2.	As an avid Grey Nomad traveller, the fees quoted by Council & the Showground Committee are in line with what we've found in our travels around the country .	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

Theme No.	Submission	Submission Summary	Staff Response
	A maximum stay of 5 nights is most generous, too.		
3.	I am fully for camping in Showgrounds. People look often for 1 or 2 night stays and if it's weekend the caravan parks charge extra on Friday night and Saturday. In school holiday time it's double So allowing a showground having this nearby is what people look for. It's within close proximity for shopping	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.
4.	Such a pity this Council is proposing a Fee of \$30 for self contained. This is Exorbitant for travellers, where is a Pensioner price? Why would we detour for so much? The local van parks, with beautiful amenities don't charge much more. Rethink your pricing. BTW, we've camped regularly at Moruya whilst travelling Australia over the past 12 years, we've always enjoyed our time there but just feel the pricing is wrong.	Disagrees – too expensive for self-contained camping. Recommends a pensioner price be implemented.	While camping at the Showground will only be permitted by caravans and motorhomes, fees include access to power, water, use of serviced toilet and shower amenities and access to a dump point.
5.	If site with power- \$30 If non-power - \$25 Self-contained means amenities on board so pricing not to be compared to parks.	Partially agrees. Recommends cheaper fees for self-contained and up to \$30 for greater facilities and a dump point.	While camping at the Showground will only be permitted by caravans and motorhomes, fees include access to power, water, use of serviced toilet and shower amenities and access to a dump point.
6.	Great idea however doesn't help with housing crisis, where do we go	Partially agrees. Recommends scope of	The proposal is for short-term camping by tourists in

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

Theme No.	Submission	Submission Summary	Staff Response
	<p>after there?</p> <p>We leave DV to end up homeless. If there's anyway the 7 days be extended for people like myself with 2 animals living below the poverty line. Give the mayor and councillor's with families and pets a tent or van to survive in for a week and see if they change their minds about 7 day limit Shoalhaven is 50days in a calendar year, come on south coast please help us</p>	<p>proposal be broadened from 7 to 50 days to cater for those experiencing homelessness.</p>	<p>caravans and motorhomes and not intended to be used as ongoing housing for people experiencing homelessness.</p>
7.	<p>Fantastic incentive for travellers. A lot of people prefer low cost camping there should be concession for pensioners</p>	<p>Partially agrees. Recommends a pensioner concession.</p>	<p>Fees are comparable with other Showground campgrounds across the state. The other campgrounds reviewed did not provide a pensioner concession. Fees are considered appropriate given the Showgrounds proximity to town and facilities including power, water, use of serviced toilet and shower amenities and access to a dump point.</p>
8.	<p>Having checked the caravan charges on Wikicamps I think \$30 per night is too high for just a parking spot with toilet access when for about 25% more that plus power and water is available at the RV park. \$20 would be more reasonable.</p>	<p>Disagrees – too expensive for self-contained camping.</p>	<p>While camping at the Showground will only be permitted by caravans and motorhomes, fees include access to power, water, use of serviced toilet and shower amenities and</p>

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

Theme No.	Submission	Submission Summary	Staff Response
			access to a dump point.
9.	We find that \$20 is more than normal with facilities and up to \$30 with good facilities and a dump point.	Partially agrees. Recommends that a price of \$20 is more appropriate and a pensioner price be implemented.	Fees are comparable with other Showground campgrounds across the state. The other campgrounds reviewed did not provide a pensioner concession. Fees are considered appropriate given the Showgrounds proximity to town and facilities including power, water, use of serviced toilet and shower amenities and access to a dump point.
10.	You need to be looking at other Showgrounds at what they charge . Most charge \$25-\$30 per night with power/water/showers and toilets. Usually cheaper for no power. We won't be staying there at \$30 for basically a piece of ground. Will keep driving through	Partially agrees. Recommends \$20 fee for self-contained and up to \$30 for facilities and a dump point.	While camping at the Showground will only be permitted by caravans and motorhomes, fees include access to power, water, use of serviced toilet and shower amenities and access to a dump point.
11.	As a grey nomad I prefer to stay in Showgrounds than a Caravan Park. CP's cater for children, which I do not travel with, so don't need the jumping pillows or play equipment (usually costing more). I believe the fees proposed are reasonable and in line with other showgrounds.	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.

**CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES S004-T00048
AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA
SHOWGROUND**

Theme No.	Submission	Submission Summary	Staff Response
12.	Ref S004 - T000 48 - We support Councils proposed Fees and Charges that is out on exhibition. We believe having a caretaker at the showground and campers will help deter anti social behaviour. Regards Patricia and Robert Hellier	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.
13.	I am writing this on behalf of the Eurobodalla Canine Club. We agree that a reasonable fee for camping would be \$30.00 per night per couple or \$35.00 per family per night	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.
14.	<p>In my view, Council should set fees consistent with similar arrangements across NSW and review those fees from time to time.</p> <p>The standard rate suggested on Council's feedback page is \$30 for up to two people, but you have not quoted what additional amount is payable for adults/children staying in the same site/van/vehicle. I suggest that the standard fee structure needs to be clearer. I support fees being set, initially, at \$30 for up to two adults staying on the same site and then a modest extra amount (to be determined by Council) for each additional adult on the same site.</p> <p>I think families with children often have less disposable income and are likely to target staying at primitive campgrounds in an effort to save money.</p> <p>Children should be free when contained within a single site with</p>	<p>Partially agrees.</p> <p>Suggests children stay free.</p>	<p>The proposed fees provide a simplified structure, providing a standard rate that caters for couples and a family rate.</p> <p>The other campgrounds reviewed charge \$5 per extra person over 12 years of age.</p>

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

Theme No.	Submission	Submission Summary	Staff Response
	<p>one or more adults. The fee structure I have suggested would therefore negate the need to have a separate family rate (as a family of two adults and any number of children would be \$30. If a travelling party has more than two adults, only the additional adult members of the party would incur an extra fee, unless they need more than one site).</p> <p>If you are going to charge a family rate or for children, then the term "children" should be defined clearly too, such as being under a certain age.</p> <p>In summary, I suggest a \$30 flat fee for up to two adults and only additional adults staying on the same site should be charged an additional 'per adult' rate.</p> <p>The establishment of a campground at the showgrounds is a positive initiative. It will have many benefits including attracting more people to the area, and I think having a caretaker and other people on site will discourage vandalism and other bad behaviour in that area.</p>		
15.	<p>We would like to acknowledge and support Council's proposed fees and charges for the Moruya Showground.</p> <p>We regularly stay at showgrounds in the many travels in our caravan. The proposed fees and charges are in line with the many showgrounds that we have stayed at.</p>	<p>Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.</p>	<p>Noted.</p>

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

Theme No.	Submission	Submission Summary	Staff Response
16.	Having checked the caravan charges on Wikicamps I think \$30 per night is too high for just a parking spot with toilet access when for about 25% more that plus power and water is available at the RV park. \$20 would be more reasonable.	Disagrees – too expensive for self-contained camping. Recommends that a price of \$20 is more appropriate and a pensioner price be implemented.	While camping at the Showground will only be permitted by caravans and motorhomes, the facilities provided will include powered sites, toilet and shower amenities and a dump point.
17.	I fully endorse the suggested charges of \$30 per night for a couple or \$35 per family which is in align with charges at other campgrounds and will mean affordable holidays for families that can't afford the much higher costs at caravan parks.	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.
18.	Hello, I am making a submission on the proposed fees and charges for primitive camping at Moruya Showground (Reference: S004-T00048). I fully support the standard rate of \$30.00 per night and the family rate of \$ 35.00. It will bring the Moruya Showground camping fees in the middle of the fees that the other Showgrounds in the state charge. Kind regards Lindsay	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.
19.	I support councils proposed fees for camping at Moruya Showground. I congratulate Council and the Showground committee for adopting a proposal to establish a primitive campground at the showgrounds. It is a much needed facility in the shire.	Agrees with proposed fees. Fees are reasonable and consistent with other showgrounds in NSW.	Noted.

