



AGENDA

Ordinary Meeting of Council

26 September 2017

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

ON TUESDAY 26 SEPTEMBER 2017

COMMENCING AT 10.00AM

AGENDA

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

- 1. WELCOME, ACKNOWLEDGEMENT OF COUNTRY & EVACUATION MESSAGE**
- 2. APOLOGIES**
Nil
- 3. PUBLIC FORUM (AGENDA ITEMS ONLY)**
- 4. CONFIRMATION OF MINUTES OF PREVIOUS MEETING**
4.1 Ordinary Meeting held on 12 September 2017
- 5. DECLARATIONS OF INTEREST OF MATTERS ON THE AGENDA**
(Declarations also to be made prior to discussions on each item)
- 6. MAYORAL REPORTS**
- 7. NOTICES OF MOTION**
Nil
- 8. QUESTIONS ON NOTICE FROM COUNCILLORS**
Nil
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**DR CATHERINE DALE
GENERAL MANAGER**

GMR17/035 POSITION OF DEPUTY MAYOR

E80.1404

Responsible Officer: Dr Catherine Dale - General Manager

Attachments: 1. Schedule 7 LG (General) Regulation

Focus Area: Collaborative Communities

Delivery Program Link: C1.1 Conduct the business of Council in an inclusive, responsive and transparent manner

Operational Plan Link: C1.1.1 Support the councillors in meeting their statutory obligations and roles as community representatives

EXECUTIVE SUMMARY

Council may elect a councillor to be the Deputy Mayor. This report seeks Council's decision on whether it wishes to create the position of Deputy Mayor and if so, the term of that position and the method of voting for the position.

RECOMMENDATION

THAT in accordance with section 231 of the *Local Government Act 1993*:

1. Council resolve to create the position of Deputy Mayor;
2. Council determine the term of appointment for the position of Deputy Mayor;
3. Council determine whether the method of voting for election to the position of Deputy Mayor is to be by ordinary ballot or open voting;
4. Nominations be called for the position of Deputy Mayor and the election be conducted as determined in (3) above;
5. The result of the election be provided to the Chief Executive of the Office of Local Government and the Chief Executive of Local Government NSW, along with the local media and other councils in New South Wales.

BACKGROUND

For many years, Eurobodalla Shire Council has created the position of Deputy Mayor, usually for a period of one or two years. Deputy Mayors have assumed the role of Mayor on occasions when the Mayor has been absent.

CONSIDERATIONS

Section 231 of the *Local Government Act 1993* provides that:

- (1) *The councillors may elect a person from among their number to be the deputy mayor.*
- (2) *The person may be elected for the mayoral term or a shorter term.*
- (3) *The deputy mayor may exercise any function of the mayor at the request of the mayor or if the mayor is prevented by illness, absence or otherwise from exercising the function or if there is a casual vacancy in the office of mayor.*

GMR17/035 POSITION OF DEPUTY MAYOR

E80.1404

- (4) *The councillors may elect a person from among their number to act as deputy mayor if the deputy mayor is prevented by illness, absence or otherwise from exercising a function under this section, or if no deputy mayor has been elected.*

[Schedule 7](#) of the *Local Government (General) Regulations 2005* outlines the process for nomination to the position of Deputy Mayor. In summary, this states:

1. The general manager (or a person appointed by the general manager) is the returning officer.
2. A councillor may be nominated without notice for election as deputy mayor.
3. The nomination is to be made in writing by two or more councillors (one of whom may be the nominee). The nomination is not valid unless the nominee has indicated consent to the nomination in writing.
4. The nomination is to be delivered or sent to the returning officer.
5. The returning officer is to announce the names of the nominees at the Council meeting at which the election is to be held.

Nomination forms for the position of Deputy Mayor have been provided for Councillors. Additional copies will also be available at the meeting.

Council must resolve the method of voting it wishes to follow for the position of Deputy Mayor, in accordance with the provisions of the *Local Government Act 1993* and *Local Government (General) Regulations 2005*. Voting is either by ordinary (secret) ballot or by open voting (show of hands).

[Schedule 7](#) of the *Local Government (General) Regulations 2005* provides details on the methods of voting.

After calling for nominations, the General Manager as returning officer will determine if an election is necessary and if so, an election will be conducted in accordance with the method adopted by Council.

A copy of Schedule 7 of the *Local Government (General) Regulation 2005* is attached to this report.

Legal

The *Local Government Act 1993* and *Local Government (General) Regulation 2005 – Schedule 7* provide for the election of a Deputy Mayor.

CONCLUSION

Council is required to determine if it wishes to create the position of Deputy Mayor, and if so determine the term of the Deputy Mayor and the method of voting for the position.

The General Manager as returning officer will then call for nominations for the position of Deputy Mayor and conduct the ballot in accordance with the method of voting determined by Council.



New South Wales Consolidated Regulations

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LOCAL GOVERNMENT (GENERAL) REGULATION 2005 – SCHEDULE 7

SCHEDULE 7 – Election of mayor by councillors

(Clause 394)

Part 1 - Preliminary

1 Returning officer

The general manager (or a person appointed by the general manager) is the returning officer.

2 Nomination

- (1) A councillor may be nominated without notice for election as mayor or deputy mayor.
- (2) The nomination is to be made in writing by 2 or more councillors (one of whom may be the nominee). The nomination is not valid unless the nominee has indicated consent to the nomination in writing.
- (3) The nomination is to be delivered or sent to the returning officer.
- (4) The returning officer is to announce the names of the nominees at the council meeting at which the election is to be held.

3 Election

- (1) If only one councillor is nominated, that councillor is elected.
- (2) If more than one councillor is nominated, the council is to resolve whether the election is to proceed by preferential ballot, by ordinary ballot or by open voting.
- (3) The election is to be held at the council meeting at which the council resolves on the method of voting.
- (4) In this clause:

"**ballot**" has its normal meaning of secret ballot.

"**open voting**" means voting by a show of hands or similar means.

Part 2 - Ordinary ballot or open voting

4 Application of Part

This Part applies if the election proceeds by ordinary ballot or by open voting.

5 Marking of ballot-papers

- (1) If the election proceeds by ordinary ballot, the returning officer is to decide the manner in which votes are to be marked on the ballot-papers.
- (2) The formality of a ballot-paper under this Part must be determined in accordance with clause 345 (1) (b) and (c) and (6) of this Regulation as if it were a ballot-paper referred to in that clause.
- (3) An informal ballot-paper must be rejected at the count.

6 Count-2 candidates

- (1) If there are only 2 candidates, the candidate with the higher number of votes is elected.
- (2) If there are only 2 candidates and they are tied, the one elected is to be chosen by lot.

7 Count-3 or more candidates

- (1) If there are 3 or more candidates, the one with the lowest number of votes is to be excluded.
- (2) If 3 or more candidates then remain, a further vote is to be taken of those candidates and the one with the lowest number of votes from that further vote is to be excluded.
- (3) If, after that, 3 or more candidates still remain, the procedure set out in subclause (2) is to be repeated until only 2 candidates remain.
- (4) A further vote is to be taken of the 2 remaining candidates.
- (5) Clause 6 of this Schedule then applies to the determination of the election as if the 2 remaining candidates had been the only candidates.
- (6) If at any stage during a count under subclause (1) or (2), 2 or more candidates are tied on the lowest number of votes, the one excluded is to be chosen by lot.

Part 3 - Preferential ballot

8 Application of Part

This Part applies if the election proceeds by preferential ballot.

9 Ballot-papers and voting

- (1) The ballot-papers are to contain the names of all the candidates. The councillors are to mark their votes by placing the numbers "1", "2" and so on against the various names so as to indicate the order of their preference for all the candidates.
- (2) The formality of a ballot-paper under this Part is to be determined in accordance with clause 345 (1) (b) and (c) and (5) of this Regulation as if it were a ballot-paper referred to in that clause.
- (3) An informal ballot-paper must be rejected at the count.

10 Count

- (1) If a candidate has an absolute majority of first preference votes, that candidate is elected.
- (2) If not, the candidate with the lowest number of first preference votes is excluded and the votes on the unexhausted ballot-papers counted to him or her are transferred to the candidates with second preferences on those ballot-papers.

(3) A candidate who then has an absolute majority of votes is elected, but, if no candidate then has an absolute majority of votes, the process of excluding the candidate who has the lowest number of votes and counting each of his or her unexhausted ballot-papers to the candidates remaining in the election next in order of the voter's preference is repeated until one candidate has received an absolute majority of votes. The latter is elected.

(4) In this clause,

"absolute majority", in relation to votes, means a number that is more than one-half of the number of unexhausted formal ballot-papers.

11 Tied candidates

(1) If, on any count of votes, there are 2 candidates in, or remaining in, the election and the numbers of votes cast for the 2 candidates are equal-the candidate whose name is first chosen by lot is taken to have received an absolute majority of votes and is therefore taken to be elected.

(2) If, on any count of votes, there are 3 or more candidates in, or remaining in, the election and the numbers of votes cast for 2 or more candidates are equal and those candidates are the ones with the lowest number of votes on the count of the votes-the candidate whose name is first chosen by lot is taken to have the lowest number of votes and is therefore excluded.

Part 4 - General

12 Choosing by lot

To choose a candidate by lot, the names of the candidates who have equal numbers of votes are written on similar slips of paper by the returning officer, the slips are folded by the returning officer so as to prevent the names being seen, the slips are mixed and one is drawn at random by the returning officer and the candidate whose name is on the drawn slip is chosen.

13 Result

The result of the election (including the name of the candidate elected as mayor or deputy mayor) is:

(a) to be declared to the councillors at the council meeting at which the election is held by the returning officer, and

(b) to be delivered or sent to the Director-General and to the Secretary of the Local Government and Shires Association of New South Wales.

GMR17/036 ADOPTION OF POLICIES

E16.0297

Responsible Officer: Dr Catherine Dale - General Manager

Attachments: 1. Under Separate Cover - Policies for Adoption

Focus Area: Collaborative Communities

Delivery Program Link: C1.2 Manage the organisation to effectively and efficiently meet our statutory obligations

Operational Plan Link: C1.2.1 Respond to legislative and policy requirements set by the Department of Local Government

EXECUTIVE SUMMARY

All Council's policies are reviewed within the first 12 months of a new Council term for the reasons set out under the following sections of the *Local Government Act 1993*:

- *Section 223 (1)(e) Role of governing body – 'to develop and endorse the community strategic plan, delivery program and other strategic plans, programs, strategies and policies of the council'.*
- *Section 232 (1)(f) The role of a councillor – 'to uphold and represent accurately the policies and decisions of the governing body'.*
- *Section 165 (4) Amendment and revocation of Local policy – 'a Local policy (other than a local policy adopted since the last general election) is automatically revoked at the expiration of 12 months after the declaration of the poll for that election'.*

The following policies have been placed on public exhibition and no submissions were received:

1. Town Signs Policy
2. Bus Stops and Bus Zones Policy
3. Pressure Sewer Systems Policy
4. Rural School Bus Routes and Bus Stops Policy
5. Water Supply and Sewerage Headworks Charges Policy

This report recommends adoption of those policies.

RECOMMENDATION

THAT Council adopt the following policies:

1. Town Signs Policy
2. Bus Stops and Bus Zones Policy
3. Pressure Sewer Systems Policy
4. Rural School Bus Routes and Bus Stops Policy
5. Water Supply and Sewerage Headworks Charges Policy

GMR17/036 ADOPTION OF POLICIES

E16.0297

BACKGROUND

In accordance with Section 165 (4) of the *Local Government Act 1993*, a local policy (other than a local policy adopted since the last general election) is automatically revoked after the first twelve months of a Council term.

CONSIDERATIONS

The following policies were placed on public exhibition and no submissions were received:

Town Signs Policy - The purpose of this policy is to provide opportunity for communities to promote the location and character of their town or village in a simple and attractive form of signage that is sensitive to its environment in its location, size and design. This recognises the value to the community of signage that promotes local places of interest for locals and tourists alike.

Bus Stops and Bus Zones Policy – This policy is developed to ensure that bus stops and bus zones are in appropriate locations and have appropriate signs where necessary.

Pressure Sewer Systems Policy - This policy provides clear direction as to the extenuating circumstances when Council will permit pressure sewer systems to be connected to Council's gravity sewer system, and the conditions that must be met for such connections to be approved.

Rural School Bus Routes and Bus Stops Policy – This policy provides Council with the means to consistently and objectively assess requests for rural school bus routes and bus stops.

Water Supply and Sewerage Headworks Charges Policy - This policy applies to all new developments in accordance with Council's Water Supply Services and Sewerage Services Development Servicing Plans.

GMR17/036 ADOPTION OF POLICIES

E16.0297

Legal

Town Signs Policy - Council will comply with the;

- *Environmental Planning and Assessment Act 1979*;
- *Local Government Act 1993*;
- *Roads Act 1993*; and
- *State Environmental Planning Policy No. 64 Advertising and Signage (SEPP 64)*

In addition, all signs referred to in this policy must comply with *Australian Standard AS1743: Road Signs Specifications*.

Bus Stops and Bus Zones Policy - This policy ensures Council's compliance with the *Road Transport (Safety & Traffic Management) Act 2013*.

Pressure Sewer Systems Policy - Section 68 of the *Local Government Act 1993* requires that a person may connect a private sewer with a public sewer under Council's control only with the prior approval of the Council, except in so far as a local policy adopted under Chapter 7, Part 3 of the Act allows the activity to be carried out without an approval. Eurobodalla Shire Council will comply with the *Local Government Act 1993*.

Rural School Bus Routes and Bus Stops Policy - This policy ensures Council's compliance with the *Roads Act 1993* and the *Passenger Transport Act 2014* and the *Passenger Transport (Bus Services) Regulation 2007*. The Regulation informs that the Roads Authority is the sole body for the approval of the location of all designated bus stops and zones within its jurisdiction. Council is defined as a Roads Authority under the *Roads Act 1993* and has a responsibility with the associated *Passenger Transport (Bus Services) Regulation 2007*. Council is the relevant Roads Authority for local and unclassified regional roads.

Water Supply and Sewerage Headworks Charges Policy - This policy ensures Council's compliance with Section 64 of the *Local Government Act 1993*.

Community and Stakeholder Engagement

Council has placed the draft policies on public exhibition for a period of no less than 28 days. Copies were available for viewing on Council's website, at the Batemans Bay, Moruya and Narooma libraries and Moruya customer service centre.

No submissions were received.

CONCLUSION

The draft policies were placed on public exhibition for a period of no less than 28 days. The exhibition period is now complete and submissions were received. It is recommended that Council adopt the policies.

**IR17/056 FUNDING OFFER - NSW GOVERNMENT COUNTRY PASSENGER
TRANSPORT INFRASTRUCTURE GRANTS SCHEME 2015-17**

E02.6655

Responsible Officer: Warren Sharpe OAM - Director Infrastructure Services

Attachments: Nil

Focus Area: Productive Communities

Delivery Program Link: P3.2 Develop, renew and maintain the road network

Operational Plan Link: P3.2.1 Deliver capital and renewal works program

EXECUTIVE SUMMARY

Transport for NSW wrote to Council in July 2017 with an offer of \$62,000 under the 2015-17 Country Passenger Transport Infrastructure Grants Scheme (CPTIGS) funding. This grant has been formally accepted and this report seeks Council's endorsement of the actions taken to accept the grant.

Council lodged a CPTIGS grant application in September 2016 for six new/replacement bus shelters and one bus shelter upgrade.

