

Thursday 6 June 2013
Council meeting

ATTACHMENT
6.2.4

Community Plan



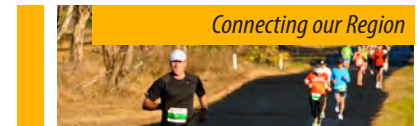
TOWARDS 2030



Good Government



Protecting our Natural Environment



Connecting our Region



Looking after our Community



Building a Strong Local Economy

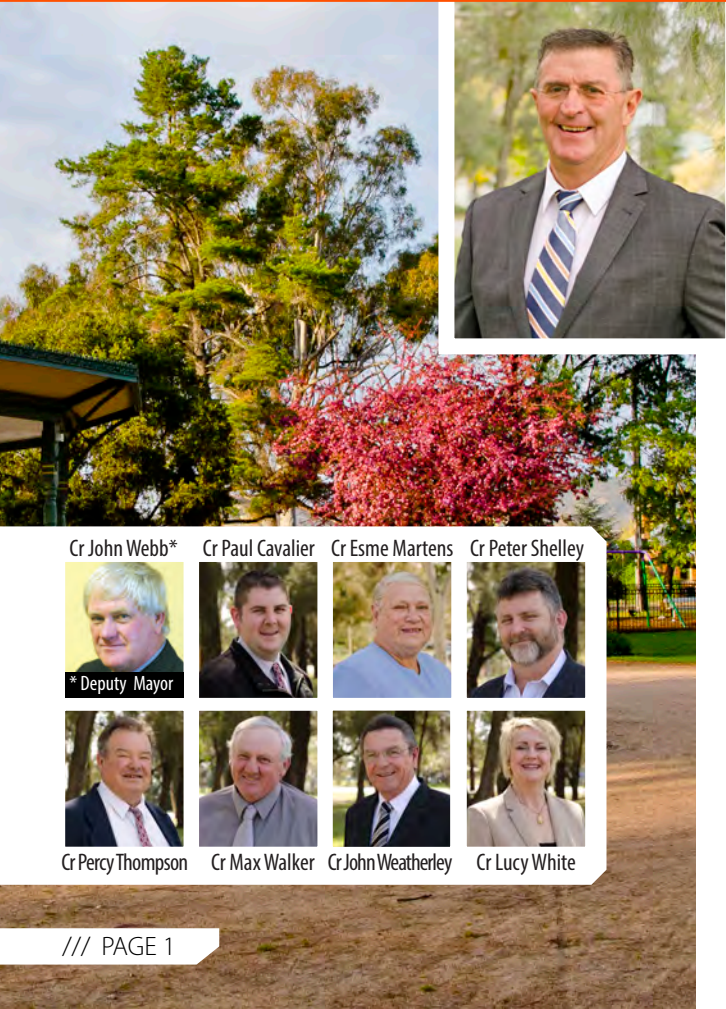
Mid-Western Region
Community Plan



TOWARDS 2030

COUNCIL'S VISION

"A prosperous and progressive community that we are proud to call home"



Cr John Webb* Cr Paul Cavalier Cr Esme Martens Cr Peter Shelley



* Deputy Mayor



Cr Percy Thompson



Cr Max Walker



Cr John Weatherley



Cr Lucy White

► MAYORAL MESSAGE

The **Mid-Western Region Towards 2030 Community Plan** sets out the community's vision for the future – where we are, where we want to be and how we will get there. The plan represents an opportunity to create and foster community based goals, values and aspirations – to drive a sustainable community that reconciles the economic, social, environmental and civic leadership priorities for the region.

Mid-Western is a modern and growing region. We are experiencing unprecedented growth in industry and population, fuelled largely by the global demand for resources. Coupled with the

significant agricultural sector and continued growth of tourism, this presents not only unique challenges but also opportunities for us as a community. Our role as individual custodians, community organisations, industry, business and government is to harness those opportunities. The Towards 2030 Community Plan has been developed following an extensive consultation exercise in which over 3,000 residents participated in varying forms. It was your input that has forged the direction and of the plan, and it will continue to be a vision that we can all contribute towards.

ABOUT THE MID-WESTERN REGION

MAJOR TOWNS AND CENTRES

- > Mudgee
- > Gulgong
- > Kandos
- > Rylstone

MAJOR INDUSTRIES

- > Agriculture
- > Property Development
- > Viticulture
- > Mining
- > Tourism
- > Retail Trade

GROWTH

- > 5.1% population growth since 2006
- > Future growth driven by mining expansion

The prosperous Mid-Western Region is located just 3½ hours (or 250km) from Sydney and offers a quality lifestyle in a dynamic economic environment. Located in the Central West of NSW, the area covers over 9,000 square kilometres and has a population of 23,000.