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

CONSIDERATIONS

As part of Council's investigations and research, camping site fees at showgrounds across New South Wales were reviewed. Fees typically range between \$25-\$35 per night for up to two people, with an additional charge of \$5 for each additional person. These findings have informed the development of the proposed fees and charges for primitive camping at Moruya Showground, ensuring they are consistent with regional standards and represent fair value for the community.

EXHIBITED FEES AND CHARGES

The exhibited fees for camping at Moruya Showground were as follows:

- Standard rate - \$30 per night (maximum 2 people)
- Family rate - \$35 per night (5-person family)

The proposed fees provide access to facilities including powered sites, water, use of toilet and shower amenities and a dump point.

Consistent with the other campgrounds reviewed, it is recommended that:

- It be clarified that the family rate be applied to a family of five.
- An additional \$5 per extra person be charged.

Social Impact

Establishing a primitive camping ground at the Showground is expected to create positive social outcomes that will benefit the community and stimulate economic growth.

Financial

The proposed fees and charges for primitive camping at Moruya Showground have been developed with consideration of Council's investigations and research. Established camping site fees at showgrounds across New South Wales typically range between \$25-\$35 per night for up to two people, with an additional charge of \$5 for each additional person.

The proposed fees are consistent with these findings and reflect a competitive rate for the region.

Community and Stakeholder Engagement

Council consulted with the community by seeking feedback through 28 days public exhibition, from 24 July 2025 to 22 August 2025.

The proposed fees and charges for primitive camping at Moruya Showground was available on Council website, at the Batemans Bay, Moruya and Narooma Libraries and Moruya Customer Service Centre.

CAR25/013 POST EXHIBITION REVIEW AND ADOPTION OF PROPOSED FEES AND CHARGES FOR PRIMITIVE CAMPING AT MORUYA SHOWGROUND S004-T00048

CONCLUSION

Council exhibited the proposed fees and charges primitive for camping at Moruya Showground for a period of 28 days, from 24 July 2025 to 22 August 2025. During the exhibition period, a total of nineteen (19) submissions were received.

This report recommends endorsement of the proposed fees and charges for primitive camping at Moruya Showground, subject to two minor changes as outlined in the report.

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**CAR25/014 POST EXHIBITION REVIEW AND ADOPTION OF MEMORIAL
SEAT POLICY AND FEES AND CHARGES**

S020-T00021

Responsible Officer: Carlyle Ginger- Acting Director Community, Arts and Recreation Services

Attachments: 1. Memorial Seat Policy[↓](#)
2. Memorial Seat Fees and Charges[↓](#)

Community Goal: 4. Our community has reliable and safe infrastructure networks and community facilities.

Community Strategy: 4.4 Ensure community facilities and public spaces are clean, safe and have great amenity

Delivery Program Link: 4.4.1 Provide and manage quality, community facilities and public spaces to meet the needs of the current and future communities

Operational Plan Link: 4.4.1.3 Service, maintain, and renew outdoor public recreation assets including Council's public BBQs, picnic sets, picnic shelters, and public seats

EXECUTIVE SUMMARY

The purpose of this report is to advise Council of the outcomes of the public exhibition of the draft Memorial Seat Policy and proposed fees and charges, which were exhibited for 28 days from 23 July 2025 to 21 August 2025.

The draft Policy and proposed fees and charges were developed in response to the absence of an adopted Policy, despite Council regularly receiving requests for memorial seats across the Shire. No submissions were received during the exhibition period.

This report recommends Council endorse the draft Memorial Seat Policy and proposed fees and charges.

RECOMMENDATION

THAT Council:

1. Endorse the Memorial Seat Policy
2. Endorse the exhibited Memorial Seat fees and charges for 2025-2026.

BACKGROUND

At the Council meeting of 22 July 2025, Council resolved via minute 25/121 to endorse the public exhibition of the draft Policy and associated fees and charges for 28 days.