Nominated projects are to be completed by August 2019. This funding approximately doubles Council's annual allocation for bus shelter renewals and will enable full construction of two new bus shelters each year for the next three years.

RECOMMENDATION

THAT Council endorse the actions taken to accept the grant funding offer of \$62,000 under the Country Passenger Transport Infrastructure Grants Scheme towards the renewal of six bus shelters, and upgrade to signage and access improvements at one other bus stop.

BACKGROUND

The Transport for NSW Country Passenger Transport Infrastructure Grants Scheme provides subsidies to support the construction or upgrade of bus stop infrastructure generally owned and maintained by councils across regional NSW. The scheme aims to maximise benefits to country passengers through supporting:

- more accessible passenger transport, especially better connections between bus stops and surrounding communities
- an increase in the use of passenger transport in country areas through improved awareness of bus stop locations, kerbside information and improved security
- the development of minor infrastructure to complement passenger service development.

In September 2016 Council submitted a funding application to Transport for NSW for the CPTIGS for six new/replacement bus shelters and one bus stop signage upgrade.

**IR17/056 FUNDING OFFER - NSW GOVERNMENT COUNTRY PASSENGER
TRANSPORT INFRASTRUCTURE GRANTS SCHEME 2015-17**

E02.6655

Council has sufficient funds allocated within the 2017-21 Delivery Program to supplement the funding offered under the Country Passenger Transport Infrastructure Grants Scheme to complete the identified works.

CONSIDERATIONS

Transport for NSW wrote to Council in July 2017 with an offer of \$62,000 in 2015-17 Country Passenger Transport Infrastructure Grants Scheme funding. This grant has been formally accepted.

As part of Council's asset management processes, a number of existing bus shelters were identified as being at, or nearing the end of, their lifecycle and scheduled for renewal.

The grant application sought funding for six bus shelters identified for renewal located at:

- Coronation Drive, Broulee
- Beach Road, Surf Beach (near no 655)
- Mort Avenue, Dalmeny
- Birdwood Circle, Tuross Head
- George Bass Drive, Tomakin between intersections of Ainslie Parade and Tomakin Road (southbound)
- Maunsell Street, Moruya.

Signage and accessible features will be added to a bus stop on Beach Road, Sunshine Bay.

The bus shelters will be renewed between September 2017 and August 2019.

Asset

Grant funding provides a contribution to the up-front capital costs of the project. Council will remain responsible for the ongoing maintenance of the shelters through existing budgets.

Existing bus shelters in the identified locations are at, or nearing the end of, their lifecycle. The replacement bus shelters will continue to be Council assets and will be incorporated into asset maintenance schedules.

Social Impact

The new bus shelters will improve safety, accessibility and passenger comfort, creating more accessible passenger transport and encourage the use of public transport throughout the community.

Financial

This funding approximately doubles Council's annual allocation for bus shelter renewals and will enable full construction of two new bus shelters each year for three years. The works can be completed within the available grant and existing Council budgets.

The payment terms and conditions for the \$62,000 grant are 30% funding (\$18,600) up front and the remaining 70% (\$43,400) at successful project completion.

**IR17/056 FUNDING OFFER - NSW GOVERNMENT COUNTRY PASSENGER
TRANSPORT INFRASTRUCTURE GRANTS SCHEME 2015-17**

E02.6655

Community and Stakeholder Engagement

We will inform the community through providing information on Council's website and with short articles in our Online News or the Living in Eurobodalla residents' newsletter, and by writing directly to adjoining neighbours and local bus companies.

CONCLUSION

Council has been successful in gaining \$62,000 in Transport for NSW Country Passenger Transport Infrastructure Grants Scheme funding for the renewal of six bus shelters and one bus stop upgrade.

The bus shelters in various locations across Eurobodalla will be replaced between September 2017 and August 2019.

This grant has been formally accepted and this report seeks Council's endorsement of the actions taken to accept the grant.

IR17/058 FUNDING OFFER - AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM 2017-18 AND NSW GOVERNMENT ACTIVE TRANSPORT PROGRAM 2017-18 E90.0713/E01.5635

Responsible Officer: Warren Sharpe OAM - Director Infrastructure Services

Attachments: Nil

Focus Area: Productive Communities

Delivery Program Link: P3.2 Develop, renew and maintain the road network

Operational Plan Link: P3.2.1 Deliver capital and renewal works program

EXECUTIVE SUMMARY

Roads and Maritime Services (RMS) wrote to Council in July 2017 with an offer of \$634,500 in Australian Government Black Spot Program funding and \$185,500 in NSW Government Active Transport Program funding for 2017-18. These grants have been formally accepted and this report seeks Council's endorsement of the actions taken to accept them.

Council lodged Black Spot Program grant applications in July 2016 for improvements to rural roads being Eurobodalla Road, Bodalla and Yarragee Road, Moruya. The funding will allow Council to implement safety improvements, including widening road shoulders, removing hazards within the clear zone and installing protective fencing.

The Australian Government Black Spot Program provides 100% funding and does not require Council to match any funds.

Active Transport grant applications were submitted in September 2016 for the construction of shared pathways along Bergalia Street, Moruya and McMillan Road, Narooma. Both of these pathways are recommended in the recently endorsed Eurobodalla Pathways Strategy 2017.

The NSW Government Active Transport Program funding comprises 50% of total project budget. Matching funding for the Bergalia Street shared pathway has already been allocated in the 2017-18 Operational Plan. Matching funding of \$70,000 for the McMillan Road shared pathway has been identified from within the current budget by reallocating funds from scheduled projects TR6315 (Footpath - Evans Street, Moruya - \$45,000) and TR6318 (Footpath - Princes Highway, Narooma - \$15,760) and through a reduction in scope of TR6317 (Footpath - Mirrabooka Avenue, Moruya). The Evans Street, Moruya and Princes Highway, Narooma projects will be recommended for inclusion in the 2018-19 pathways program. This approach means the grant can be matched without allocating additional capital funding in this financial year.

The grant funded shared pathway projects are to be completed by April 2018.

IR17/058 FUNDING OFFER - AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM 2017-18 AND NSW GOVERNMENT ACTIVE TRANSPORT PROGRAM 2017-18 E90.0713/E01.5635

RECOMMENDATION

THAT:

1. Council endorse the actions taken to accept the grant funding offer of \$634,500 under the Australian Government's Black Spot funding for safety improvements to Eurobodalla Road, Bodalla and Yarragee Road, Moruya.
2. Council endorse the actions taken to accept \$185,500 in grant funding under the NSW Government's Active Transport funding for construction of shared pathways along Bergalia Street, Moruya and McMillan Road, Narooma.
3. The matching grant funding for the McMillan Road shared pathway be provided by deferring the Evans Street, Moruya and Princes Highway, Narooma footpath projects to 2018-19 and reducing the scope of works on the Mirrabooka Avenue, Moruya footpath.

BACKGROUND

Council applies for grants from various Government programs to help us fund a range of works that benefit our community.

Australian Government Black Spot Program

The Australian Government Black Spot Program has been set up specifically to:

- allocate funds towards locations that have a high crash history or those sites which have the potential for crashes to occur
- reduce motor vehicle crashes.

In July 2016, funding applications were submitted to RMS, who administer this program on behalf of the Australian Government. In July 2017 Council was formally advised that applications for Eurobodalla Road, Bodalla and Yarragee Road, Moruya were successful.

Funding of \$357,000 has been allocated for safety improvements on Eurobodalla Road, northwest of Bodalla. This fully funded project will increase safety on sections of the road by providing sealed road shoulders, wider clear zones along the road and a number of roadside safety barriers (protective fencing). The works will affect approximately 3.3km of Eurobodalla Road, starting from approximately 1km west of the Princes Highway.

Funding of \$277,500 has been allocated for safety improvements on Yarragee Road and the intersection with Ted Hunt Terrace, west of Moruya. The project will see sections of the sealed road widened, provide wider cleared zones and install protective fencing at the site of previous accidents. The works will affect approximately 1.5km of Yarragee Road.

Funding under the Australian Black Spot Program does not require matching Council funds. Physical works on these projects must be completed by the end of the financial year, and are currently scheduled to be completed by April 2018.

IR17/058 FUNDING OFFER - AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM 2017-18 AND NSW GOVERNMENT ACTIVE TRANSPORT PROGRAM 2017-18 E90.0713/E01.5635

NSW Government Active Transport Program

The NSW Government Active Transport (Walking and Cycling) Program aims to work with Council to make walking and cycling more convenient, safer and enjoyable transport options. By targeting investment to improve walking and cycling in the areas where most short trips occur, the NSW Government seeks to support more accessible, liveable and productive towns, cities and centres, by:

- encouraging walking and cycling to be the mode of choice for short local trips
- reducing congestion on roads
- freeing up capacity on the public transport system for those customers that need to travel further.

In September 2016, Council submitted Active Transport Program funding applications to RMS. In July 2017 RMS formally advised Council that applications for funding for shared pathways on Bergalia Street, Moruya and McMillan Road, Narooma were successful. Active Transport funding provides 50% of total project cost and must be matched by Council.

Funding of \$115,500 was granted to design and construct 660 metres of shared pathway along Bergalia Street in Moruya. This pathway was already scheduled in the 2017-18 Operational Plan, subject to receiving grant funding, and the 50% matched funding by Council has already been allocated.

Funding of \$70,000 was granted to design and construct 433 metres of shared pathway along McMillan Road in Narooma. Matching funding is not currently included in the 2017-18 Operational Plan. It will be recommended that the matching funding for the grant be provided by deferring the footpath projects on Evans Street, Moruya and Princes Highway, Narooma to the 2018-19 financial year, and by reducing the scope of works in Mirrabooka Avenue, Moruya.

The reduction in scope of works on Mirrabooka Avenue allows further time to address land matters. The scope of works to be undertaken in 2017-18 will include the connection from Council's Mirrabooka Avenue car park to the medical centre pathway.

The deferral of Evans Street, Moruya and Princes Highway, Narooma footpaths is offset by the additional benefits achieved through the extra shared pathways in Bergalia Street, Moruya and McMillan Road, Narooma. The overall pathway program funding is also increased by the total grant funding amount, increasing the funding toward pathways in 2017-18 by \$185,500.

CONSIDERATIONS

In July 2017 RMS wrote to Council seeking acceptance of the offer of \$634,500 in Australian Government Black Spot Program 2017-18 funding and \$185,500 in NSW Government Active Transport Program 2017-18 funding. These grants have been formally accepted.

The Black Spot Program uses a system that calculates a Benefit Cost Ratio (BCR) for proposed treatments. This is essentially a comparison of the costs associated with motor vehicle crashes compared with the cost of the proposed corrective action. Projects throughout the state are ranked in line with individual BCRs.

IR17/058 FUNDING OFFER - AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM 2017-18 AND NSW GOVERNMENT ACTIVE TRANSPORT PROGRAM 2017-18 E90.0713/E01.5635

The shared pathways along Bergalia Street in Moruya and McMillan Road in Narooma are both identified as priorities in the recently adopted Eurobodalla Pathways Strategy 2017. The funding provided by the NSW Government is welcome.

The 660 metre shared pathway along Bergalia Street was identified to provide a significant link for the Moruya township. It will deliver a safe off-road pathway facility enhancing access to various facilities and services, including Moruya High School, church, day care centre, showground, service station/shop, golf course, cemetery, Local Aboriginal Land Council office and sports ground. This path will also provide a continuous link through to the Moruya CBD, other schools and the hospital.

The 433 metre shared pathway along McMillan Road will link the extensive shared path system along the Wagonga Inlet foreshore to complete the pathway loop on Narooma flat. This pathway provides connectivity to existing pathways accessing shopping areas, Bill Smyth Oval, the pool, Narooma Visitors Centre and other tourism precincts along the Princes Highway and Narooma foreshore.

Asset

Grant funding assists with the upfront capital costs of these projects.

The ongoing whole of life costs will be borne by Council.

Council's long term financial plan and future budgets will include sufficient funding to maintain and depreciate any new assets.

Social Impact

Improving our local road network has a positive effect on community safety. Black Spot funding is specifically aimed at reducing crashes and the trauma associated with crashes. With every crash, those involved, families and the wider community are all impacted in some way. Through improvements to our local road network positive effects through a reduction in trauma will be realised.

Improving our shared pathway network brings a range of benefits to the community and visitors to the Eurobodalla, including:

- increased safety of pedestrians and cyclists through separation with vehicles
- encouraging walking and cycling as alternative modes of transport
- encouraging greater use of public transport
- developing a practical network of facilities with continuous links to key destinations that reduce demand for motor vehicle use and parking
- improving accessibility for people with differing abilities and ages
- improving social outcomes for young people and those without access to a motor vehicle
- allowing people improved opportunities to get out for a walk or bicycle ride to socialise with others, thereby helping their mental and physical well being
- promoting the environmental, recreational and economic benefits of walking and cycling.

IR17/058 FUNDING OFFER - AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM 2017-18 AND NSW GOVERNMENT ACTIVE TRANSPORT PROGRAM 2017-18 E90.0713/E01.5635

Financial

Australian Government Black Spot Program 2017-18 projects on Eurobodalla Road and Yarragee Road are fully funded. This program provides for 100% funding towards the project and does not require allocation of Council funds.

NSW Government Active Transport (Walking and Cycling) Program 2017-18 projects are 50% funded and require matched funding by Council.

A total of \$186,000 will be contributed by Council to deliver the pathways on Bergalia Street, Moruya (\$116,000) and McMillan Road, Narooma (\$70,000). Matching funding for Bergalia Street is included in the 2017-18 Operational Plan.

Matching funding is not currently included in the 2017-18 Operational Plan for McMillan Road. It will be recommended that the matching funding for the grant be provided by deferring the footpath projects on Evans Street, Moruya (\$45,000) and Princes Highway, Narooma (\$15,760), and by reducing the scope of works in Mirrabooka Avenue, Moruya (to provide \$9,240). The necessary budget adjustments to provide the matching funding will be incorporated into the September 2017 quarterly budget review.

Community and Stakeholder Engagement

We will inform the community about these projects by providing information on Council's website; writing to affected residents and stakeholders; advertising on Council's noticeboard page in two local newspapers; and distributing a media release.

CONCLUSION

Council has been successful in gaining \$634,500 in Australian Government Black Spot Program funding and \$185,500 in NSW Government Active Transport Program for projects in 2017-18. Black Spot Program funded projects will improve safety on Eurobodalla Road, Bodalla and Yarragee Road, Moruya.

Active Transport Program funded projects will deliver new shared pathway links along Bergalia Street, Moruya and McMillan Road, Narooma.

These works will deliver numerous benefits to our community and will be completed by April 2018.

CCS17/072 INVESTMENTS MADE AS AT 31 AUGUST 2017

E99.3517

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services

Attachments: Nil

Focus Area: Support Services

Delivery Program Link: SS1.1 Manage Council's financial assets and obligations

Operational Plan Link: SS1.1.2 Undertake forward budgeting and financial reporting

EXECUTIVE SUMMARY

The purpose of this report is to:

- certify that Council's investments in financial instruments have been made in accordance with legal and policy requirements
- provide information and details of investments
- raise other matters relevant to investing.

RECOMMENDATION

THAT the certification that the investments as at 31 August 2017 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 2005*, be received.