ABOUT THE TOWARDS 2030 COMMUNITY PLAN

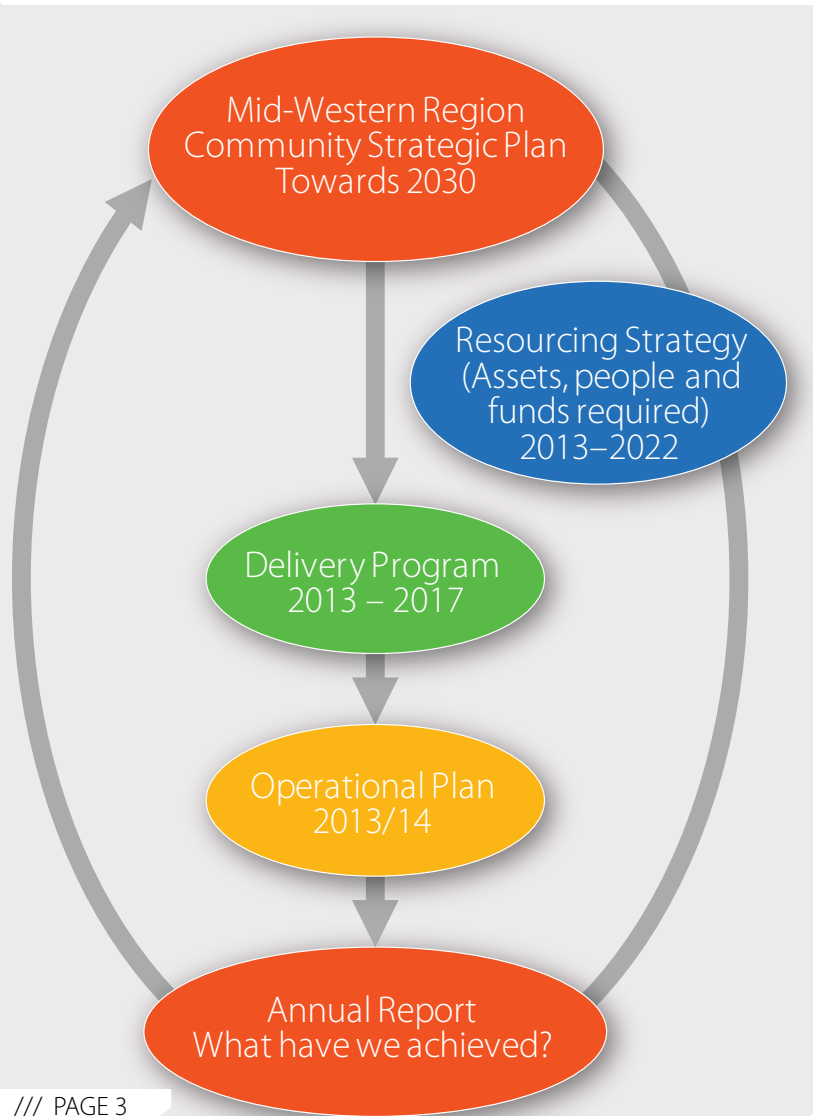
Towards 2030 Community Plan sets out where, as a community, we want to be in the year 2030. It is a future vision developed collaboratively between the community and Council and represents the aspirations of the people who live and work within the Mid-Western Region and strategies for achieving these goals.

Towards 2030 addresses four key questions for the community:

- 1. Where are we now?**
- 2. Where do we want to be in 2030?**
- 3. How will we get there?**
- 4. How will we know when we have arrived?**



HOW THE TOWARDS 2030 COMMUNITY PLAN LINKS TO COUNCIL'S PLANS



The Resourcing Strategy consists of three components:

- 1 **Long Term Financial Planning**
- 2 **Workforce Management Planning**
- 3 **Asset Management Planning**

The Delivery Program summarises the activities that Council has prioritised over a four year term

to achieve the Towards 2030 Community Plan, including Council's operations.

The Operational Plan includes a detailed budget of the activities that are to be undertaken each year to achieve the outcomes of the Delivery Program.

The Annual Report provides feedback to the community on Council's progress in achieving the Delivery Program objectives.



HOW DOES THE **TOWARDS 2030 COMMUNITY PLAN** LINK IN WITH OTHER PLANS?

NSW 2021 – **NSW STATE PLAN**

The NSW State Plan incorporates 5 strategies with 32 underlying goals. Goals that correlate with the Towards 2030 Community Plan Goals include:

- 1 Rebuild the Economy**
Drive economic growth in regional NSW; increase the competitiveness of doing business in NSW; place downward pressure on the cost of living
- 2 Return Quality Services**
Improve road safety; promote Health access; increase opportunities for people with a disability; better protect vulnerable members of our community
- 3 Renovate Infrastructure**
Invest in critical infrastructure; build liveable centres; secure potable water supplies
- 4 Strengthen our Local Environment and Communities**
Protect our natural environment; increase opportunities for people to look after their own neighbourhoods; make it easier to be involved in your community; increase opportunities for seniors; enhance cultural, creative, sporting and recreation opportunities;
- 5 Restore Accountability to Government**
Restore trust in Local Government as a service provider; involve the community in decision making

CENTRAL WEST **REGIONAL ACTION PLAN**

Mid-Western Region falls under the Central West Regional Action Plan, which ties back to the State Plans strategies and further develops priority actions within the Central West. These priorities tie in strongly with the Towards 2030 Community Plan goals and strategies and are:

- > Support economic growth within the region;
- > Improve regional infrastructure;
- > Support Aboriginal people and communities to develop and implement effective governance structures;

- > Improve education and training opportunities for young people;
- > Provide integrated and coordinated health and human services and improve community safety.