Council currently has no adopted Policy to outline the guidelines and procedures for requests for memorial seats in public spaces within Eurobodalla Shire.

Council receives a number of requests each year. Historically these have been managed on an ad hoc basis, as request numbers were small. However, the number of requests has steadily increased, requiring a more formalised approach to ensure consistency and balance between community requests and the effective management of our public spaces.

CONSIDERATIONS

It is important to ensure that the community and staff have a clear and current process to guide

**CAR25/014 POST EXHIBITION REVIEW AND ADOPTION OF MEMORIAL
SEAT POLICY AND FEES AND CHARGES**

S020-T00021

expectations and decision making. The Memorial Seat Policy will provide clarity and a consistent approach.

In anticipation of the development of a Policy, a number of requests have been received but not actioned, in some cases for more than twelve months. The exhibition and adoption of a Policy will assist staff to address all of these outstanding requests, as well as manage and process future requests from the community.

Exhibited Fees and Charges

The exhibited Fees and Charges are outlined in Table 1:

Table 1

Fee Options	Inclusions
Option 1 \$1,000	<ul style="list-style-type: none">• Plaque only• Plaque installed on existing seat• Seat located within a requested precinct, not specific site
Option 2 \$5,000	<ul style="list-style-type: none">• Plaque• Refurbishment of an existing seat to aluminium• Seat located within a requested precinct, not specific site
Option 3 \$10,000	<ul style="list-style-type: none">• Plaque• Specific, new site requested (not an existing or planned Council site)• Purchase and installation of a new aluminium seat• Installation of concrete slab• 10 years maintenance (as additional asset)

Social Impact

The Policy provides a formal avenue for recognising and honouring residents, who have passed away, or people with a significant link to Eurobodalla. This can be particularly meaningful for families and community members who want to remember someone's legacy.

The installation of memorial seats in well-chosen locations enhances the public space aesthetically and functionally. This may contribute to the beautification of parks, gardens, and other public areas, making them more inviting and comfortable for everyone.

Financial

The draft fees and charges have been developed with consideration of whole of life costs, including depreciation, maintenance and administrative costs only. This is particularly relevant where the requested option is for a new seat at a totally new and specific location, where no seat is planned by Council. The \$10,000 fee represents full whole of life costs for a 10 year period.

**CAR25/014 POST EXHIBITION REVIEW AND ADOPTION OF MEMORIAL
SEAT POLICY AND FEES AND CHARGES**

S020-T00021

By comparison, a request for a plaque, to be installed on an existing seat within a precinct (eg a Narooma park) will incur a fee of \$1,000, representing the cost of the plaque, installation and maintenance.

Community and Stakeholder Engagement

Council consulted with the community by seeking feedback through 28 days Public Exhibition, from 23 July 2025 to 21 August 2025.

The draft Memorial Seat Policy and proposed fees and charges was available on Council's website, at the Batemans Bay, Moruya and Narooma Libraries and Moruya customer service Centre. This ensured the community had an opportunity to review and provide feedback.

CONCLUSION

The draft Memorial Seat Policy and proposed fees and charges provides the community and staff with a clear, consistent and current process to guide expectations and decision making.

Council exhibited the draft Memorial Seat Policy and proposed fees and charges for 28 days, from 23 July 2025 to 21 August 2025, with no submissions received.

This report recommends endorsement of the draft Memorial Seat Policy and proposed fees and charges.



POLICY

Policy name	Memorial Seat Policy
Responsible manager(s)	Director Community, Arts and Recreation
Contact officer(s)	Divisional Manager Recreation Services
Directorate	Community, Arts and Recreation
Approval date	
Outcome area	4. Our Infrastructure
Strategy	4.4 Ensure community facilities and public spaces are clean, safe and have great amenity
Delivery Program	4.4.1 Provide and manage quality community facilities and public spaces to meet the needs of current and future communities
Operational Plan	4.4.1.3 Service, maintain and renew public recreation assets including Council's public BBQs, picnic sets, picnic shelters and public seats.