CONSIDERATIONS

Legal

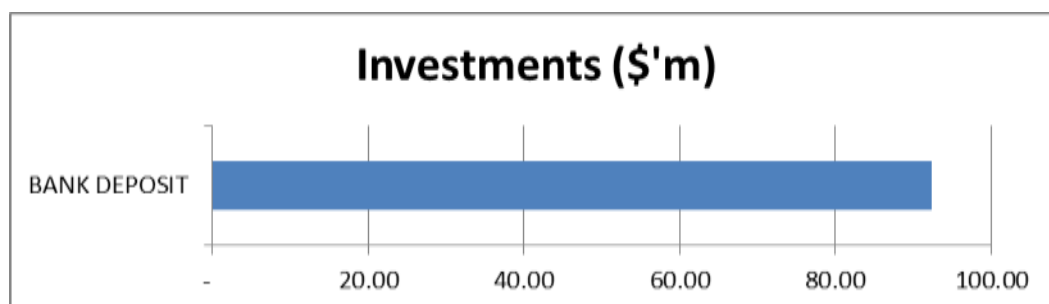
Budgeted legal fees are sufficient to cover any anticipated expenses and will not be material.

Policy

The investment portfolio has now been rebalanced after the recent rating downgrades to 23 financial institutions by the rating agency Standard and Poors (S&P). The portfolio is now fully compliant with Council's investment policy.

Financial

Council Investing Overall



Council has 100% (\$96.43m) invested in bank deposits. The bank deposits were held in banks rated A or greater or covered by the AAA rated Government Guarantee except for \$16m invested in banks rated below A and in the 'some limited risk' category of the policy.

CCS17/072 INVESTMENTS MADE AS AT 31 AUGUST 2017

E99.3517

The 'some limited risk' category has been reduced to 16.60% which is below the policy limit (20%). Investment in Government Guaranteed Deposits is \$2.50m and represents 2.60% of the portfolio.

There was an increase in funds under investment during August.

Currently there is \$33m (34.2%) of funds invested in claimed fossil fuel free institutions. Last month this represented \$43.5m (46.8%) of the portfolio. This reduction was necessary because the portfolio had to be rebalanced to comply with the policy. The opportunities to invest in institutions that have a policy of being fossil fuel free are limited after the institutions were downgraded however it is likely that an increase to 40% would be achievable.

The weighted average return for all investments for the month is 2.53% which is above the Council policy benchmark of Bank Bill Swap rate (BBSW) + 0.25% (1.95%).

Collateralised Debt Obligation (CDO)

Funded legal action against one financial institution is in the early stages and is likely to continue for some time, although any return is not expected to be material.

Summary Investment Information

The following table summarises investment categories and balances at month end.

CATEGORY	(\$)
At Call Deposit Government Guaranteed	250,000
At Call Deposit	3,682,830
Term Deposits	90,250,000
Term Deposits Government Guaranteed	2,250,000
	96,432,830
<i>Weighted average Interest %:</i>	2.53%
<i>Average 90 day BBSW + 25%</i>	1.95%

Policy and Liquidity Risk

The Investment Policy is divided into two risk categories of credit risk (risk of ultimately not being able to redeem funds) and liquidity risk (risk of loss due to the need to redeem funds earlier than the investment term). Our investments comply with the risk policy as shown in the following table.

Policy Risk	Low Liquidity Risk %	Total % of Investments	Policy Risk % (Max Holdings)
Remote Risk	2.60	2.60	100.00
Near Risk Free	80.80	80.80	100.00
Some Limited Risk	16.60	16.60	20.00
At Risk	0.00	0.00	0.00

CCS17/072 INVESTMENTS MADE AS AT 31 AUGUST 2017

E99.3517

Grant Total	100.00	100.00	
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The unrestricted current ratio is the amount of unrestricted current assets compared to each dollar of current liability. The Office of Local Government suggests a minimum 1.5:1 and the audited unrestricted current ratio as at 30 June 2016 is 2.68:1. Council therefore has approximately \$2.68 of current assets for each \$1 of current liabilities. This ratio will be updated when the annual statements are completed.

CONCLUSION

Pursuant to provision of Clause 1 (Reg 212) of the Local Government (General) Regulation 2005, I hereby certify that these investments have been made in accordance with *the Local Government Act 1993* and related Regulations.

CCS17/073 PROPERTY MATTER - LOT 277 TUROSS BOULEVARDE, TUROSS HEAD 15.9272.E

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services

Attachments: 1. Confidential - Registered Proprietors Name & Recommended Sale Price
2. Confidential - Valuation

Focus Area: Support Services

Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services

Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

Council has previously resolved to sell Lot 277 DP218664 on the corner of Tuross Boulevarde and Beach Street, Tuross Head subject to the dedication of part of the land for road widening and application being made for the closure and consolidation of part of Tuross Boulevarde with the residue of Lot 277.

A deposited plan has been registered at the Land and Property Information Office associated with the road opening and closing affecting Lot 277 resulting in the creation of new Lots 1 and 2 DP 1233537.

During the survey for the road opening and closing an encroachment from the adjoining Lot 15 DP 242511 was discovered.

Following discussions with the registered proprietor of Lot 15 an offer subject to Council approval was made to sell part of the adjoining Council land affected by the encroachment for an amount not less than fair market value determined by a registered valuer.

The offer has been accepted by the registered proprietor of Lot 15.

The proposed sale of land will not adversely affect the sale of residue of Council's former Lot 277.

This report recommends land subject to the encroachment be sold to the registered proprietor of Lot 15 subject to the consolidation of the land with Lot 15, payment of the proposed sale price and the registered proprietor paying her own legal costs associated with the sale.

RECOMMENDATION

THAT:

1. Consent be given for the sale of part Lots 1 and 2 DP 1233537 to the registered proprietor of Lot 15 DP 242511 for an amount set out in the Confidential Attachment to report FBD17/072 subject to the land being consolidated with Lot 15 DP 242511.
2. Consent be given to affix the Common Seal of Council to the plan of subdivision of Lots 1 and 2 DP 1233537 and Lot 15 DP 242511.
3. The registered proprietor of Lot 15 DP 242511 pay their own legal costs associated with the sale of part Lots 1 and 2 DP 1233537.

**CCS17/073 PROPERTY MATTER - LOT 277 TUROSS BOULEVARDE, TUROSS
HEAD**

15.9272.E

BACKGROUND

Council has resolved to sell Lot 277 DP218664 on the corner of Tuross Boulevarde and Beach Street, Tuross Head subject to the dedication of part of the land for road widening and application being made for the closure and consolidation of part of Tuross Boulevarde with the residue of Lot 277.

A deposited plan has been registered at the Land and Property Information Office associated with the road opening and closing affecting Lot 277 resulting in the creation of Lots 1 and 2 DP 1233537.

Lot 2, formally part of Tuross Boulevarde has been formally gazetted as closed road and can now be consolidated with Lot 1 being the residue of Lot 277 following the road widening.

During the survey for the road opening and closing it became apparent that there was an encroachment from the adjoining Lot 15 DP 242511.

CONSIDERATIONS

Following discussions with the registered proprietor of Lot 15 an offer subject to Council approval was made to sell part of the adjoining Council land affected by the encroachment for an amount not less than fair market value determined by a registered valuer.

The offer has been accepted by the registered proprietor of Lot 15.

The name of the registered proprietor is set out in the Confidential Attachment.

A plan showing the area subject to the encroachment is below.



Asset

The loss of area, approximately 60m² from the proposed lot to be sold, being a resultant area of 984m² will have no adverse effect on the sale ability of the land.

CCS17/073 PROPERTY MATTER - LOT 277 TUROSS BOULEVARDE, TUROSS HEAD 15.9272.E

Legal

The proposed sale of land will require the registration of a plan of subdivision at the Land and Property Information Office. This can be incorporated with the plan associated with the consolidation of the closed road with the residue of former Lot 277.

Financial

The offer made to and accepted by the registered proprietor of Lot 15 DP 242511 is set out in the Confidential Attachment.

A copy of the valuation report for fair market value for the sale of the subject land determined by a registered valuer supporting the offer is in the Confidential Attachment.

The registered proprietors of Lot 15 should be responsible for their own legal costs associated with the proposed land sale. It is considered reasonable for Council to meet the plan registration costs as there is a need to register a plan associated with the consolidation of the closed road with the residue part of Lot 277.

CONCLUSION

The proposed sale of approximately 60m² of land to the registered proprietor of the adjoining Lot 15 DP 242511 will not adversely affect the sale of Council's land. The proposed land sale can be incorporated in the plan of consolidation required to be registered at the Land and Property Information Office and the registered proprietor of Lot 15 should pay her own legal costs associated with the sale.

CCS17/074 LAND ACQUISITION FOR CARPARK, WHARF STREET, NELLIGEN

90.0265.D

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services
Attachments: 1. Confidential - Wharf Street, Nelligen
Focus Area: Support Services
Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services
Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

The Nelligen boat ramp upgrade is included in Council's adopted Operational Plan 2017-18. The provision of additional carparking forms part of the upgrade to the boat ramp area. To accommodate further carparking, land acquisition of Lots 6 and 7 Section 6 DP 758762 is required.

The land owners have consented to the acquisition and have agreed to a purchase price. The owners' names and the purchase price are set out in the Confidential Attachment.

It is considered reasonable and appropriate that Lots 6 and 7 Section 6 DP 758762 be acquired for road purposes.

RECOMMENDATION

THAT:

1. All actions necessary be taken for the acquisition of Lots 6 and 7 Section 6 DP 758762 for road purposes for carpark in accordance with Council's Code of Practice for Acquiring Land for Public Purposes.
2. All survey and legal costs associated with the land acquisition be borne by Council.

BACKGROUND

The construction of additional parking is part of the proposed upgrade to the Nelligen boat ramp and associated works.

Council has invested in this boating facility on the Clyde River having already constructed a new ramp, pontoon, and existing boat parking with the assistance of grants from the 'NSW Boating Now' funding program.

Phase 2 of this project is to construct parking at this facility due to its heavy use during weekends and other peak periods. Concept designs for this have been completed in part to determine the amount of land Council needed to acquire. Now this has been completed Council has moved into the acquisition process.

Construction of the carpark is anticipated in 2017-18 and is included in the adopted Operational Plan 2017-18.

CCS17/074 LAND ACQUISITION FOR CARPARK, WHARF STREET, NELLIGEN

90.0265.D

CONSIDERATIONS

Marine infrastructure plays a vital role in the well-being of our community supporting economic activity, tourism, employment and recreation. Council has recognised this in the Delivery Program 2017-2021 and Operational Plan 2017-18 and will continue to advocate to NSW Government for boating and marine infrastructure.

The Nelligen west boating facility immediately adjoins local businesses, the reserve, public toilet and other supporting facilities.

The Far South Coast Regional Boating Plan identifies Nelligen west *as a high multi user group activity area*, and states that access infrastructure at some locations does not meet demand during peak periods and generally has poorly organised and insufficient trailer parking facilities.

A sketch of the area proposed to be acquired is set out below.



Legal

Council is the Roads Authority for public roads and can acquire land for road purposes in accordance with the *Roads Act 1993*. Following acquisition and transfer to Council, the land will be gazetted as public road.

www.legislation.nsw.gov.au/inforce/c74e3670-6304-ecc1-bcae-b188416b5257/1993-33.pdf

CCS17/074 LAND ACQUISITION FOR CARPARK, WHARF STREET, NELLIGEN

90.0265.D

Policy

The acquisition of land for road purposes will proceed in accordance with Council's Land Acquisition and Disposal Policy and Code of Practice for Acquiring Land for Public Purposes.

www.esc.nsw.gov.au/inside-council/council/council-policies/policies/Land-Acquisition-and-Disposal-Policy.pdf

Environmental

A thorough review of Environmental Factors will be produced for the proposed car park as part of the design process.

Asset

The acquisition of Lots 6 and 7 Section 6 DP 758762 will facilitate the construction of additional carparking in accordance with the proposed Nelligen boat ramp upgrade.

Social Impact

Additional carparking will be well utilised in this busy locality.

Economic Development Employment Potential

Marine infrastructure plays a vital role supporting economic activity and tourism in the area and this acquisition will facilitate future growth.

Financial

The purchase price of the land as agreed to by the land owner is set out in the Confidential Attachment. Funding for the purchase of the land is available within allocated budgets.

Funding to assist with the construction phase of the project has been approved from Round 1 of the 'NSW Boating Now' funding program, a program which supports initiatives that enhance the boating experience in NSW, including the delivery of recreational boating infrastructure across NSW waterways. The remainder of the funds required to complete the construction phase of the project are being sought through Round 2 of this program however funding is currently available within allocated budgets if required. The amount of funding already achieved is in the Confidential Attachment.

Community and Stakeholder Engagement

The land owners of the land to be acquired have agreed in writing.

The Nelligen Boat Ramp Carpark Project was endorsed in Council's existing Delivery Program 2017-21 and Operational Plan 2017-18.

CONCLUSION

The acquisition of Lots 6 and 7 Section 6 DP 758762 is required for carparking as part of the Nelligen boat ramp upgrade. The land owners consent to the acquisition. The land should be acquired for carparking purposes in accordance with Council's Land Acquisition and Disposal Policy.

CCS17/075 LICENCE FOR CHARITY MARKETS - MALUA BAY BEACH RESERVE 93.5154.D

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services
Attachments: Nil
Focus Area: Support Services
Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services
Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

Quota International of Batemans Bay (Quota) has been holding markets within Lot 608 DP 31881 being Malua Bay Beach Reserve, Malua Bay since 2005. The current licence expires on 30 November 2017 and Quota has requested a further licence be granted.

In line with the provisions of Council's Code of Practice - *Licensing of Council controlled Public Reserves and Associated Buildings*, as no other parties have expressed an interest in using the reserve during the same period it is appropriate the licence application be considered.

Quota has advised its interest in renewing the licence for the use of Lot 608 DP 31881 Malua Bay Beach Reserve, Malua Bay subsequent to the EOI for a five year period. Lot 608 DP 31881 Malua Bay Beach Reserve is a Council public reserve classified as community land.

In accordance with Section 47A of the *Local Government Act 1993* and guided by Council's *Community Engagement Framework*, the proposed licence was publicly notified for 28 days commencing 2 August 2017 to 29 August 2017. No submissions were received.

It is considered reasonable and appropriate that a five-year licence be granted to Quota.

RECOMMENDATION

THAT Council grant a five-year licence to Quota International of Batemans Bay to hold markets within Lot 608 DP 31881, being the Malua Bay Beach Reserve with terms and conditions in line with its previous licence including:

1. A maximum of 50 stalls
2. Held on the first Saturday of each second month between 8am and 2pm
3. Commencing 1 December 2017 and expiring 30 November 2022
4. With an annual fee in accordance with Council's adopted fees and charges for markets within the Shire.

BACKGROUND

Quota has been holding markets within Lot 608 DP 31881 Malua Bay Beach Reserve, Malua Bay on the first Saturday of every second month between 8am and 2pm since 2005. The current licence expires on 30 November 2017.

CCS17/075 LICENCE FOR CHARITY MARKETS - MALUA BAY BEACH RESERVE

93.5154.D

At its meeting held on 14 October 2014 Council resolved to grant a three-year licence commencing 1 December 2014 and terminating on 30 November 2017 to Quota with the same terms and conditions as its previous licences.

CONSIDERATIONS

Quota has requested to renew its licence to operate charity markets within Lot 608 DP 31881 Malua Bay Beach Reserve, Malua Bay. No other party expressed an interest in using the same part of the reserve during this time therefore it is appropriate that consideration be given to the request.