See www.stateplan.nsw.gov.au



COMMUNITY CONSULTATION

The community played a significant role in the development and the review of this plan with over 3600 people taking part in a variety of consultation exercises the most popular of which was the “bead” exercise.

The Community Engagement Strategy adopted by Council for this project was based on social justice principles of equity, access, participation and rights and included a range of opportunities for people to become involved in the process. The original extensive consultation and subsequent review process included activities to inform, engage and consult the community via:

- > Information in Community News
- > Street Stalls which included the bead exercise where participants were asked to “Vote” priorities using 5 beads
- > Displays and information at

the three Administration centres for a period of 8 weeks

- > Telephone Survey
- > Website
- > Youth Forums
- > Targeted Surveys
- > Direct Stakeholder Engagement
- > Postcards from the Future
- > Public Meetings

The community engagement had a dual purpose to both create awareness and build support for the Community Plan by getting people to consider what they would like the future Mid-Western Region to look like, and asking them about what they see as priorities.

For full details on the community consultation process in 2011 and the review in March 2013, please refer to the Community Engagement Strategy - Mid-Western Regional Council Community Strategic Plan 2013 review.



WHAT OUR COMMUNITY WANTS

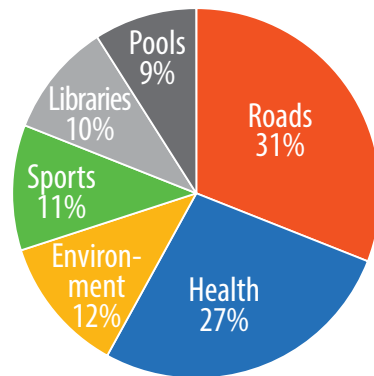
CONSULTATION OUTCOMES

The results of the extensive community consultation processes showed that we value: the “country town feel” with historic linkages to the area; maintaining and improving the road networks; a strong focus on health services and facilities; emphasis on youth services; the development of additional pre-school and education facilities and working towards achieving a balance between our natural environment and our economic drivers.

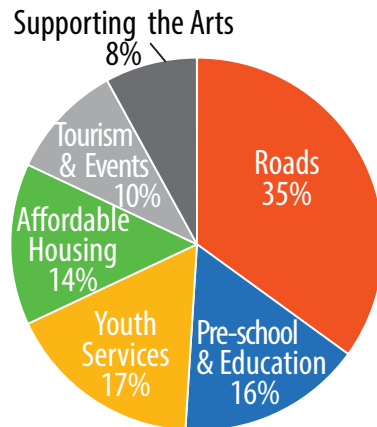
The results of the street stall surveys showed that a rate increase was not supported by the majority, and expected levels of service for each category are reflected in the bead results (graphed).

Community expectations were compiled into 5 themes.

2011 BEAD RESULTS



2013 BEAD RESULTS



THE 5 THEMES

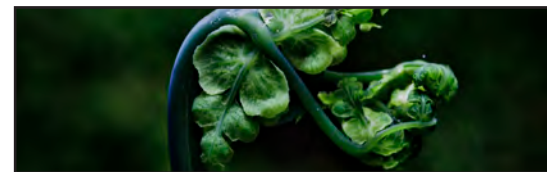
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Looking after our Community



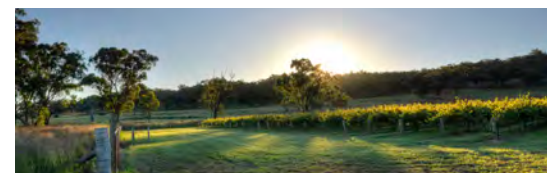
2

Protecting our Natural Environment



3

Building a Strong Local Economy



4

Connecting our Region



5

Good Government



1

LOOKING AFTER

GOAL

1 A SAFE AND HEALTHY COMMUNITY

2 VIBRANT TOWNS AND VILLAGES

3 EFFECTIVE AND EFFICIENT DELIVERY OF INFRASTRUCTURE

4 MEET THE DIVERSE NEEDS OF THE COMMUNITY AND CREATE A SENSE OF BELONGING

OUTCOME

Vibrant towns and villages with a rich history, a safe and healthy community, and a strong sense of community pride – a great place for families.

STRATEGY

- 1.1** Maintain the provision of high quality, accessible community services that meet the needs of our community
- 1.2** Work with key partners and the community to lobby for effective health services in our Region
- 1.3** Support networks, program and facilities which promote health and wellbeing and encourage healthy lifestyles
- 1.4** Work with key partners and the community to reduce crime, anti-social behaviour and improve community safety.