Purpose

This policy outlines the guidelines and procedures for memorial seat requests in public spaces within Eurobodalla Shire. Memorial seats may be installed to commemorate the memory of individuals who lived in the Eurobodalla Shire or had a significant association with the shire and have now passed away.

The policy aims to:

- Define conditions under which Council will accept requests for a memorial seat
- Ensure the fair and respectful allocation of memorial seats while considering the long-term management and maintenance of public spaces under the jurisdiction of Eurobodalla Shire Council
- Make Council's policy and requirements for a memorial seat request readily accessible and understandable for the public.

Policy criteria

1	Application This policy applies to individuals, community groups and organisations who wish to donate a memorial seat and/or plaque in recognition of a person who has passed away.
2	Legislation Council will comply with the <i>Local Government Act 1993</i> and the <i>Crown Land Management Act 2016</i> and any regulations made thereunder.
3	Approval process Requests must be made to Council via the <i>Memorial Seat Application Form</i> available on Council's website at: https://www.esc.nsw.gov.au/council/forms . Hard copies will also be made available upon request.

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ATTACHMENT 1 - MEMORIAL SEAT POLICY



	<p>Requests will be considered according to the eligibility criteria (<i>refer to Clause 4</i>) by a Council panel made up of relevant Council officers.</p> <p>Council retains the right to refuse any application which it considers inappropriate or does not meet the criteria set out in this Policy. The decision of the panel is final.</p>
4	Eligibility criteria
4.1	<p>Individual criteria</p> <p>Memorial seats may be installed to commemorate the memory of individuals who lived in the Eurobodalla shire or had a significant association with the Shire and have now passed away.</p>
4.2	<p>Location</p> <p>Council will consider locations in public spaces owned by Council, such as parks, gardens, or other areas with appropriate amenities and foot traffic based on the following:</p> <ul style="list-style-type: none"> a) accessibility, visibility, and the overall suitability of the location for a memorial seat b) current and future zoning, land classification and categorisation that may apply c) provisions of any existing Plan of Management, site plans or adopted strategies, including existing support for the proposal or any restrictions d) existing uses of the site and individuals or groups affected by the proposal e) alternative uses of the land, including short and long-term revenue earning potential f) necessary assessments/approvals, such as environmental, cultural, Native Title. <p>To maintain a proportional ratio of memorial seats to overall seating capacity, no more than one memorial seat will be installed for every two seats in the park or public space. Possible alternative sites or asset replacement options may be identified and evaluated for suitability if the preferred location is not suitable.</p>
5	<p>Seat design and inscriptions</p> <ul style="list-style-type: none"> a) Selection of design of the seat and plaque will be at the discretion of Council. It will be consistent with other park furniture in the locality and suitable to the chosen location. b) Inscriptions on the plaque should be concise and respectful. c) Council may provide recommendations regarding the design and content of inscriptions to ensure consistency and appropriateness.
6	<p>Cost and installation</p> <p>The applicant is required to meet all costs associated with the approved memorial seat option, as per the adopted fees and charges. For more information refer to the <i>Memorial Seat Application Form</i> here: https://www.esc.nsw.gov.au/council/forms</p> <p>Council will co-ordinate the purchase and installation of the plaque/memorial seat once the following has been finalised:</p> <ul style="list-style-type: none"> a) Council has approved the application; b) Council has approved the type and placement of the plaque/seat; and c) Council has received full payment.