The location of the proposed licence area is shown in the diagram below.



Lot 608 DP 31881 Malua Bay Beach Reserve, Malua Bay

Legal

Lot 608 DP 31881 Malua Bay Beach Reserve, Malua Bay is a Council public reserve classified as community land. Council can only issue a licence for a period up to five years after giving public notice and considering any submissions in accordance with Section 47A of the *Local Government Act 1993*.

www.legislation.nsw.gov.au/#/view/act/1993/30/chap6/part2/div2/sec47a

Policy

In line with the provisions of Council's Code of Practice - *Licensing of Council controlled Public Reserves and Associated Buildings*, an EOI was called in February 2017 for parties interested in seeking a licence for periods up to five years to use any Council owned or controlled public reserve. No other party expressed an interest in using the same part of the reserve.

CCS17/075 LICENCE FOR CHARITY MARKETS - MALUA BAY BEACH RESERVE

93.5154.D

www.esc.nsw.gov.au/inside-council/council/council-policies/codes/Licencing-of-council-controlled-public-reserves-and-associated-buildings-code-of-practice.pdf

Asset

A condition of the licence includes the Licensee being responsible for maintaining the reserve in a satisfactory condition.

Social Impact

The markets at Malua Bay Beach Reserve provide an attraction and activity for local residents as well as tourists to this area. The markets also provide Quota the opportunity to raise funds on a regular basis to assist in its provision of services to Batemans Bay and surrounding areas.

Financial

A licence fee in accordance with Council's adopted fees and charges for markets within the Shire will apply.

Community and Stakeholder Engagement

An EOI was called from interested parties wishing to conduct activities on Council controlled public reserves for a period of up to five years. No party expressed an interest in using the same part of the reserve during the EOI period. Quota has advised its interest in renewing the licence subsequent to the EOI.

Lot 608 DP 31881 Malua Bay Beach Reserve, Malua Bay is a Council public reserve classified as community land. In accordance with Section 47A of the *Local Government Act 1993* and guided by Council's *Community Engagement Framework*, public notification of the proposed use of the reserve commenced on 2 August ending on 29 August 2017. No submissions were received.

CONCLUSION

The Quota markets have been operating for many years and add to the social amenity of the area. It is considered reasonable for a five-year licence to be granted under the same terms and conditions as the existing licence with a licence fee in accordance with Council's adopted fees and charges.

CCS17/076 LICENCE FOR MORUYA RODEO - MORUYA SHOWGROUND

E07.1568

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services

Attachments: Nil

Focus Area: Support Services

Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services

Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

The Rodeo Association of Moruya Inc (Rodeo Association) has been conducting the Moruya Rodeo at the Moruya Showground on New Year's Day for the last 48 years. The current licence to conduct the annual event expires on 30 November 2017 and the Rodeo Association has expressed its interest in renewing the licence for another five years.

In line with the provisions of Council's Code of Practice - *Licensing of Council controlled Public Reserves and Associated Buildings*, as no other parties have expressed an interest in using the reserve during the same period it is appropriate the licence application be considered.

Public notification of proposed use of Crown land is not required in accordance with the *Crown Lands Act 1989*. Being guided by Council's *Community Engagement Framework*, adopted by Council on 14 February 2017, the community will be informed via this public report as the use is consistent with the Plan of Management for the Showground reserve, adopted in 2006 following community consultation.

It is considered reasonable and appropriate that subject to Minister's consent a five-year licence be granted to the Rodeo Association.

RECOMMENDATION

THAT subject to the consent of the Minister administering the *Crown Lands Act 1989*, in accordance with Sections 102 and 103 of the *Crown Lands Act 1989* Council as Trust Manager for the Eurobodalla (Central) Reserve Trust grant a five-year licence to the Rodeo Association of Moruya Inc to conduct the Moruya Rodeo annually on New Year's Day within Crown Reserve D580020 being the Moruya Showground commencing 1 December 2017 and expiring 30 November 2022 with terms and conditions including:

1. Payment of an annual fee in accordance with Council's adopted fees and charges;
2. Provision of evidence of public liability insurance cover in the amount of at least \$20 million; and
3. Conditions generally in line with the previous licence.

BACKGROUND

The Rodeo Association of Moruya Inc (Rodeo Association) has been conducting the Moruya Rodeo at the Moruya Showground on New Year's Day for the last 50 years. The current licence to conduct the annual event expires on 30 November 2017.

CCS17/076 LICENCE FOR MORUYA RODEO - MORUYA SHOWGROUND

E07.1568

At its meeting held on 23 October 2012 Council resolved to grant a five-year licence to the Rodeo Association commencing on 1 December 2012 and expiring on 30 November 2017.

CONSIDERATIONS

The licence area is shown in the sketch below.



Lot 1 DP 1141031 Crown Dedication 580020 – Moruya Showground

Legal

Crown Reserve 580020 is under the control of the Eurobodalla (Central) Reserve Trust for which Council is Trust Manager. Council as Trust Manager cannot grant a licence for use of the reserve for a period greater than twelve months without the consent of the Minister administering the *Crown Lands Act 1989*, in accordance with Sections 102 and 103 of that Act.

www.legislation.nsw.gov.au/#/view/act/1989/6/part5/div5/sec102

www.legislation.nsw.gov.au/#/view/act/1989/6/part5/div5/sec103

Policy

In line with the provisions of Council's Code of Practice - *Licensing of Council controlled Public Reserves and Associated Buildings*, an Expression of Interest (EOI) was called in February 2017 for parties interested in seeking a licence for periods up to five years to use any Council owned or controlled public reserves. No other party expressed an interest in using the reserve during the same period.

www.esc.nsw.gov.au/inside-council/council/council-policies/codes/Licensing-of-council-controlled-public-reserves-and-associated-buildings-code-of-practice.pdf

Asset

A condition of the licence includes the Licensee being responsible for maintaining the reserve in a satisfactory condition.

CCS17/076 LICENCE FOR MORUYA RODEO - MORUYA SHOWGROUND

E07.1568

Social Impact

The Moruya Rodeo provides an attraction and activity for local residents as well as tourists to this area.

Economic Development Employment Potential

The Moruya Rodeo is an event which encourages expenditure from tourists in the peak season.

Financial

A licence fee in accordance with Council's adopted fees and charges to conduct a rodeo at the Moruya Showground will apply.

Community and Stakeholder Engagement

An EOI was called from interested parties wishing to conduct activities on Council controlled public reserves for a period of up to five years. No other party expressed an interest in using the reserve during the same period.

Public notification of proposed use of Crown land is not required in accordance with the *Crown Lands Act 1989*. Being guided by Council's *Community Engagement Framework*, adopted by Council on 14 February 2017, the community will be informed via this public report as the use is consistent with the Plan of Management for the Showground reserve, adopted in 2006 following community consultation.

A licence to the Rodeo Association will be consistent with the purposes of the reserve identified in the Plan of Management which notes: "The showground is an excellent venue for popular regional events such as the Moruya Rodeo and the Eurobodalla District Show."

CONCLUSION

The Rodeo Association has been conducting the Moruya Rodeo on New Year's Day for many years and provides an attraction and activity for local residents as well as tourists to this area. It is considered reasonable for a five-year licence to be granted under the same terms and conditions as the existing licence with a licence fee in accordance with Council's adopted fees and charges.

**CCS17/077 LICENCE FOR EUROBODALLA DISTRICT SHOW - MORUYA
SHOWGROUND**

E07.1308

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services

Attachments: Nil

Focus Area: Support Services

Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services

Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

The Eurobodalla District Show Society Inc (Show Society) has been conducting the Eurobodalla District Show at the Moruya Showground annually in January for many decades. The current licence to conduct the annual event expires on 31 December 2017 and the Show Society has expressed its interest in renewing the licence for use of the Moruya Showground for another five years.

In line with the provisions of Council's Code of Practice - *Licensing of Council controlled Public Reserves and Associated Buildings*, as no other parties have expressed an interest in using the reserve during the same period it is appropriate the licence application be considered.

Public notification of proposed use of Crown land is not required in accordance with the *Crown Lands Act 1989*. Being guided by Council's *Community Engagement Framework*, adopted by Council on 14 February 2017, the community will be informed via this public report as the use is consistent with the Plan of Management for the Showground reserve, adopted in 2006 following community consultation.

It is considered reasonable and appropriate that subject to Minister's consent a five-year licence be granted to the Show Society.

RECOMMENDATION

THAT subject to the consent of the Minister administering the *Crown Lands Act 1989*, in accordance with Sections 102 and 103 of the *Crown Lands Act 1989* Council as Trust Manager for the Eurobodalla (Central) Reserve Trust grant a five-year licence to Eurobodalla District Show Society to conduct the Eurobodalla District Show within Crown Reserve D580020 being the Moruya Showground for one week in January each year commencing 1 January 2018 and expiring 31 December 2022 with terms and conditions including:

1. Payment of an annual fee in accordance with Council's adopted fees and charges;
2. Provision of evidence of public liability insurance cover in the amount of at least \$20 million; and
3. Conditions generally in line with the previous licence.

**CCS17/077 LICENCE FOR EUROBODALLA DISTRICT SHOW - MORUYA
SHOWGROUND**

E07.1308

BACKGROUND

The Show Society has been conducting the Eurobodalla District Show at the Moruya Showground for many decades. The current licence to conduct the annual event expires on 31 December 2017.

At its meeting held on 23 October 2012 Council resolved to grant a five-year licence to the Show Society commencing on 1 January 2013 and expiring on 31 December 2017.

CONSIDERATIONS

The licence area is shown in the sketch below.



Lot 1 DP 1141031 Crown Dedication 580020 – Moruya Showground

Legal

Crown Reserve 580020 is under the control of the Eurobodalla (Central) Reserve Trust for which Council is Trust Manager. Council as Trust Manager cannot grant a licence for use of the reserve for a period greater than twelve months without the consent of the Minister administering the *Crown Lands Act 1989*, in accordance with Sections 102 and 103 of that Act.

www.legislation.nsw.gov.au/#/view/act/1989/6/part5/div5/sec102

www.legislation.nsw.gov.au/#/view/act/1989/6/part5/div5/sec103

Policy

In line with the provisions of Council's Code of Practice - *Licensing of Council controlled Public Reserves and Associated Buildings*, an Expression of Interest (EOI) was called in February 2017 for parties interested in seeking a licence for periods up to five years to use any Council owned or controlled public reserves. No other party expressed an interest in using the reserve during the same period.

www.esc.nsw.gov.au/inside-council/council/council-policies/codes/Licensing-of-council-controlled-public-reserves-and-associated-buildings-code-of-practice.pdf

**CCS17/077 LICENCE FOR EUROBODALLA DISTRICT SHOW - MORUYA
SHOWGROUND**

E07.1308

Asset

A condition of the licence includes the Licensee being responsible for maintaining the reserve in a satisfactory condition.

Social Impact

The Show provides an attraction and activity for local residents as well as tourists to this area.

Economic Development Employment Potential

The Moruya District Show is an event which encourages expenditure from tourists in the peak season.

Financial

A licence fee in accordance with Council's adopted fees and charges to conduct the Eurobodalla District Show at the Moruya Showground will apply.

Community and Stakeholder Engagement

An EOI was called from interested parties wishing to conduct activities on Council controlled public reserves for a period of up to five years. No other party expressed an interest in using the reserve during the same period.

Public notification of proposed use of Crown land is not required in accordance with the *Crown Lands Act 1989*. Being guided by Council's *Community Engagement Framework*, adopted by Council on 14 February 2017, the community will be informed via this public report as the use is consistent with the Plan of Management for the Showground reserve, adopted in 2006 following community consultation.

A licence to the Show Society will be consistent with the purposes of the reserve identified in the Plan of Management which notes: 'The showground is an excellent venue for popular regional events such as the Moruya Rodeo and the Eurobodalla District Show.'

CONCLUSION

The Eurobodalla District Show has been held annually in January for many decades and provides an attraction and activity for local residents as well as tourists to this area. It is considered reasonable for a five-year licence to be granted under the same terms and conditions as the existing licence with a licence fee in accordance with Council's adopted fees and charges.

CAR17/028 DRAFT RECREATION AND OPEN SPACE STRATEGY

E15.9342

Responsible Officer: Kathy Arthur - Director Community, Arts and Recreation Services

Attachments: 1. Under Separate Cover - Draft Recreation and Open Space Strategy 2017

Focus Area: Liveable Communities

Delivery Program Link: L1.3 Implement recreation and community development initiatives

Operational Plan Link: L1.3.5 Improve community awareness and usage of recreation facilities

EXECUTIVE SUMMARY

The draft Recreation and Open Space Strategy 2017 (The Strategy) is presented for Council's consideration and endorsement of a 28 day public exhibition period. The Strategy has been prepared by ROSS Planning P/L and Council.

The Strategy will ensure a coordinated and open approach to recreation planning and delivery, in consultation with the community, while providing an evidenced based platform to allocate resources and secure revenue and external funding for recreation and sporting infrastructure priorities.

The Strategy outlines an overarching strategic purpose, review methodology and definition of recreation and open space, as well as key strategic directions, industry and sporting trends and a classification of open space to inform the document.

The Strategy groups the planning process into three regions; northern, central and southern. Each planning precinct has been divided further into 12 local planning areas, taking into account local pressures, needs and characteristics.

A wide community engagement occurred in 2016 to inform the Strategy, including four community workshops, general, sporting and recreational group surveys, school visits, intercept surveys, school principal surveys and discussions with Council's Youth Committee. Over 400 individuals and over 20 sporting and community groups provided information and feedback.

A further round of targeted consultation with relevant external and internal stakeholders occurred in 2017 to fine tune the consultant's initial findings, including some site meetings with community groups. Council was briefed on the Strategy by ROSS Planning P/L on 19 September 2017.

If approved for exhibition the draft Strategy will be made available on Council's website. In addition to making the whole document available online, each of the 12 planning areas will be separated out so that community members can select and download the specific area that interest them.

Once adopted, the draft Strategy would replace Council's first Recreation and Open Space Strategy developed in 2010.

RECOMMENDATION

THAT:

CAR17/028 DRAFT RECREATION AND OPEN SPACE STRATEGY

E15.9342

1. The draft Recreation and Open Space Strategy 2017 be endorsed for the purpose of public exhibition for 28 days.
2. A further report, detailing any submissions received, be presented to Council following the conclusion of the exhibition period.

BACKGROUND

The review of the Recreation and Open Space Strategy 2010 commenced in 2016, with the draft Strategy finalized in 2017.

The objectives of the Strategy are to optimise the use of our existing recreation assets and to plan for and meet identified future recreation demands cost effectively, in collaboration with the community. The Strategy has been developed with reference to asset management plans, community engagement outcomes, usage patterns and industry trends.

The benefits of effective recreation and open space strategic planning include:

- Opportunities to improve levels of recreation participation, health and wellbeing
- More liveable urban areas that are attractive to residents, visitors and investors
- More cost effective, coordinated and prioritised resource allocation
- More effective asset planning and management
- Better positioned to attract grant funding for recreation infrastructure and programs.

The Strategy is important as recreation spaces and activities are highly valued by our community. In the Micromex Community Wellbeing survey Council conducted in early 2016, 80% of respondents indicated they visit the open space network at least twice per week, 72% participate in physical activity 30 minutes or more at least three times per week and 70% indicated they are satisfied with what is available.