- 2.1** Respect and enhance the historic character of our Region and heritage value of our towns
- 2.2** Manage growth pressure driven by the increase in mining operations in the Region
- 2.3** Make available diverse, sustainable, adaptable and affordable housing options through effective land use planning
- 2.4** Maintain and promote the aesthetic appeal of the towns and villages within the Region

- 3.1** Provide infrastructure and services to cater for the current and future needs of our community

- 4.1** Support programs which strengthen the relationships between the range of community groups
- 4.2** Support arts and cultural development across the Region
- 4.3** Provide equitable access to a range of places and spaces for all in the community



OUR COMMUNITY

COMMUNITY INPUT

- > Be a local volunteer
- > Make use of local facilities and services
- > Make sure your community group is listed in Council's Community Directory
- > Join one of the many community groups or organisations involved in various community projects across the region
- > Embrace a healthy lifestyle and get involved in local sporting and physical activities
- > Report safety and maintenance issues of public parks, facilities, playgrounds and buildings to Council
- > Be proud of your town and your street
- > Respect the heritage and culture of others
- > Dispose of hazardous waste in approved locations

MEASURES

- > An increase in the proportion of new housing stock that is affordable housing
- > Development is of a high quality in keeping with the character of our towns and villages
- > An increase in the proportion of people who feel safe in our community
- > An increase in the number of community members participating in community events, volunteering, activities and organisations
- > An increase in the proportion of people who feel they have equitable access to community services and facilities to meet their need
- > An increase in the proportion of people who are satisfied with infrastructure conditions and service levels
- > An increase in the proportion of community members who are satisfied with the range and quality of community and cultural facilities and opportunities
- > An increase in community participation in sporting and recreational activities
- > Improved playground and recreational facilities



2

PROTECTING OUR

GOAL

1 PROTECT AND ENHANCE OUR NATURAL ENVIRONMENT

2 PROVIDE TOTAL WATER CYCLE MANAGEMENT

3 LIVE IN A CLEAN AND ENVIRONMENTALLY SUSTAINABLE WAY

OUTCOME

Conserving and promoting the natural beauty of our region.

STRATEGY

- 1.1** Ensure land use planning and management enhances and protects biodiversity and natural heritage
- 1.2** Minimise the impact of mining and other development on the environment, both natural and built
- 1.3** Raise community awareness of environmental and biodiversity issues
- 1.4** Control invasive plant and animal species

- 2.1** Identify and implement innovative water conservation and sustainable water usage management practices
- 2.2** Maintain and manage water quantity and quality
- 2.3** Protect and improve catchments across the Region by supporting Catchment Management Authorities
- 2.4** Maintain and manage waste water quality to meet Environmental Protection Agency (EPA) standards

- 3.1** Educate, promote and support the community in implementing waste minimisation strategies
- 3.2** Work regionally and collaboratively to implement strategies that will enhance environmental outcomes in regards to waste management and minimisation
- 3.3** Support programs that create environmental awareness and promote sustainable living
- 3.4** Consider technologies in Council's facilities, infrastructure and service delivery to reduce our ecological footprint



NATURAL ENVIRONMENT

COMMUNITY INPUT

- > Continue to reduce, reuse, recycle – minimising waste to landfill
- > Reduce consumption of energy and fossil fuels, and consider alternative resources
- > Take ownership of our natural environment and protect it through responsible practices
- > Control invasive plant and animal species on private property
- > Retain vegetation and trees on private property
- > Support and participate in Council's environmental programs and initiatives
- > Minimise water consumption
- > Keep our waterways clean – the drain is just for rain
- > Educate each other on environmentally sustainable living practices and reduce our environmental footprint
- > Dispose of rubbish properly, do not litter in streets and other public places

MEASURES

- > An increase in the use of alternative energy sources
- > An increase in the use of alternative water sources and reduction in consumption of potable water per capita
- > A reduction in tonnes of waste to landfill per capita
- > Improved standards of water quality in our waterways
- > Reduced damage to our natural environment from Regional economic drivers eg mining.



3

BUILDING A STRONG

GOAL

1 A PROSPEROUS AND DIVERSIFIED ECONOMY

2 AN ATTRACTIVE BUSINESS AND ECONOMIC ENVIRONMENT

3 A RANGE OF REWARDING AND FULFILLING CAREER OPPORTUNITIES TO ATTRACT AND RETAIN RESIDENTS

OUTCOME

A prosperous and diversified economy delivering lifestyle benefits to the community through employment, income and sustainable economic growth.

STRATEGY

- 1.1** Support the attraction and retention of a diverse range of businesses and industries
- 1.2** Encourage the development of a skilled and flexible workforce to satisfy local industry and business requirements

- 2.1** Promote the Region as a great place to live, work, invest and visit
- 2.2** Provide leadership on economic development initiatives and identify resources and infrastructure required to drive investment and economic growth in the Region
- 2.3** Support the expansion of essential infrastructure and services (education, health) to match business and industry development in the Region
- 2.4** Develop tools that simplify development processes and encourage high quality commercial and residential development

- 4.1** Support projects that create new jobs in the Region and help to build a diverse and multi-skilled workforce
- 4.2** Build strong linkages with institutions providing education, training and employment pathways in the Region



LOCAL ECONOMY

COMMUNITY INPUT

- > Shop locally to support our local economy
- > Look for local job opportunities
- > Promote the Region to friends and visitors as a great place to live, work, invest and visit
- > Attend and enjoy local festivals and events
- > Create opportunities for trainees, work experience and apprenticeships

MEASURES

- > An increase in the number of jobs in the Region
- > Decreased unemployment
- > An increase in the proportion of community members satisfied with the range of products and services available locally
- > An increase in the availability of educational offerings in the region
- > An increase in the number of visitors
- > An increase in the number of residents
- > Increased economic activity in the region
- > An increase in available housing stock
- > Building Statistics and development activity



CONNECTING

4

GOAL

1

HIGH QUALITY ROAD NETWORK THAT IS SAFE AND EFFICIENT

2

EFFICIENT CONNECTION OF THE REGION TO MAJOR TOWNS AND CITIES

OUTCOME

Linking our towns and villages and connecting our region to the rest of NSW.