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	<p>All works are to be carried out by Council employees and/or it's nominated contractors as resources are available.</p> <p>Pricing is applied per current market conditions and is subject to annual review.</p> <p><u>Renewal Option</u></p> <p>Where the original applicant would like to renew for an additional 10 years, notification of intent to renew must be received by Council 6 months prior to the original expiration date. Once full payment is received the seat will be placed on the works scheduled.</p> <p>Council reserves the right to refuse renewal on the grounds set out in section 4.1 and 4.2. The cost of renewal will depend on the option selected by the applicant at time of renewal.</p> <p>When renewal does not proceed the seat will be placed back on Council's asset register and the original applicant advised, if possible. The plaque will be removed and held with the Parks Coordinator for a period of 6 months for collection. In the event of it not being collected at completion of the 6 month period the plaque may be disposed of.</p>
7	<p>Ownership and maintenance</p> <p>Newly installed seats and plaques are deemed Council property. Council will be responsible for the ongoing maintenance and repair of the seat and surrounds. Maintenance requirements of the seat will be determined by Council and subject to the same level of maintenance as similar Council assets in the same location.</p> <p>Council cannot guarantee against vandalism, the long-term safety or security of the memorial seat however Council will address any vandalism in line with normal maintenance practices.</p>
8	<p>Removal and relocation</p> <p>Memorial seats will be maintained for a period of 10 years, following which the plaque will be removed, and the seat will be repurposed as a public park bench. This 10-year period is calculated from the date of installation.</p> <p>Council reserves the right to remove or relocate the seat in a timeframe of less than 10 years if the memorial seat is:</p> <ul style="list-style-type: none"> a) damaged beyond repair or poses safety concerns b) located in an area undergoing significant redevelopment c) subject to changes to any Australian standards, legislative or regulatory rules and/or Council policies d) located on a site that is subject to changes in Land Assessment (<i>refer to clause 4.2 of the Policy criteria</i>). <p>In these circumstances, Council will attempt to communicate to the applicant the decision-making process concerning the removal or relocation of a memorial seat.</p>

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Implementation

Requirements		Responsibility
1	Memorial seat procedures This policy will be implemented by following Council's Memorial Seat Procedures and Memorial Seat Application Form, which specify in detail the procedures and matters to be considered, and pricing.	Council Officers
2	Staff Under supervision and following appropriate training, relevant Council officers will be responsible for ensuring that this policy is implemented appropriately.	Council Officers
3	Concerns Public concerns communicated to Council in relation to this policy will be documented on Council's records system and handled in line with Council's Customer Service or Complaints Policy. These records will be used to determine any follow-up actions and analyse the history of any reported public concerns.	Council Officers
4	Complaints Complaints received regarding this policy will be lodged with the Public Officer and handled in line with Council's Complaints Policy.	Public Officer
5	Consultation Public submissions regarding this policy will be considered during the policy exhibition period. Any other consultation deemed necessary may occur when and if required with key stakeholders and may include legislative bodies, other relevant legislation, and industry guidelines.	As applicable

Review

This policy will be reviewed and updated as necessary when legislation requires it; or Council's functions, structure or activities change; or when technological advances or new systems change the way that Council manages the use of public land under this policy.

Supporting documents

Name	Link
Memorial seat application form	https://www.esc.nsw.gov.au/council/forms

Definitions

Word/Term	Definition
Memorial seat	A commemorative seat accompanied by a plaque that is installed in a public area as a way to remember and honour an individual who lived in Eurobodalla and has now passed away.

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Change history

Version	Approval date	Approved by	Min No-	File No	Change
1	TBA	Council	TBA	TBA	Policy commenced
2					
3					

Internal use

Responsible officer		Director Community, Arts and Recreation Services		Approved by		Council	
Min no	TBA	Report no		TBA		Effective date	TBA
File No		Review date		TBA		Pages	5

Proposed options and fees

The proposed policy and associated fees and charges provides a range of options and price points to enable choice and affordability to meet the needs of a broad range of community members. Table 1 outlines the proposed fee structure for 2025-2026.