The scope of the Strategy includes Council owned and/or managed public open space that includes Community Land and Crown Land under Council's control. It includes community halls and centres, sporting fields, parks, reserves, playgrounds and nature recreation areas.

While not providing a detailed analysis and direction for each and every parcel of land, the Strategy provides strategic guidance to address key issues, emerging trends and expected demands on recreation and open space facilities.

CONSIDERATIONS

The Strategy outlines an overarching strategic purpose, review methodology and definition of recreation and open space, as well as key strategic directions, industry and sporting trends and a classification of open space framework to inform the document.

The shire wide recreation analysis is focused on identifying the desired standards of service in relation to open space, sport, outdoor recreation and recreation and physical activity.

The Strategy groups the planning process into three regions; northern, central and southern. Each planning precinct has been divided further into 12 local planning areas, taking into account local pressures, needs and characteristics.

CAR17/028 DRAFT RECREATION AND OPEN SPACE STRATEGY

E15.9342

For each of the 12 planning areas the Strategy provides a map and snapshot of key information for each town within the area, as well as current recreation supply, existing asset and facility locations and access to experiences, usage rates, community feedback and available land.

Each of the 12 planning areas includes a list of priority actions.

The Strategy also includes details of associated Council policies and coordination and management arrangements, maintenance responsibilities, indicative costs, as well as the community engagement outcomes and demographic data (Appendix 3 and 4) that inform and support the Strategy.

Policy

For the purposes of this strategy review, the legislative context relates to land to which the Crown Lands Act 1989 applies (includes land that Council controls but which is owned by the Crown).

Asset

Council owns and manages recreation related assets with a written down value of \$27.87M and an estimated gross replacement cost of \$44.1M. This represents 5% of Council's total asset portfolio. Strategic planning and prudent management of these assets is required to ensure that recreation assets deliver the required levels of service safely, while maximising the available resources.

Social Impact

The Strategy positively impacts community wellbeing, health and safety by providing quality recreation assets and accessible open space that support physical activity and community participation. Open space also provides places for communities to gather and socialise while providing visual amenity and attractiveness.

Economic Development Employment Potential

The recreation network impacts on the desirability of Eurobodalla as a place to live, work, visit and invest. Quality open space can increase the value of neighbouring properties and attract commercial opportunities and events that support economic development and employment.

Financial

Council's Asset Management Strategy and Recreational Facilities Asset Management Plan will be used in conjunction with the Strategy, ensuring that sufficient funds are provided over the long term to meet the agreed levels and scope of services and infrastructure as detailed in the Delivery Program 2017-21.

Revenue for infrastructure renewal and capital costs will continue to be identified from a combination of sources, including the General Fund, S94 contributions, grant funding and the approved sale of surplus land for the implementation of the Strategy.

CAR17/028 DRAFT RECREATION AND OPEN SPACE STRATEGY

E15.9342

Community and Stakeholder Engagement

Extensive community and stakeholder engagement has contributed to the development of the draft Strategy.

We have informed the community by providing information on Council's website; posting on social media, writing to and meeting with sporting and community groups.

In preparation of the draft Strategy and the forthcoming Landscape Management Plans, independent consultants from ROSS Planning P/L and Council staff conducted extensive community engagement in the period July to September 2016 that included:

- A survey yielding detailed responses from 15 community and sporting groups
- A community survey that realised 417 individual responses
- Focus group sessions with key stakeholder groups such as the Moruya Showground Management Committee.

While the engagement outcomes are provided in the Strategy as Appendix 3, a summary of the key findings are provided as follows.

Community Survey

- The five most popular recreation activities are walking, swimming, gardening, bushwalking and fishing while the five most popular spaces for recreation or sports are the beach, footpaths and cycleways, along the river, at home and coastal reserves
- 60% of respondents travel to open space by car with 32% on foot
- 42.8% of respondents visit open space with a dog
- 44% of respondents are willing to drive up to 15 minutes to access a quality recreation park while the remaining 56% are willing to drive more than 15 minutes
- 40% of respondents are willing to drive up to 15 minutes to access a quality sporting facility while the remaining 60% are willing to drive more than 15 minutes
- Respondents rated the overall quality of 10 out of 14 recreation and sporting opportunities in this shire as good or great denoted by a 70% or better rating. The four opportunities that had a combined great/good satisfaction rating of less than 70% were: Aquatic facilities (69%), Low cost/free physical activities/programs (58%), Indoor sport and recreation centres (46%) and Activities for youth (36%)
- When survey respondents were asked to list their top three priorities for funding over the next 10 years, the top five responses were: Provision of places/facilities for young people (31.1%); Improved pedestrian/cyclist connections between open spaces (27%); New/upgraded cycle and walking paths (26.6%); Improved facilities at the beach and foreshore areas (24.4%) and New upgraded playgrounds (18.7%).

Sport and Recreation Club Survey

- Membership numbers reported by clubs show that the following age/gender categories are steady or growing: Junior female, Senior female, and Junior male while there is a slight decrease reported in senior male membership

CAR17/028 DRAFT RECREATION AND OPEN SPACE STRATEGY

E15.9342

- 66.7% of clubs expect membership growth over the next three years
- 38% of clubs have a Club / Business Development Plan while a further 33% intend to develop one in the coming 12 months
- 52.4% of clubs have a Risk Management Plan while a further 14.3% intend to develop one in the next 12 months
- 95% of clubs operate at a Council managed venue
- The top four priorities for facilities improvement reported by clubs were: Change rooms, clubhouse, toilets (76%), Spectator facilities (48%), Field upgrades (29%) and Playing field lighting upgrades (19%).

In the process of reviewing the first drafts provided by ROSS Planning P/L, Council wrote to 92 community and sporting groups in June 2017 to identify any significant changes to the data collected in 2016.

As a result of this process we have collaborated with the community, seeking advice, ideas, and recommendations from key stakeholder groups including the Moruya Showground Management Committee (Section 355 Committee), Broulee-Moruya Giants AFL Club, Moruya Football Club, Long Beach Community Association and Maloneys Beach Residents Association.

We will further consult with the community by seeking feedback through a 28 day Public Exhibition period. Copies will be available for viewing on Council's website, at the Batemans Bay, Moruya and Narooma libraries and Moruya customer service centre.

If approved for exhibition the draft Strategy will be made available on Council's website. In addition to making the whole document available online, each of the 12 planning areas will be separated out so that community members can select and download the specific area/s that interest them.

CONCLUSION

The draft Recreation and Open Space Strategy 2017 is presented for the purpose of public exhibition for 28 days.

The objectives of the strategy are to optimise the use of our existing recreation assets and to plan for and meet identified current and future recreation demands, in collaboration with the community.

We aim to continue providing safe, accessible and appropriate recreation and sporting facilities, supporting healthy lifestyles, wellbeing and our local sporting and recreational organisations.

DR17/006 2017 NSW LOCAL ROADS CONGRESS

E04.8291

Responsible Officer: Phil Constable - Clr

Attachments: 1. Local Roads Congress 2017 Communique
2. Local Roads Congress 2017 Notes
3. Local Roads Congress 2017 Presentaton

Focus Area: Productive Communities

Delivery Program Link: P3.1 Undertake advocacy activities to further the development of transport infrastructure and support future growth

Operational Plan Link: P3.1.1 Advocate for improved infrastructure and increased levels of funding

EXECUTIVE SUMMARY

To provide Council with an overview of the 2017 NSW Local Roads Congress and recommend that Council promotes the outcomes from the Communique.

This is a Delegate Report from Councillors Lindsay Brown and Phil Constable.

RECOMMENDATION

THAT:

1. The Delegate Report on the 2017 NSW Local Roads Congress be received and noted.
2. Eurobodalla Shire Council formally endorse the Congress Communique.
3. Council write to the following members highlighting the issues raised at the 2016 NSW Local Roads Congress and seeking their support:
 - a. The Hon Andrew Constance MP, Minister for Transport and Infrastructure and Member for Bega
 - b. The Hon Melinda Pavey MP, Minister for Roads, Maritime and Freight
 - c. The Hon Gladys Berejiklian MP, Premier of NSW
 - d. The Hon John Barilaro MP, Deputy Premier
 - e. The Hon Gabrielle Upton MP, Minister for LG
 - f. The Hon Ann Sudmalis MP, Member for Gilmore
 - g. The Hon Mike Kelly MP, Member for Eden-Monaro
 - h. The Hon Darren Chester MP, Minister for Infrastructure and Transport
 - i. The Hon Fiona Nash MP, Minister for Regional Development.
4. The key findings of the 2017 NSW Local Roads Congress be referred to the next South East Australian Transport Strategy Inc meeting.

DR17/006 2017 NSW LOCAL ROADS CONGRESS

E04.8291

BACKGROUND

The NSW Roads & Transport Directorate, a partnership between the Institute of Public Works Engineering Australia (IPWEA) and Local Government NSW, held the 2017 NSW Local Roads Congress in Parliament House, Sydney on 5 June 2017. The theme of the Congress was 'Making Our Roads Work'.

The Hon John Sidoti MP, Parliamentary Secretary to Cabinet hosted the Congress.

Councillors Lindsay Brown and Phil Constable represented Council at the Congress.

Councillor Lindsay Brown also attended on behalf of the LGNSW Board. Council's Director of Infrastructure Services, Warren Sharpe OAM is the current President of IPWEA NSW and also attended. Both sit on the NSW Roads & Transport Directorate Executive Management Committee.

CONSIDERATIONS

The NSW Roads Congress provides a forum for Mayors, Councillors, Administrators, General Managers and senior Engineering staff to liaise with Ministers and senior NSW Government staff to discuss issues in the Roads and Transport portfolio. It is a once a year opportunity to meet together under a Local Government banner to debate solutions and advocate for additional road funding, as well as hearing the latest developments and issues in roads and transport.

Warren Sharpe OAM, on behalf of IPWEA (NSW) welcomed the delegates to the Congress, followed by Cr Keith Rhoades, President of Local Government NSW, with the opening address.

The keynote address to the congress was delivered by Kevin Anderson MP, Parliamentary Secretary for Regional Roads, Maritime and Transport, on behalf of the Hon Melinda Pavey, MP. Mr Anderson's presentation focused on the importance of road safety, particularly in regional areas, and the crucial role of the regional freight transport network to the NSW economy. He stressed the importance of the positive collaboration between Councils, IPWEA NSW and NSW Government agencies such as Transport for NSW in capitalising on transport investment via funding streams such as the Fixing Country Roads Program, Fixing Country Rail Program, Bridges for the Bush Program, regional road block grants and regional road repair programs.

The [Congress Program](#) consisted of the following topics and speakers:

Local Roads:

- Clare Gardner-Barnes, Deputy Secretary, Freight, Strategy and Planning, Transport for NSW
- Warren Sharpe OAM, President IPWEA (NSW) – *Infrastructure and Transport Requirements Throughout NSW*
- Jenny Davis, Executive Officer, Infrastructure NSW – *Infrastructure Renewal for Local Roads*
- Mr Jim Sidoti MP, Parliamentary Secretary to Cabinet.

Panel discussion on Management of Risk, conducted by:

DR17/006 2017 NSW LOCAL ROADS CONGRESS

E04.8291

Lindsay Brown (Councillor, ESC); David Ginpil (Workplace Risk Services & Chief Risk Officer, StateCover Mutual); Joe Powell (WHS Consultant, StateCover Mutual); Julie Garland McLellan (Professional Non-Executive Director, Australian Institute of Company Directors); Grant Gleeson (Director Legal, Office of Local Government); Chief Inspector Phillip Brooks (Stakeholder Manager, NSW Traffic & Highway Patrol Command); and Ben Maguire (CEO Australian Trucking Association, Trucksafe).

Roads and Transport:

- Roy Wakelin-King (Executive Director, Regional Freight, RMS)
- Mick Savage (Manager, Roads & Transport Directorate).

The Congress Dinner guest speaker was Don Murray, Executive Officer for the Review of Regional Infrastructure.

A summary of key points made by speakers at the Congress is attached to this report. The presentation made by Warren Sharpe OAM to the Congress is also attached.

A key outcome of the Congress is the production of the Congress Communique. This Communique represents a summary of the collective views of local government and guides the advocacy activities of the NSW Roads & Transport Directorate and LGNSW over the coming year. A copy of the Congress Communique is attached.

New South Wales delegates will put forward elements of the NSW Communique at the National Local Roads and Transport Congress in Albany, Western Australia, in November this year. Mr Kym Foster Director Transport Policy Australian Local Government Association attended the Congress and has provided positive comment back on the outstanding Congress held by NSW and the excellent advocacy work being undertaken. Mr Foster also commented positively about the unique approach being taken to address road safety and social equity across NSW.

These outcomes will also be discussed with the South East Australian Transport Strategy Inc at their next meeting to be hosted by Wellington Shire Council, Victoria, on 17-18 August 2017. Discussion have already been held with the Executive Officer of SEATS John Duscher and the Communique forward to seek the support of SEATS to advocate on behalf of Council.

Asset

The NSW Roads Congress is a key advocacy forum aimed at developing a united position for improving the funding model to Councils from the NSW and Australian Governments. This is informed by the collaborative partnership and evidence based work undertaken by the NSW Roads & Transport Directorate.

Local government acknowledges the key role that capital funding programs provide in assisting to address issues of social equity, road safety, and driving the economy, noting the particular importance of providing support to regional communities.

Eurobodalla has benefitted from the following Government funding programs:

NSW Government

- Rebuilding NSW
- Regional Road Block Grant and REPAIR Programmes

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E04.8291

- Fixing Country Roads
- Active Transport Program

Australian Government

- Bridges Renewal Programme
- Heavy Vehicle Safety and Productivity Programme
- Black Spot Programme
- Roads to Recovery Program
- Financial Assistance Grants.

This funding is vital to sustain and upgrade transport infrastructure within Eurobodalla (and across NSW), assist in maintaining the existing infrastructure network, to improve transport and traffic efficiency, and to improve safety outcomes on regional roads.

Social Impact

The chronic under-funding of basic road resurfacing and renewal works is contributing to worsening road safety outcomes as evidenced by the increasing road toll on local and regional roads. The Congress notes with concern:

- the increasing proportion of fatal and injury crashes occurring in regional NSW, now representing 67% of fatalities
- the increasing proportion and number of fatal and injury crashes occurring on Council roads, now representing over 45% of crashes
- the high percentage of pedestrian fatalities, now representing 18% of all road related deaths in NSW.

Information collected by IPWEA (NSW) indicates that only a few councils have adopted a formal Road Safety Plan as part of their suite of strategic planning tools. This must be addressed to ensure that Councils are considering the road safety implications of all the activities they undertake.

The NSW Local Government Road Safety Officers program is a key part of addressing the road safety issue. The current three year funding program is creating uncertainty for Councils and making it difficult to retain qualified Road Safety Officers. The Congress called on the NSW Government to make a long term commitment to the NSW Local Government Road Safety Officer program.

The provision of appropriate supporting grant funding from the NSW and Australian Governments assists in developing regional economies, and improving the condition of transport infrastructure to open up routes to higher productivity freight links as well as improving road safety on regional and local roads.

Eurobodalla Shire Council was recognised by speakers as one of a limited number of Councils who has a formal Road Safety Plan (now under review). Our Council has also built in-house capacity with qualified Road Safety Auditors and Road Safety Officer on staff.