STRATEGY

- 1.1** Provide traffic management solutions that promote safer local roads and minimise traffic congestion
- 1.2** Provide a roads network that balances asset conditions with available resource and community needs
- 1.3** Develop and enhance walking and cycling networks across the Region

- 2.1** Develop a regional transport network, in partnership with other relevant government agencies, that grows with the needs of business and industry
- 2.2** Create a communication network that services the needs of our residents and businesses



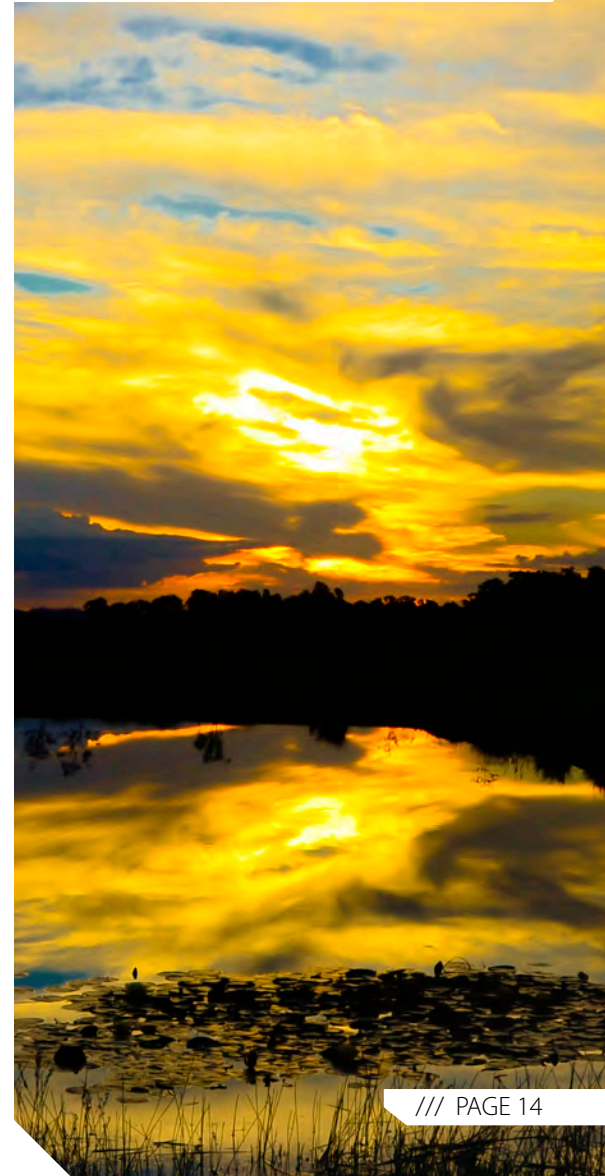
OUR REGION

COMMUNITY INPUT

- > Report safety and maintenance issues of roads and footpaths to Council
- > Pressure State Government for improved transport links
- > Use alternative transport as available
- > Always drive safely and to the conditions of the roads

MEASURES

- > An increase in the proportion of community members who are satisfied with road conditions
- > An increase in the availability of viable and affordable public transport options
- > Increased access to and usage of shared pathways
- > An increase in the average condition of road surfaces
- > An increase in take up of technologies to support lifestyle and economic activities
- > Improved mobile and broadband coverage across the region



5

GOOD

OUTCOME

A strong council that is representative of our community and effective in meeting the needs of the community.

GOAL

1 STRONG CIVIC LEADERSHIP

2 GOOD COMMUNICATIONS AND ENGAGEMENT

3 AN EFFECTIVE AND EFFICIENT ORGANISATION

STRATEGY

- 1.1** Provide clear strategic direction through the Community Plan, Delivery Program and Operational Plan
- 1.2** Provide accountable and transparent decision making for the community
- 1.3** Provide strong representation for the community at Regional, State and Federal levels

- 2.1** Improve communications between Council and the community and create awareness of Council's roles and responsibilities
- 2.2** Encourage community access and participation in Council decision making

- 3.1** Pursue excellence in service delivery
- 3.2** Promote Council as a great place to work for talented people
- 3.3** Prudently manage risks associated with all Council activities



GOVERNMENT

COMMUNITY INPUT

- > Talk to your Councillors about ideas and suggestions for improving Mid-Western Regional Council
- > Attend Council meetings
- > Provide feedback on public exhibitions of policies, strategies, plans and community projects
- > Make use of Council's website
- > Participate in community surveys
- > Read Community News and keep up to date with Council activities