Table 1

Fee Options	Option Inclusions
Option 1 \$1,000	<ul style="list-style-type: none">• Plaque only• Plaque installed on existing seat• Seat located within a requested precinct, not specific site
Option 2 \$5,000	<ul style="list-style-type: none">• Plaque• Refurbishment of an existing seat to aluminium• Seat located within a requested precinct, not specific site
Option 3 \$10,000	<ul style="list-style-type: none">• Plaque• Specific, new site requested (not an existing or planned Council site)• Purchase and installation of a new aluminium seat• Installation of concrete slab• 10 years maintenance (as additional asset)

17. DEALING WITH MATTERS IN CLOSED SESSION

In accordance with Section 10A(2) of the *Local Government Act 1993*, Council can exclude members of the public from the meeting and go into Closed Session to consider confidential matters, if those matters involve:

- (a) personnel matters concerning particular individuals; or
- (b) the personal hardship of any resident or ratepayer; or
- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business; or
- (d) 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,
- (e) information that would, if disclosed, prejudice the maintenance of law; or
- (f) matters affecting the security of the council, councillors, council staff or council property; or
- (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege or information concerning the nature and location of a place; or
- (h) an item of Aboriginal significance on community land.

and Council considers that discussion of the material in open session would be contrary to the public interest.

In accordance with Section 10A(4) of the *Local Government Act 1993*, a council, or a committee of a council, may allow members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed.

EUROBODALLA SHIRE COUNCIL

ETHICAL DECISION MAKING AND CONFLICTS OF INTEREST

A GUIDING CHECKLIST FOR COUNCILLORS, OFFICERS AND COMMUNITY COMMITTEES

ETHICAL DECISION MAKING

- Is the decision or conduct legal?
- Is it consistent with Government policy, Council's objectives and Code of Conduct?
- What will the outcome be for you, your colleagues, the Council, anyone else?
- Does it raise a conflict of interest?
- Do you stand to gain personally at public expense?
- Can the decision be justified in terms of public interest?
- Would it withstand public scrutiny?

CONFLICT OF INTEREST

A conflict of interest is a clash between private interest and public duty. There are two types of conflict: Pecuniary – regulated by the *Local Government Act* and Department of Local Government; and Non-Pecuniary – regulated by Codes of Conduct and policy, ICAC, Ombudsman, Department of Local Government (advice only).

THE TEST FOR CONFLICT OF INTEREST

- Is it likely I could be influenced by personal interest in carrying out my public duty?
- Would a fair and reasonable person believe I could be so influenced?
- Conflict of interest is closely tied to the layperson's definition of "corruption" – using public office for private gain.
- Important to consider public perceptions of whether you have a conflict of interest.

IDENTIFYING PROBLEMS

- 1st** Do I have private interests affected by a matter I am officially involved in?
- 2nd** Is my official role one of influence or perceived influence over the matter?
- 3rd** Do my private interests conflict with my official role?

Whilst seeking advice is generally useful, the ultimate decision rests with the person concerned.

AGENCY ADVICE

Officers of the following agencies are available during office hours to discuss the obligations placed on Councillors, Officers and Community Committee members by various pieces of legislation, regulation and Codes.

CONTACT	PHONE	EMAIL	WEBSITE
Eurobodalla Shire Council Public Officer	4474-1000	council@esc.nsw.gov.au	www.esc.nsw.gov.au
ICAC	8281 5999	icac@icac.nsw.gov.au	www.icac.nsw.gov.au
The Office of Local Government	4428 4100	olg@olg.nsw.gov.au	www.olg.nsw.gov.au
NSW Ombudsman	1800 451 524	info@ombo.nsw.gov.au	www.ombo.nsw.gov.au

Reports to Committee are presented generally by 'exception' - that is, only those items that do not comply with legislation or policy, or are the subject of objection, are discussed in a report.

Reports address areas of business risk to assist decision making. Those areas include legal, policy, environment, asset, economic, strategic and financial.

Reports may also include key planning or assessment phrases such as:

- Setback* Council's planning controls establish preferred standards of setback (eg 7.5m front; 1m side and rear);
- Envelope* taking into account the slope of a lot, defines the width and height of a building with preferred standard of 8.5m high;
- Footprint* the percentage of a lot taken up by a building on a site plan.