DR17/006 2017 NSW LOCAL ROADS CONGRESS

E04.8291

Eurobodalla Shire Council is also recognised as a leader in training Operational and Engineering expertise through its traineeships and cadetship programs, allowing our young people to develop a career in Local Government and to provide highly skilled personnel to deliver services to our community both now and into the future.

Community Engagement

LGNSW and IPWEA NSW have issued appropriate press releases to help increase awareness in the broader community of the challenges facing local Councils across NSW. This resulted in representatives of IPWEA NSW and the NSW Roads & Transport Directorate being interviewed on a range of issues both Channel 7 New, 2GB Sydney, ABC Central West as well as local media.

It is noted that the Congress Communique includes calls on the NSW Government to implement a new extra "Active Walking Funding Program" across NSW. If implemented by the NSW Government, this initiative would assist Council deliver the footpaths and pedestrian facilities components of the recently adopted pathways strategy, noting that the current and very good Active Transport Program is directed toward shared pathways.

Economic Development Employment Potential

The advocacy work undertaken for local and regional roads seeks to align with the NSW and Australian Governments' strategic direction in driving economic development and employment through improved transport efficiency and safety.

The injection of government grants into regional economies via Councils also has a positive impact on employment during the planning and construction phases of projects.

The outcomes of the NSW Roads Congress are reflected in Council's Infrastructure Advocacy document and submission to the NSW Transport Plan.

Financial

Grants obtained through the various programs flowing from advocacy activities assists Council to fund services to the local community, improve economic efficiency, and decrease the financial burden on communities resulting from road trauma.

CONCLUSION

The issues identified at the NSW Local Roads Congress are applicable to all Councils across NSW including Eurobodalla Shire Council.

Council should formally support the outcomes as outlined in the Congress Communique and lobby government to address the issues identified for the benefit of our own local community and the NSW and Australian economy. A copy of the Congress Communique was attached to Council's submission to the proposed new NSW Transport Plan.

NSW LOCAL ROADS CONGRESS
Making Our Roads Work
5 June 2017
Congress Communiqué

The NSW Roads & Transport Directorate, a partnership between Local Government NSW and the Institute of Public Works Engineering Australasia (IPWEA), in holding the 2017 NSW Local Roads Congress resolved to announce the following communiqué.

The Congress recognizes the contribution of other levels of Government in providing ongoing financial assistance for the management of local roads and infrastructure, particularly in regional areas through:

NSW Government

- Rebuilding NSW
- Fixing Country Roads
- Fixing Country Rail
- Fixing Country Truck Washes

Australian Government

- Bridges Renewal Programme
- Heavy Vehicle Safety and Productivity Programme
- Black Spot Programme
- Roads to Recovery Program

While the funding of the Roads to Recovery Programme has been maintained with \$4.4 billion from 2013–14 to 2020–21 for the construction, repair and upgrade of local roads; it is critical to the management of council roads there is a need for this funding to become permanent and for the quantum to be increased to support regional freight connections and to provide efficient links between areas of production and national and international ports and markets.

Local Government acknowledges the key role that these funding programs provide in assisting to address social equity, road safety and enhancing the economy well-being, and note the high value these programs bring to regional communities. These capital funding programs are vital to the advancement of productivity improvements by addressing the 'first mile' issues on local and regional roads, and opening up access to higher productivity freight vehicles.

The chronic under-funding of basic road resurfacing and renewal works is contributing to worsening road safety outcomes as evidenced by the increasing road toll on local and regional roads. The Congress notes with concern the increasing proportion of fatal and injury accidents on local and regional roads with almost two thirds of fatal accidents now occurring on roads under the care of NSW Councils.

Information collected by IPWEA (NSW) indicates that there very few councils have adopted a Strategic Road Safety Plan as part of their suite of strategic planning tools. This must be addressed to ensure that councils are considering the road safety implications of all the activities they undertake.

It is noted that there is some uncertainty in the basis for funding of the NSW Local Government Road Safety Officers programme. The Congress calls on the State Government to confirm that funding for the NSW Local Government Road Safety Programme is on a three year rolling programme basis and that this advice be formally confirmed for councils.

The Congress fully supports Australian Local Government Association's (ALGA) call for:

- A *Local Government - Higher Productivity Investment Plan* of \$200m per year over 5 years be provided by the Federal Government to facilitate increased freight access on local roads by addressing current barriers to effective implementation of the Heavy Vehicle National Law
- A *Local Government Community Infrastructure Program* of \$300m per year over 4 years to help achieve important social and regional policy outcomes, including attraction and retention of skilled workers, preventative health, social cohesion and tolerance, stronger social capital and community resilience and better access to broad-based education, learning and employment.

The Congress fully supports The Local Government NSW (LGNSW) *Submission on the NSW Budget for 2017/18* publication in relation to road and transport infrastructure issues, principally the focus on: *"investment in local infrastructure - roads in particular – as the logical, crucial "last mile" of its infrastructure strategy and a key part of the NSW Government's urban and regional planning agenda, driven by population growth, demand for housing and the need for liveable communities"*.

To further the outcomes of this Congress, the Congress calls on Governments to take the following measures:

NSW Local Government

The Congress calls on Local Government in NSW to:

1. progress the Congress Communiqué by writing to the relevant Ministers and their local NSW and Australian Government MPs seeking their support for the Congress outcomes
2. continue to improve asset management performance by:
 - a. continuing to work with the Office of Local Government to complete the framework to provide transparency and consistency of infrastructure measures within the Integrated Planning & Reporting framework
 - b. building capacity within the Local Government industry by supporting ongoing training and knowledge sharing, including within regional groups
 - c. taking responsibility for developing skilled professionals for tomorrow through cadetships and experiential development programmes
3. actively support the pursuit of innovation and use of improved techniques to better meet our community's needs.

NSW Government

The Congress calls on the NSW Government to:

1. work with the LG sector to develop improved infrastructure reporting including 10 year forward infrastructure schedules based on condition, functionality and capacity requirements needed to service the community, now and in longer term
2. develop a sustainable infrastructure funding framework and model utilizing the Integrated Planning and Reporting Framework as the basis gathering an aggregated funding picture for NSW Councils
3. redistribute Federal Assistance Grants to regional NSW to address social equity and reduce the infrastructure renewal funding gap

4. develop a more meaningful rating system for Councils as an incentive to meeting population density targets, and ensuring Councils are financially sustainable
5. continue to provide resources to Local Government for the management and upgrade of transport infrastructure, particularly to address the declining condition of bridges, open up opportunities for higher productivity vehicles and address all forms of transport including walking and cycling
6. implement a programme through the Department of Planning to develop strategies to determine and mitigate the cumulative impact of State Significant Development, e.g. mining, on communities and transport infrastructure beyond the immediate development area
7. initiate consultation with Local Government to develop a Freight Strategy to increase productivity through targeted investment
8. increase the Regional Road Block Grant funding to address the \$89 million per year funding gap on regional roads.
9. commit to ongoing council involvement in existing RMCC arrangements on the state road network.
10. Support for councils to work with local businesses and communities to implement local and regional Climate Change Plans - particularly in relation to infrastructure.
11. Support councils financially in developing and implementing strategic road safety plans as part of the implementation of the NSW Road Safety Plan 2021
12. Increase financial support for Weight of Loads groups for better road asset management and road safety.
13. to improve reporting and sharing of data with Local Government for emergency situations (road closures etc.)

NSW & Australian Governments

The Congress calls on the NSW and Australian Governments to:

1. work with Councils to develop improved integrated regional transport plans
2. continue the funding to Local Government under grant programmes such as *Fixing Country Roads* and the *Bridges Renewal Programme*
3. build upon the Fixing Country Rail Programme to target the reduction of freight loads on local and regional roads, including resolving institutional impediments for access to existing rail
4. ALGA work with COAG, informed by State LG peak bodies and IPWEA, to develop a new National Infrastructure Partnership for the three tiers of Government for smarter long term investment planning in transport and community infrastructure.
5. Review the National Disaster relief payments scheme to
 - Establish turnaround times by Government for approvals of works to mitigate the risk of managing damaged road networks
 - Allow Councils to determine the most efficient and effective method of delivery of works, either by day labour or contract
 - Allow Local Government to utilize the funding for betterment of affected assets, to reduce future potential damage, risk and inconvenience to our communities

Australian Government

The Congress calls on the Australian Government to:

1. review the distribution of Federal Assistance Grants, having regard to social equity for local councils having low populations
2. increase the level of Roads to Recovery funding to \$400m per year from the commencement of the 2019-20 financial year.
3. progressively increase funding to Local Government tied to a percentage of the GST equivalent to 1% of National GDP
4. Permanent doubling of Roads to Recovery (to at least \$700 million per annum)

Australian Local Government Association

The NSW Congress seeks the support of ALGA to deliver the NSW Roads Congress outcomes.

Further enquiries:

Warren Sharpe OAM, President IPWEA (NSW) - 0409 398358

Garry Hemsworth, Director IPWEA (NSW) - 0408 769000

Mick Savage, Manager Roads & Transport Directorate - 0418 808085

Notes

NSW Local Roads Congress 2017 - Making our Roads Work

Introduction

Rob Calton MC

The Keynote address to the Congress was delivered by Mr Kevin Anderson MP, Parliamentary Secretary for Regional Roads, Maritime and Transport on behalf of the Hon Melinda Pavey MP. Other speakers included Mr John Sidoti MP, Parliamentary Secretary to Cabinet, Clare Gardiner-Barnes, Deputy Secretary, Freight, Strategy and Planning, Transport for NSW, Cr Keith Rhoades AFSM, President of Local Government NSW, Jenny Davis, Executive Officer, Infrastructure NSW and Roy Wakelin-King, Executive Director - Regional Freight, Roads and Maritime Services. The guest speaker at the congress dinner was Don Murray, Executive Officer for the Review of Regional Infrastructure.

Welcome & introduction of Keith Rhoades

Warren Sharpe OAM IPWEA NSW President

Clr Keith Rhoades - President LGNSW

Thank you's to members of parliament, IPWEA NSW & those attending

Importance of relationships to get things done

- funding
- road safety
- NHVR

Relationships - RTD

- acknowledge IPWEA NSW
- technical input

Roads

- key for communities

All roads lead to - funding - constant challenge

- \$1.1B/year - rates, grants, FAGS, R2R, regional roads
- competing demands roads & bridges
- welcome FAGS - end freeze & untied - hooray - critical to those Ccl
- FAGS freeze - \$300m plus erosion of 13% impact going forward
- rate pegging plus freeze hurting \$600m per year
- foreshadowed extension to 2021
- extra \$50m from 2019/20
- black spot funding increased from 2020/21
- initial impact from original Roads Congress 2002 - thank you
- \$8.4B inland rail project - shifting freight road to rail - awaiting more detail
- heavy vehicles - seeking better outcomes, manage access on local road networks - complicated
- NHVR systems - strong relationships - LGNSW forums across NSW - shared challenges and solutions
- acknowledge NSW regional roads, fixing bridges, fixing country roads
- LGNSW - regional roads & bridges particularly in regional areas
- road safety - much has been done - upward trend is disturbing -)65% on regional roads
- NSW Govt Road Safety Plan 2021
- road safety officer program, safer roads

- great pleasure to open Congress & thank IPWEA NSW - last year as President

Rob Calton

- look at draft Congress Communique
- we are here to get your views - common story for all to actively advocate
- we need your input

Kevin Anderson MP - Parliamentary Secretary - Member for Tamworth - on behalf of Melinda Pavay MP

- background Navy and journalism
- production, sound & light
- road safety, funding
- focus on regional NSW, lot happening in Sydney
- freight limitations, connectivity and road safety
- \$17.2B in next period
- \$9.4b - 60 regional projects - people & freight
- partnering with Ccl in
- IPWEA NSW - capacity building, assessment process 'Fixing Country Roads', T4NSW technical panels
- \$5m road safety program - 70 RSOs - workshops for older users, anti-speeding campaigns
- RMS - RMCC - collaboration in delivering projects
- CFRS - review of accidents in 2012 on Kings Hwy - 4 year program of works - QPC & Eurobodalla Ccls - dozen projects - major civil construction projects now complete with River Forest Roads
- regional roads - financial assistance recognising - regional road block grants plus regional road repair programs - autonomy to spend as per Ccl \$150m & \$37m for these programs this year
- Fixing Country Roads Program - targeted program to improve efficient transport programs - 138 projects - \$240m - bridges and roads - big benefits to businesses - average BCR 2.5 & 4.9 of first two programs - real difference
- IPWEA NSW - strong involvement assisting to assess programs
- KA clocking up 65,000 km of travel - he gets it
- upgrades 60 truck wash upgrades - bio security - weeds and disease protections
- Fixing Country Roads - remove constraints - designed to complement road transport improvements
- Moree - grain back on rail
- Tamworth - freight rail intermodal - help build centre partnering with private sector, others across NSW
- \$400m fixing country rail program - projects starting this year
- Bridges for the Bush - enhance freight productivity - remove bottlenecks particularly timber bridges \$240m working with Aust govt - 17 locations across NSW on State, regionals and local roads
- exciting for communities to see these changes
- what's next
- review of the NSW Transport Plan - 20-40 year plan - T4NSW going around state - survey on-line - key message - one size does not fit all - draft strategy late 2017 out for further comment - freight to triple 2056 - innovation required - safe reliable transport options
- movement of freight on rail will be essential going fwd - access pathways
- clearing the backlog from years gone by - opening up the network
- partnering with Ccls and IPWEA NSW
- work across Ccl borders
- offer help in writing the grant application for these programs - we work together
- upping the anti on community engagement

Clare Gardiner-Barnes Deputy Secretary - Freight, Strategy & Planning T4NSW

- role includes safety - roads, rail, light rail, buses
- planning for future transport across NSW
- new transport for NSW plan
- consultations in regional NSW
- updating freights and ports strategy, and NSW road strategy
- customer is the centre of everything we do Tony Braxton-Smith - decisions passed through that customer lens
- plan for key investments
- 30% reduction in deaths across NSW - target - clear and practical plan - holding forums
- on-line survey available - Q & A - now is the opportunity to have a say
- unless we partner together we are really not going to nail this - you need to be able to influence investment in the future
- 384 people died last year - 12,000 serious injured - sobering reminder of lost families
- road trauma \$7.6B each year
- lost capacity of people within our community
- we all have a role to play
- reduction 30% by 2021
- reversing trend - road toll increasing
- country roads in regional roads - five times more likely to die
- 254 on country roads died
- crash figures for local roads are very alarming - 45 percent on local roads (only 20 percent of travel)
- evidence based approach
- Ccl 168,000 km of roads
- Safer Roads Programs - speed camera funding - route safety reviews, cycling, motor bikes - comprehensive programs
- infrastructure can only do so much - vehicles, education - behavioural issues
- get on with the real business
- announce today IPWEA NSW \$380,000 road safety auditor training
- assessing what can be done - capacity for safety audits
- 17 Ccls of road safety auditors on staff
- safety audit across Ccls
- T4NSW & RMS - looking forward to making this change

Warren Sharpe OAM, President IPWEA NSW

See presentation

Jenny Davis, Executive Officer, Infrastructure NSW

- record buckets of money - see presentation
- INSW - expert advice, projects NSW, project assurance, restart NSW
- input from local areas is incredibly important - know more now, seeking to know more about local assets
- build for growth
- on-line surveys and forums such as those mentioned by Clare, and for Restart NSW
- \$25B so far - brings forward and delivers investment that otherwise could not be delivered
- Fixing Country Roads Program - \$93m - round three (\$100m) opened last week - freight focus on local roads
- Ken Gillespie has been out and about talking to Ccls
- one third of Restart goes to regional NSW
- interested in feedback on programs and processes
- often LG, NSW & Aust Govts working together