MEASURES

- > Compliance with the Division of Local Government's 'Promoting Better Practice' Program
- > Recognition as an employer of choice
- > An increase in the proportion of community members who are satisfied with the provision of information by Council
- > An increase in the proportion of community members who are satisfied with the customer service provided by Council
- > An increase in the percentage of service requests completed within established timeframes
- > An increase in the percentage of correspondence and other contact acknowledged and completed with 14 days
- > An increase in overall staff satisfaction and wellbeing



FURTHER READING



INTEGRATED PLANNING AND REPORTING **TOWARDS 2030**

- > Community Engagement Strategy
- > Workforce Management Strategy
- > Asset Management Strategy & Policy
- > Asset Management Plans
 - Roads, Bridges and Footpaths
 - Buildings and Facilities
 - Water Supply Infrastructure
 - Sewerage Treatment Infrastructure
 - Stormwater Drainage; and
 - Waste Management Facilities
- > Delivery Program/Operational Plan
- > Annual Report

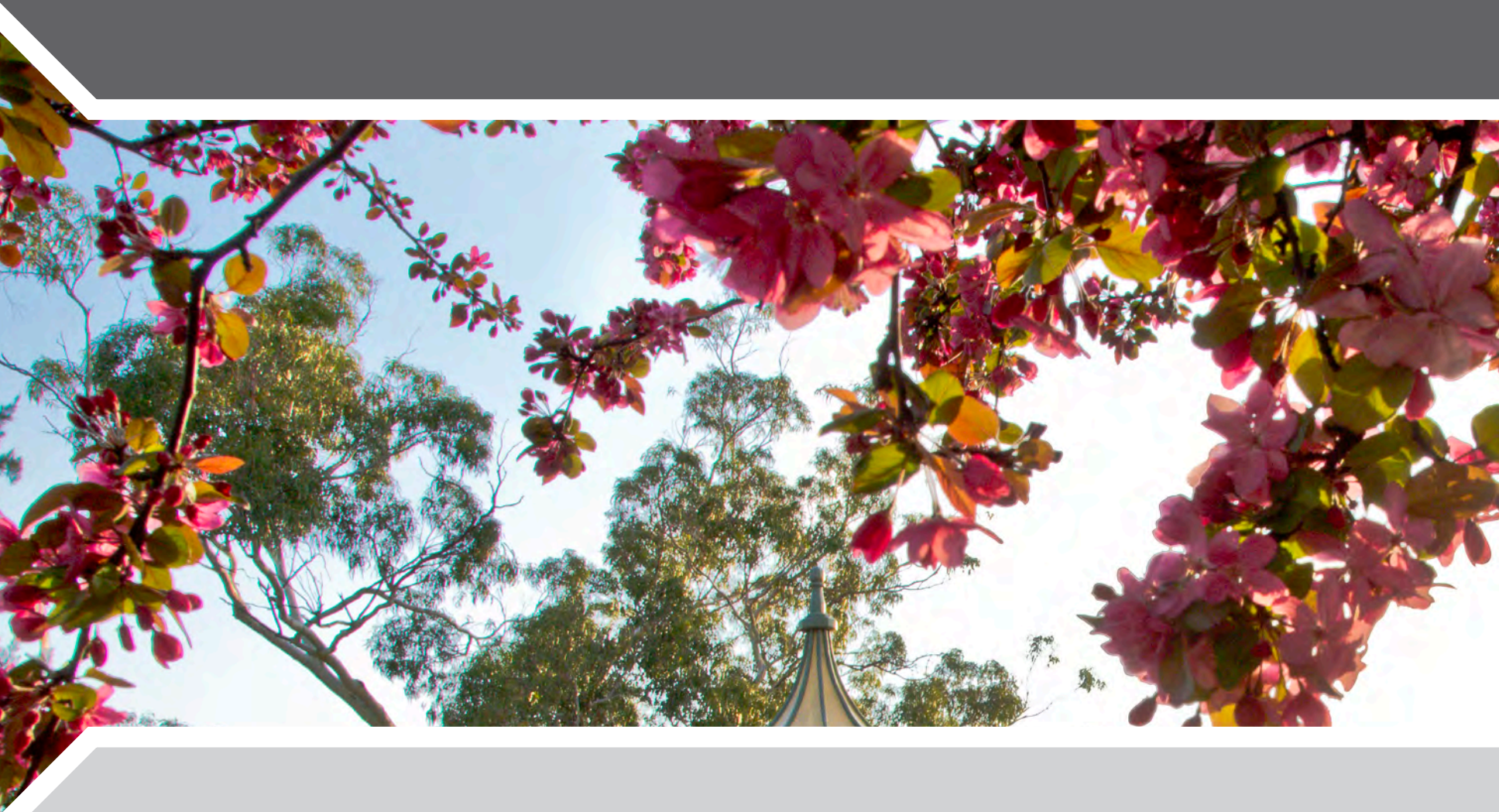
Head to www.midwestern.nsw.gov.au to find the above suite of documents, as well as Council policies, strategies and financial reports.

AND REFERENCES

EXTERNAL LINKS

- > NSW State Plan
www.2021.nsw.gov.au
- > Central West Regional Action Plan
www.2021.nsw.gov.au/regions/central-west
- > Department of Local Government
www.dlg.nsw.gov.au
(Integrated Planning and Reporting)





Mid-Western Regional Council

Towards 2030

Operational Plan 2012/13

Monthly Review

April



April Proposed Variations

Community Plan Theme	Variation	Amount	
GENERAL FUND			
<i>Contra Variations</i>			
Connecting our region	Additional RMS Block grant funding received for regional roads	46,776	C
Connecting our region	Allocate increased RMS funding to expenditure on rural sealed regional road maintenance	(46,776)	C
Good government	Defer \$12K expenditure on IT Special Projects to 2013/2014 budget. Cemeteries database will not be completed this financial year	12,000	C
Good government	Transfer to Reserves for submission to 2013/2014 budget	(12,000)	C
Good government	Savings on Plant Purchases project	17,000	C
Good government	Transfer to Reserves - Plant Replacement	(17,000)	C
Good government	Increase expenditure to repair depot underground fuel tanks. When exposed the other two vent lines require replacement.	(17,000)	C
Good government	Transfer to Reserves - Plant Replacement	17,000	C
<i>Total Contra Variations</i>		0	
TOTAL GENERAL FUND		0	
WATER FUND			
<i>Contra Variations</i>			
Protecting our natural environment	Water Mains - Perry St - Savings on project	10,000	C
Protecting our natural environment	Transfer from Reserves - Water	(10,000)	C
Protecting our natural environment	Water Mains - Gladstone St - Works required associated with roadworks on Gladstone St between Douro and Court St.	(10,000)	C
Protecting our natural environment	Transfer from Reserves - Water	10,000	C
<i>Total Contra Variations</i>		0	
TOTAL WATER FUND		0	
Code			
C - Contra			

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
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Capital Works Program - Looking After Our Community