- Corridor Strategy for each highway corridor - funds follow on from corridor strategies
- cost benefit analysis assessment by Infrastructure NSW - very important we can show outcomes from investment - Fixing Country Roads tools are very good
- increases confidence
- 8 times the projects more than the funding available
- Regional Assessment Panel to help determine priorities
- local roads - \$777m - see web for where they are spent - 312 projects
- local roads - insights from Restart program
 - good practice and innovation
 - local placemaking - service levels in consultation with the community
 - funding security - medium term program management
 - upskilling
- IPWEA NSW leading in sharing innovation and best practise
- common hierarchy vital with clarity on the role each phase of infrastructure
- investment in meeting the needs of community
- 10 year program of works in Councils - INSW looking for LG to get today
- upskilling - at all levels - we must take the opportunity now to get diversity and young people - community of practise is critical - must have cadets and traineeships going forward
- Michael Johnston MP - strategy BCR c.f. Project BCR - has trialled one success, one not so good. Getting a total picture to avoid one bottleneck that constrains the route
- from floor - road built today, not for tomorrow - building two lanes vs building four lanes (eg Wollondilly) - Jenny Davis - LG needs to work with NSW Govt to preserve corridors, also need Ccls to work together eg for all services (locate them to allow for the future)
- Liverpool - primed to grow by 40,000 dwellings - \$1.75b infrastructure cost to service that development - airport development coming, no corridors created by NSW Govt - lack of planning - a change in strategy to plan better - Jenny Davis - does need solid 20 year plan with LG & NSW Govt working together

John Sidoti MP Parliamentary Secretary to Cabinet (previous PS to roads, transport, planning, etc)

- Greg Aplin and Michael Johnston fellow MPs
- Ministers really striving to work together to make things work
- LG - one size fits all is not the way for LG in NSW
- regional NSW fair share arguments is a focus of Cabinet
- taking Cabinet meetings to every part of NSW - opportunity to contribute and to inform Ministers - next visit to Singleton
- focus of media - often not about the greater good - eg acquisition of land for corridors - needed to cause positive change
- sell achievements
- IPWEA NSW - thanks to Warren on his advocacy in the infrastructure space for LG - better recognition of engineers and cadetships is also recognised as essential
- backlog - it does exist - need to move past difference of views to working together
- sensitive projects - eg West Connex - challenging to bring community along
- working together key, different solutions for each area
- talking to local people can inform you of near misses and vital information to aid in road safety
- transforming transport sector and major works making NSW work better
- investment support increasing population \$38b roads, freight and water
- playing catch-up and planning for the future
- thinking well beyond our term - eg West Connex - 10 years to deliver 33km
- changing volumes due to growth - congestion, accidents - big and small projects
- respect for LG - Ccls have to run the agenda

- relationships between Ccls and staff critical to deliver Ccls visions
- deliver infrastructure - that's what the community wants
- pathways, demographic shift with increased density - changing to meet the need - links to public transport - issues change within close suburbs
- anti-progress - can't do this anymore - we have to accept change, higher density - plan for it and share in success, work with public and private - Govt is listening
- \$63m bridge fully funded by private sector within his electorate attached to development outcomes
- do it for the better - you won't get brownie points - there's a cost of not progressing - make the tough decisions
- North Connex - \$3b
- across city consultation is underway - construction is underway
- gateway \$500m in total for work plus pinch points program
- economic benefits of Badgeries Creek and western Sydney growth areas
- various other Sydney projects to provide for growth eg NW Sydney
- program for local roads around new airport - allocated > \$30m to Ccls - round two coming - another 11 projects funded starting now
- knowledge within the room - Govt listening - next few years critical

Panel Session - Management of Risk

Clr Lindsay Brown (Eurobodalla), David Ginpil WHS Chief Risk Officer Statewide Mutual, Joe Powel WHS Consultant Statecover Mutual, Julie Garland McLellan Professional Non-Executive AICD, Grant Gleeson Director Legal OLG, Chief Inspector Phillip Brooks Stakeholder Manager NSW Traffic & Highway Patrol Command, Ben Maguire - CEO Australian Trucking Association, Trucksafe

Clr LB

- Council sets strategic direction working with the community
- risk management key rather than key mitigation
- need to make decisions on robust and best practise methodology
- take specialist advice on board
- need to train staff so they can act in the best interest of their staff & community
- best interest of their community - stay away from the squeaky wheel - thinks whole of community when making decisions

Joe Powel

- contact with workers on foot, plant rollovers, excavations, hit powerlines or underground services
- Project management skills, lack of planning of projects, over-reliance of lower level mitigation measures rather than higher level protection measures, communication
- culture of get on with the job - good culture of getting job done is good but without proper planning and risk management is poor
- over-reliance of witches hats and red vests
- collisions on plant/vehicles - often low but signals high risks
- gas-line - DB4UD plans
- bridge work - lot of Ccls choosing timber for timber - if affordable
- excavation - people applying non-specific SWMS eg not accounting for sand on coast
- excavators - people within swing of excavator not good
- site specific risk assessment should be used

David Ginpil

- key risks for Ccls
 - legislation risk - WHS Act - penalties as high as \$3m for Ccl and \$600k for individuals + gaol terms for officer - criminal charges
 - financial risk - eg fines, worker compensation premiums costs up to \$1m
 - reputational risk - can change over night - swift and severe eg Volkswagen caught fixed the diesel emission test results, long time to recover

Need for planning

- many more options if clear planning is in place before you get to site
- allows use of higher level of controls
- allows consideration of the whole of life analysis of bridges
- audits done? Comparison with other Ccls
- learning from our mistakes eg pulling down powerlines

Julie Garland McLelland

- risk of the risks that aren't on the register
- see it too late - knock out blow
- three key examples
 - too short term planning
 - risk of running out of Engineers
 - risk of running out of money
- Ccl CSP - 100 year vision - incremental plans can take you off the path - what does this look like when drones, flexible future plans - prepare for them - deluge of projects & skills shortage - building based of the current paradigm
- ports with automated vehicles - self driving car - what will it do?
- first self driving trucks cumbersome -
- young engineers - are Ccls acting now
- running out of money - supported by fuel excise - electric cars - where will funding come from

Grant Gleeson OLG

- tools available, are they being used
- Ccls have to make choices waiting for money
- ideal world, desired world
- doing nothing or bugger all can sometimes can be the best protection
- courts are enforcing the provisions of the Act - section 42 & 43a
- Ccls have it make choices - immunity given to Ccls in the choices are made
- evidence based decisions
- Civil choices - decisions
- decisions need to be taken at a higher level
- need to manage risks using every available tools

Chief Inspector Phillip Brooks

- greatest risk - fatalities on roads - 122 on regional roads, 37 people within city limits
- major impacts including on
 - 5.9m drivers, 6.3m vehicles on 740,000 L & P
 - 120,000 motor bikes
 - pedestrian challenge significant as is cyclist challenge
 - 1350 Highway Patrol Officer, 550 cars, 120 bikes
 - 1 in 350 alcohol, 1 in ten for drugs (one in three in some areas)
 - nose to tail crashes cause added congestion in city
 - 46 billion kilometres travel

- road design - enforcement bays with protection so Police can do enforcement
- motor cycle riders - some caught more than 200km/hr on Old Pacific Highways
- roads - skid and drainage
- mobile phones - distraction
- growing cycling
- Road Safety Officer value

Ben Maguire ATA

- member of RDA Southern Inland
- crash data, think about freight task doubling, autonomous vehicles yet,
- levels of risk still yet to peak
- TruckSafe - great risk mitigation tool to truck operators, retailers, livestock scheme, maintenance, drivers, managing speed, training, etc - just doing livestock including animal welfare
- TruckSafe a way to manage risk for Ccl fleets
- benchmark audited and assessed of all trucks and drivers
- NHVR - growth truck and dogs - lots of poor units out there - need auditing

Roy Wakelin-King Executive Director - Regional Freight, Roads and Maritime Services

- been with RMS one month, not an engineer, lives in Illawarra
- previous Chief Exec - NSW Taxi Ccl when Uber came along , etc background in Army Somalia
- comes from a road organisation - customer facing division - focussed on the needs of customers
- effective robust capable road network, focused on the customers' needs
- philosophy for engagement with LG
- regional NSW plus freight across NSW for RMS
- local roads critical business, economic activities, social outcomes - vital we get it right
- local of roads is the domain of Councils - we need to look at the network from the customers' perspective
- customer doesn't care who owns the road - just looking for a good experience as a road user
- recognise not a bottomless pit of money, but want it fixes in timely manner well
- built and maintained within the resources are limited - asset maintenance and investment
- cultural aspect of the relationships on collaboration - regional office all should be out engaging with Ccls to ensure needs of the communities are addressed
- the manner of engagement is key
- RMS customers include Local Government
- reports direct to Ken RMS CEO
- NHVR
 - looking to get to the farm gate - observation Ccls in an uncertain space
 - asking RMS freight team to work carefully with LG - to ensure access but not destruction of LG assets on first mile
 - asked team to engage - wants to make a positive difference
- investment by NSW Govt - it is a once in a generation opportunity for infrastructure
- working closely with Ken Gillespie & Don Murray - looking to strengthen relationships with LG
- need to build roads for the future including autonomous vehicles, our children may need to learn to drive, but probably not our grand children
- how will this impact road planning - road resurfacing, resheeting still needed into future
- Ken Keith - have offered RMS seat at the table - works well - seek feedback from Ccls on RMCC

Mick Savage EO - NSW Roads & Transport Directorate

- IPWEA NSW - Inform, Connect, Lead, Represent

- NSW RTD - LGNSW & IPWEA NSW working together
- Regional Forums across NSW - 11 one day forums for IPWEA NSW members
- LG has lost some of the expertise needed in LG -> skills shortage
- quality systems - RMS QA system on testing found not to comply - LG needs QC systems - LG should consider this
- lots of resources freely available eg Austroads via membership of ALGA
- reports on various aspects such as safe systems implementations plus various items eg works tips
- also ARRB range of issues applicable to construction
- six courses being developed for areas of concern raised in regional areas eg flexible pavement design
- RTD prepared submissions to Staysafe Inquiry - Greg Alpin MP chairs that committee
- Infrastructure NSW Submission - LG Transport
- T4NSW - children's school buses
- NSW Local Roads Construction
- almost 90% of roads held by LG
- over 164000 km
- funding gap \$447m in NSW LG
- road asset benchmarking project - finalising specification to go through LGP for EOI
- existing reports on web-site
- Country Bridge Solutions - trial at Tenterfield - RMS has developed for bridge documentation - looking for training program for bridge engineers
- road safety - requires much more attention from LG
- road safety planning - building road safety into everything we do - this morning's announcement - upskill existing staff and build road safety into every thing we do
- use safe system approach
- accident numbers on local roads and % on local roads increasing
- truck, heavy rigid and bus accidents reducing or stable
- Road Safety is Everyone's Responsibility
- Advocacy on wide range of issues
- regional transport planning - Ccls and NSW Govt working together
- end to end use of our network
- challenges will be met by innovation
- techniques can be used now and into the future - not a one size fits all industry
- NVHR - actively engaging - three HV forums in NSW - at last recognition of balance between access and looking after assets - major turnaround
 - roll-out of their Access Connect project
- Austroads metadata project under development
- Road Asset Benchmarking Project
- other projects
- vote of thanks to speakers, Rob Calton, John Sidoti MP & thanks Carina Jakobsen

Congress Communiqué discussed and inputs received.

NSW Local Roads Congress 2017

Warren Sharpe OAM

IPWEA NSW

President



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Overview

- ▶ IPWEA NSW
- ▶ Local Government Reform
- ▶ Road Safety – a Reversing Trend
- ▶ Transport Network Management
- ▶ Federal Assistance Grants
- ▶ Skills shortage

IPWEA NSW

- ▶ Our mission is clear - to enhance the lives of NSW communities through excellence in public works and services
- ▶ We are registered charity with an elected Board
 - Representative of both city and regional Engineers and Public Works Officers
 - Representative of Councils, Government and private enterprises
 - Over 850 members in NSW with connections to 4,000 members across Australasia and over 18,000 subscribers worldwide

New South Wales



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IPWEA NSW

- ▶ Our goal is to influence outcomes and provide support to achieve our mission
- ▶ We inform, connect, represent and lead
- ▶ We highly value our partnerships with LGNSW especially in the NSW Roads & Transport Directorate
- ▶ We continue to build strong relationships with Government agencies including T4NSW, RMS, INSW, OLG, NSW Police, NSW Audit Office, TCorp, IPART, OEM, DPE and DPC

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Local Government Reform

- ▶ Amalgamation is not the answer to resolving the funding model dilemma facing NSW (and Australian) Councils, particularly in regional NSW
- ▶ Rate pegging set at 1.5% well below the expected roads construction cost increase of 2.7% (source: NSW Local Road Construction Cost Forecast 2016-2026 – Macromonitor) & award increase for wages minimum 2.3%
- ▶ Integrated planning and reporting, infrastructure reporting and audit are key – Engineers, Financial and Elected Councillors working together on solutions
- ▶ Our aim is to make IPR, infrastructure reporting and auditing relevant, working with OLG and other agency partners – *Fit for Purpose*



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Local Government Reform

▶ Achievements to date working with OLG

- Developed a road hierarchy for local roads in NSW
- Developed new definitions for infrastructure reporting – foundations for financial analysis and infrastructure management (Update 24 & 25)
- Trained over 370 Engineers and Finance people 2016
- New training in June/July 2017
- Agreement that the Infrastructure Backlog Ratio should be replaced with the Cost to Bring to Agreed Level of Service Ratio (Infrastructure below Agreed Intervention Level/Gross Replacement Cost)
- IPWEA manuals and guidelines
- NSW Asset Management Panel established & active



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Local Government Reform

- ▶ Where to now?
- ▶ Improve reporting against *Fit for Purpose* measures
- ▶ New ten year forward infrastructure schedules based on the funding needed:
 - maintenance & operation
 - capital works driven by asset condition, functionality and capacity
 - must have strong links to community outcomes such as social equity, safety and economic outcomes
- ▶ Identify the 10 year funding gap for all Councils using a consistent framework
- ▶ Train Local Government practitioners & Councillors
- ▶ **An aggregated infrastructure funding plan for NSW Local Government**

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Road Safety – a Reversing Trend

- Local Councils responsible for almost 90% of public roads in NSW

Type of road	Length of road (km)*	Proportion of total length (%)
Roads & Maritime Services		
Sealed	18,000	9.7
Unincorporated area	3,000	1.6
Total	21,000	11.3
Local Government		
Sealed	81,000	43.8
Unsealed	83,000	44.9
Total	164,000	88.7



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Road Safety – a Reversing Trend

- 2008-13 >100,000 people injured and 1,480 people killed on roads managed by regional NSW Councils, \$15B cost in accidents (source: NRMA 2015)
- Percentage and number of fatalities on local roads increasing

Year to	Total Deaths	% on Council Roads	No. on Council Roads (Calculated)
Dec-15	350	61	213
Dec-16	384	67	257

- NSW Police reporting fatal accidents due to poor skid resistance on local roads – under-funding of basic resurfacing and quality must be addressed
- About 18% of all fatal accidents involved pedestrians (36% of fatalities in metropolitan Sydney) - (CFRS 2015 statistics - calculated*)

Road Safety – a Reversing Trend

▶ Australian Government response

- Strong leadership and oversight by Minister for Infrastructure and Transport Hon Darren Chester MP and his team
- Seeking a coordinated approach across all States and Territories
- Review of Roads to Recovery expenditure -> Statement of Expectations -> local government to prioritise road safety for use of R2R funds
- Indexing of Federal Assistance Grants re-introduced from 2017-18
- Retention of the Black Spot funding
- A commitment to inland rail
- Unresolved issues in natural disaster funding arrangements
 - Use of day labour?
 - Faster approvals process?
 - Betterment?



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Road Safety – a Reversing Trend

- ▶ NSW Government response on local roads
 - Higher level of engagement with IPWEA NSW, LGNSW and Councils
 - Recognition of the role of councils in road safety (90% of road network)
 - Heightened awareness -> under-funding of basic renewal of local roads linked to poor road safety outcomes
 - NSW Government funding program to train road safety auditors in all Councils using IPWEA NSW -> outcome of 2016 Roads Congress
 - NSW Road Safety Plan review underway
 - Large infrastructure program available to Councils through the Fixing Country Roads, Freight, Active Transport and Black Spot programs

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Transport Network Management

- ▶ Our focus must shift to community/business outcomes - social equity, road safety and transport efficiency (and associated economic/employment benefits)
- ▶ Minimum service obligation now being discussed
- ▶ Capital funding decisions -> based on asset condition, functionality and capacity of the *whole* transport network
- ▶ Context -> ageing population, social and economic drivers, all modes of transport (including pedestrians, cyclists and vehicles, public transport, rail) & risk mitigation
- ▶ Technology and autonomous vehicles -> change is coming

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Transport Network Management

- ▶ Focus on the whole local transport network rather than individual projects
- ▶ Focus on ten year forward plans instead of just a one year budget or one Council term
- ▶ Implement strong risk management frameworks especially for maintenance management
- ▶ Focus on fully funding short lived asset renewal cycles to lower outstanding work, protect road pavements and improve road safety outcomes
- ▶ **Fully funding resurfacing sealed roads and gravel reshooting unsealed roads saves lives!!!**

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Transport Network Management

- ▶ Pursue grants and use loan funding prudently to fund major capital improvements and renewals (eg bridge work)
- ▶ Train existing staff in Road Safety Audit via IPWEA NSW
- ▶ Assess the performance and deficiencies across your transport network, including safety and capacity
- ▶ Develop & implement formal Road Safety Plans for local roads and pathways using the *safe systems approach*
 - Safer roads and roadsides
 - Safer people
 - Safer vehicles
 - Safer speeds



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Transport Network Management

- ▶ Think smart -> integrate works to maximise re-use of materials from one job to support others - enhance the overall network
- ▶ Incorporate a road safety reviews
- ▶ Ensure high standards of work by developers with road safety at the forefront
- ▶ Improve the quality of construction and maintenance – little things make a big difference (eg 6% crossfall on unsealed roads instead of 3%)
- ▶ Take deliberate action - do not ass-u-me

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Federal Assistance Grants

- ▶ FAGS grant in \$712m per year (2016-17) for NSW
- ▶ FAGS General Allocation \$508m, Roads Component \$204
- ▶ 28% of FAGS to metropolitan Sydney, Wollongong and Newcastle
- ▶ NSW Grants Commission has re-distributed limited funds from city to country
- ▶ Further re-distribution limited by Commonwealth based on population



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Federal Assistance Grants

- ▶ FAGS – Roads Component
- ▶ Average Sydney Council - \$2,817/km (Sydney City \$4,020/km)
- ▶ Average regional NSW Council - \$1,254 per km
- ▶ 17 regional Councils < \$1000 per km
- ▶ Recommend -> extra \$50m from city to regions on-going subject to:
 - Allocation to transport infrastructure
 - No reduction in transport funding by Councils from own source funding
 - Development of Council road safety plans by 30 June 2019



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Skills Shortage

- ▶ Impacting our ability to deliver outcomes now and in the future
- ▶ Common across Government and the private sector
- ▶ Shared problem -> shared responsibility -> shared action plan
- ▶ All Councils should play a role



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Skills Shortage

- ▶ Councils – what can we do?
 - employer of choice?
 - support recognition of Engineers
 - build capacity of our people



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Skills Shortage

▶ Young IPWEA

▶ Pocket Sally (<http://pocketsally.com/>)

- diversity

- cadetships in every Council is key



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Take Home Messages

- ▶ Transport network -> social equity, road safety, transport efficiency
- ▶ 10 year forward infrastructure schedules by 2020-21
- ▶ Road safety plans for all Councils by 30 June 2019
- ▶ FAGS – re-distribute \$50m to regional NSW – social equity & road safety
- ▶ Fully fund your road resurfacing programs & saves lives!
- ▶ People deliver services – shared action now - failure to invest is a self fulfilling prophecy – 10% target for cadets, trainees and apprentices

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<http://www.ipwea.org/newsouthwales/home>



16. 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 the Chairperson will invite members of the public to make verbal representations to the Council on whether the meeting should be closed to consider confidential matters.

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@eurocoast.nsw.gov.au	www.esc.nsw.gov.au
ICAC	8281 5999	icac@icac.nsw.gov.au	www.icac.nsw.gov.au
Local Government Department	4428 4100	dlg@dlg.nsw.gov.au	www.dlg.nsw.gov.au
NSW Ombudsman	8286 1000 Toll Free 1800 451 524	nswombo@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.

Acronym	Meaning	Description
ACR	Australian Capital Region	The political and strategic grouping of the ACT government and 17 adjacent councils.
AEP	Annual Exceedance Probability	For floods expressed as a % eg 1% = 1:100 year event. The NSW Flood Guidelines nominate types of development and controls.
AHD	Australian Height Datum	Floor levels for buildings set to remain at or above flood level (expressed as 'freeboard').
APZ	Asset Protection Zone	Area to be cleared and maintained around habitable buildings in bushfire prone areas.
AS	Australian Standard	Standards set by national body as minimum construction, service, system, planning or design requirements.

Acronym	Meaning	Description
BCA	Building Code of Australia	Prescribes minimum standards or performance base for building construction.
CAMP	Companion Animal Management Plan	Required by state law, plan nominating management of dogs and cats and areas for access for the exercise of dogs (eg beaches and reserves).
CC	Construction Certificate	Floor plans approved by council or private certifier in compliance with development conditions and BCA.
COPW	Condition of Public Works Report	Required by state law to define the condition of infrastructure assets, the cost to upgrade to defined standards, the current costs of maintenance and desired levels of maintenance.
CP	Cultural Plan	A cultural plan enables identification of cultural assets, identity and needs as well as providing a framework to develop cultural initiatives to increase opportunities for residents.
CSR	Complaint and Service Request	Requests received from public by phone, letter, email or Councillor to attend to certain works (eg pothole) or complain of certain service or offence (eg dogs barking).
DA	Development Application	Required by state law to assess suitability and impacts of a proposed development.
DAP	Disability Action Plan	Council plan outlining proposed works and services to upgrade facilities to progressively meet Disability Discrimination Act.
DCP	Development Control Plan	Local planning policy defining the characteristics sought in residential, commercial land.
DECCW	Department of Environment, Climate Change and Water (formerly EPA, NPWS, DEC)	State agencies (former Environment Protection and National Parks), DNR managing state lands and natural resources and regulating council activity or advising on development applications.
DWE	Department of Water and Energy	State agency managing funding and approvals for town and country water and sewer services and State energy requirements.
DoP	Department of Planning	State agency managing state lands and regulating council activity or advising on development applications or strategic planning.
DLG	Department of Local Government	State agency responsible for regulating local government.
DoL	Department of Lands	State agency managing state lands and advising on development applications or crown land management.
DoC	Department of Commerce	State agency (formerly Public Works) managing state public water, sewer and buildings infrastructure and advising/supervising on council infrastructure construction.

Acronym	Meaning	Description
DoH	Department of Health	State agency responsible for oversight of health care (community and hospital) programs. Also responsible for public warning of reportable health risks.
DOTAR	Department of Infrastructure, Transport and Regional Development and Local Government	Federal agency incorporating infrastructure, transport system, and assisting regions and local government.
EBP	Eurobodalla Bike Plan	Strategic Plan identifying priorities and localities for cycleways in the Shire.
EIS	Environmental Impact Statement	Required for designated and state developments researching and recommending solutions to social, economic and environmental impacts.
EMP	Estuary Management Plan	Community based plan, following scientific research of hydrology and hydraulics, recommending actions to preserve or enhance social, economic and environmental attributes of estuary
EMS	Environmental Management System	Plans prepared by council (such as waste management and strategic planning) around AS14000.
EOI	Expressions of Interest	Often called in advance of selecting tenders to ascertain capacity and cost of private sector performing tasks or projects on behalf of council.
EP&A	Environment Planning & Assessment Act	State law defining types of development on private and public lands, the assessment criteria and consent authorities.
ESC	Eurobodalla Shire Council	
ESD	Ecologically Sustainable Development	Global initiative recommending balance of social, economic and environmental values in accord with 7 ESD principles.
ESS	Eurobodalla Settlement Strategy	Council strategy prepared with assistance of government to identify best uses and re-uses of urban lands, the appropriate siting of private and public investment (eg institutions, employment areas or high density residential) based on current and planned infrastructure and land capacity.
ET	Equivalent Tenement	Basis of calculation of demand or impact of a single dwelling on water and sewer system.
FAG	Financial Assistance Grant	Federal general purpose grant direct to local government based on population and other 'disability' factors.

Acronym	Meaning	Description
FSR	Floor Space Ratio	A measure of bulk and scale, it is a calculation of the extent a building floor area takes up of an allotment.
GIS	Geographic Information System	Computer generated spatial mapping of land and attributes such as infrastructure, slope, zoning.
IPART	Independent Pricing & Regulatory Tribunal	State body that reviews statutory or government business regulatory frameworks and pricing levels.
IPWEA	Institute Public Works Engineers Australia	Professional association.
IWCMS	Integrated Water Cycle Management Strategy (or Plan)	Council plan identifying risk and social, economic and environmental benefit of proposed augmentation to water, sewer and stormwater systems.
IWMS	Integrated Waste Management (Minimisation) Strategy	Council plan identifying risk and social, economic and environmental benefit of proposed augmentation of waste (solids, effluent, contaminated, liquid trade waste).
LEP	Local Environment Plan	The statutory planning instrument defining the zones and objectives of urban and rural areas.
LGAct	Local Government Act	State law defining the role of Mayor, Councillors, staff, financing, approvals etc.
LGMA	Local Government Managers Australia	Professional association.
LGNSW	Local Government NSW	Representative advisory and advocacy group for councils in NSW.
MOU	Memorandum of Understanding	Agreement in principle between parties (eg council and agency) to achieve defined outcomes.
NPWS	National Parks & Wildlife Service	Now merged into DECCW.
NRM	Natural Resource Management	
NVC	Native Vegetation Act 2003	State law defining means of protection of threatened legislation and approval processes to clear land.
OC	Occupation Certificate	Issued by council or private certifier that building is safe to occupy and in compliance with development conditions and BCA.
OSMS	On site sewage management system	Includes septic tanks, aerated systems, biocycles etc.
PCA	Principal Certifying Authority	The person or organisation appointed by applicant to inspect and certify structures.

Acronym	Meaning	Description
PIA	Planning Institute of Australia	Professional association.
POEO	Protection of the Environment Operations Act	State law outlining standards for emissions and discharges and penalties for pollution.
PoM	Plan of Management (usually for community land)	Council plan nominating type of uses for community land and range of facilities progressively to be provided on land.
PPP	Public Private Partnerships	
PTS	Public Transport Strategy	Council strategy to initiate mechanisms to promote and facilitate public transport (bus, taxi, community transport, cycles) in design of subdivisions, developments and council works.
REF	Review of Environmental Factors	Council examination of risk and social, economic and environmental benefit of proposed works, assessed against state planning, environment and safety laws.
REP	Regional Environment Planning Policy	Outlines compulsory state planning objectives to be observed in development assessment and strategic planning.
RFS	Rural Fire Service	State agency responsible for providing equipment and training for volunteer firefighter brigades, and the assessment and approval of developments in bushfire prone lands.
RLF	Regional Leaders Forum	The group of mayors and general managers representing the councils in the ACR.
RMS	Roads & Maritime Service	State agency responsible for funding, construction and maintenance of state roads, the approval of council works on arterial roads and development applications.
S64	S64 Contributions Plan	Developer contributions plan to enable, with council and state funds, the augmentation of water, sewer and stormwater infrastructure.
S94 S94A	S94 Contributions Plan S94A Contributions Plan Levy Plan	Developer contributions to enable construction of public infrastructure and facilities such as roads, reserves, carparks, amenities etc.
SCG	Southern Councils Group	Political and strategic grouping of councils along the NSW south coast from Wollongong to the border, lobbying government for assistance (eg highways) and resourcing sharing initiatives.
SCRS	South Coast Regional Strategy	Regional Strategy prepared by DoP for ESC, BVSC and part SCC to guide new LEPs.

Acronym	Meaning	Description
SEA	Strategic Environment Assessment	Spatial assessment of environmental constraints of land considered in design and assessment of subdivision and infrastructure. Scientific research behind assessment of capacity of land and waterways in rural residential and urban expansion lands to sustain human settlement.
SEPP	State Environmental Planning Policy	Outlines compulsory state planning objectives.
SNSWLHD	Southern NSW Local Health Districts	State board commissioned with oversight of health care in Highlands, Monaro and Far South Coast.
SoER	State of the Environment Report	Required by state law, the comprehensive assessment (every four years) of the condition and the pressures on the social, economic and environmental features of the Shire and appropriate responses to address or preserve those issues.
SP	Social Plan	Required by state law, the comprehensive assessment (every four years) of the condition and the pressures on the social framework of the community, their services and facilities and economic interactions.
.....SP	Structure Plan	Plan promoting landuses and siting of infrastructure and facilities in towns (eg, BBSP – Batemans Bay Structure Plan).
SRCMA	Southern Rivers Catchment Management Authority	State agency commissioned with assessment and monitoring of health and qualities of catchments from Wollongong to the border, and determine directions and priorities for public and private investment or assistance with grants.
STP	Sewer Treatment Plant	Primary, secondary and part tertiary treatment of sewage collected from sewers before discharge into EPA approved water ways or irrigation onto land.
TAMS	Total Asset Management System	Computer aided system recording condition and maintenance profiles of infrastructure and building assets.
TBL	Triple Bottom Line	Commercial term coined to encourage business to consider and disclose social and environmental risk, benefit and costs in the conduct of business to guide investors as to the long term sustainability and ethics of a business. Taken up by Council to record the basis of prioritisation, the review of condition, the monitor of progress and the financial disclosure of preventative or maintenance investment in council based social and environmental activities.
ToR	Terms of Reference	
TSC	Threatened Species Conservation Act 1995	State law governing the protection of nominated species and relevant assessment and development controls.

Acronym	Meaning	Description
WCF	Water Cycle Fund	Combination of water, sewer and stormwater activities and their financing arrangements.
WSUD	Water Sensitive Urban Design	Principle behind the IWCMS and council development codes requiring new developments to reduce demand and waste on water resources through contemporary subdivision and building design.