Income (90) (632) 0 (632) (233) 37%

Capital Works

RURAL FIRE SERVICE - BYLONG STATION UPGRADE	0	97	0	97	11	11%	Completed
RURAL FIRE SERVICE - WINDEYER FIRE STATION EXTENSIONS	0	46	0	46	41	88%	Completed
RURAL FIRE SERVICE - MULLAMUDDY FIRE STATION EXTENSIONS	0	150	0	150	44	30%	Internal fitout to be completed
RURAL FIRE SERVICE - MUDGEE FIRE STATION	0	7	0	7	7	106%	Completed
RURAL FIRE SERVICE - CAINBIL	0	50	0	50	35	70%	Building delivered and site works to be completed
REGIONAL POUND FACILITIES	185	185	0	185	182	98%	New pound facilities completed.
FAMILY DAY CARE - CAPITAL WORKS	0	10	0	10	12	116%	Construction of retaining walls and driveway completed.
HM&M VEHICLE PURCHASE	27	0	0	0	0	0%	Vehicle replacement as appropriate
COMM. TRANSPORT- VEHICLE PURCHASE	126	152	0	152	48	32%	Vehicle replacement program carried out throughout the year
AGED CARE UNITS - CAP -COOYAL/ANDERSON ST GULGONG	0	10	0	10	10	99%	Construction of retaining walls and driveway completed.
LG HOUSING - CAP -DENISON STREET UNITS	0	4	0	4	4	108%	Replacement of carpet and vinyl completed.
MUDGEE CEMETERY CAP IMPV	0	57	0	57	43	76%	Construction of the lawn cemetery extension nearing completion. Gardens planted. Turf to be laid 15/5/13.
RYLSTONE CEMETERY CAP IMPV	15	11	0	11	10	100%	New ashes wall completed.
PUBLIC TOILETS - RYLSTONE DISABLED TOILETS	60	60	0	60	7	11%	New disabled amenities building for Rylstone main street. DA plans approved and construction commenced 7 May 2015. To be completed by Mid June 2013.
PUBLIC TOILETS - CORONATION PARK	3	3	0	3	1	31%	Electrical works completed.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
PUBLIC TOILETS - GULGONG CEMETERY	4	4	0	4	3	89%	Access works to public facilities completed.
PUBLIC TOILETS - RYLSTONE SHOWGROUND	40	40	0	40	2	5%	New toilet block on northern side of showground to be constructed at the same time as the disabled amenities during April/May. Existing male and female toilets to be demolished.
PUBLIC TOILETS - VICTORIA PARK	10	0	0	0	0	0%	Deferred to 2014, budget transferred to Mudgee Town Hall building improvements.
PUBLIC TOILETS - MUDGEE CEMETERY	5	0	0	0	0	0%	Deferred to 2014, budget transferred to Mudgee Town Hall building improvements.
PUBLIC TOILETS - RYLSTONE COUNCIL DEPOT	4	0	0	0	0	0%	This project was completed as part of other works at the Rylstone depot. The budget is re-allocated to Mudgee town hall building improvements.
PUBLIC TOILETS - CUDGEGONG WATERS CARAVAN PARK	15	0	0	0	0	0%	Project cancelled to fund emergent maintenance issues.
LIBRARY BOOKS	111	111	0	111	86	78%	Fire door upgrades to be completed during April.
MUDGEE LIBRARY BUILDING IMPROVEMENTS	2,411	2,415	0	2,415	2,307	96%	Electrical works completed.
CAPITAL UPGRADE - GULGONG MEMORIAL	0	10	0	10	0	0%	Fire door upgrades to be completed during May.
CAP UPGRD-CLANDULLA FACILITIES	5	5	0	5	0	0%	New path and improved access to toilets. Work to commence May in line with trades doing works at the disabled toilet in Rylstone.
CAPITAL UPGRADE - WINDEYER TOWN HALL	0	3	0	3	3	98%	Purchase of new appliances for kitchen completed.
CAPITAL UPGRADE - GULGONG PRESCHOOL	0	5	0	5	4	85%	Carpet and vinyl replacement completed.
CAPITAL UPGRADE - ANZAC PARK ROTUNDA GULGONG	0	3	0	3	2	60%	Electrical works completed.
CAPITAL UPGRADE - KANDOS PRESCHOOL	0	2	0	2	2	100%	Painting works completed.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
CAPITAL UPGRADE - WHITE CRES ROTUNDA KANDOS	0	10	0	10	0	0%	Quotes obtained. Works on this project will commence in June. This project involves the rendering of the dome and sealing to make waterproof.
CAPITAL UPGRADE - RYLSTONE MEMORIAL HALL	0	2	0	2	0	0%	Painting works completed. Waiting on final invoices.
CAP UPGRD-COMMUNITY BLD-BUDGET ONLY	160	0	0	0	0	0%	Budget only.
POOL RENEWAL	4,200	3,927	0	3,927	3,903	99%	Works associated with the renewal of the reticulation and filtration systems of all three pools completed. Construction of pool amenities completed. Waiting on final invoices.
MUDGEES SHOWGROUNDS - REDEVELOPMENT	60	60	0	60	44	74%	Oven received and paid for.
KANDOS WARATAH PARK - CAPITAL	0	17	0	17	4	25%	Carpark to be completed then project is fully completed. Works to be completed by June 30.
BILLY DUNN OVAL UPGRADE	0	3	0	3	3	86%	Painting works completed.
KANDOS NETBALL COURTS	25	46	0	46	33	73%	Courts have been sealed and light posts installed. Works are being undertaken by Kandos Netball Association. Councils contribution to this project is now completed.
MUDGEES SKATE PARK	35	57	0	57	2	3%	Contractor has been selected
APEX PARK - CAPITAL UPGRADE	0	2	0	2	1	59%	Electrical upgrade works completed.
MEMORIAL PARK CAPITAL - PAVING	12	17	0	17	16	95%	Concrete works to replace aging slate paving completed.
PLAYGROUND EQUIPMENT - DARTON PARK	80	68	0	68	65	96%	New playground installed and completed.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
PLAYGROUND EQUIPMENT - SHADE SAILS	0	22	0	22	0	0%	Shade sails completed at Robinson Park. Due to the vandalism of the park in Bellevue Park the new shade sails will be delayed until new equipment is installed.
STREET SCAPE CAPITAL IMPROVEMENTS	15	15	0	15	10	67%	Removal of river red gum from opposite Big W. Tree replacement for that area when the weather cools. Trees will be replaced in May.
STREETSCAPE - BIN REPLACEMENT PROGRAM	13	13	0	13	13	102%	Replacement of street bins in various locations completed.
Total Capital Works	7,618	7,697	0	7,697	6,959	90%	
Net Result	7,529	7,065	0	7,065	6,727	95%	

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
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Capital Works Program - Protecting Our Natural Environment

Income 0 0 0 0 0 0 0%

Capital Works

RURAL WASTE DEPOT UPGRADES	4	0	0	0	0	0%	Budget only.
MUDGEES WASTE DEPOT UPGRADES	30	35	0	35	14	40%	To continue to meet our EPA licence requirements upgrades have been made to security camera's and methane testing equipment. Project is now completed with final invoices to pay.
WASTE - LAND MATTERS	12	12	0	12	4	35%	Queens Pinch Waste Transfer Station - DP registered 19/2/13, now awaiting certificate of title to complete.
WASTE SITES REHABILITATION	15	15	0	15	15	101%	Clean up of Goolma transfer station in preparation of rehabilitation works completed.
RELOCATE ULAN WTS	0	46	0	46	37	80%	Construction of new waste transfer station at Ulan completed.
RWTS COLLECTION FACILITIES UPGRADE	20	20	0	20	1	6%	Slabs for recycling cages to be completed by end May. This project has been temporarily delayed due to competing priorities.
WTS - LUE UPGRADE	5	10	0	10	10	102%	Clean up of Lue transfer station in preparation of rehabilitation works completed.
WTS - HARGRAVES UPGRADE	5	5	0	5	5	100%	Clean up works completed.
WTS - WINDEYER UPGRADE	5	5	0	5	0	0%	Not commenced. Works will involve some repairs to fencing. Due to commence in April.
WTS - WOLLAR UPGRADE	3	13	0	13	11	83%	Clean up of Wollar transfer station in preparation of rehabilitation works completed.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
WTS - BYLONG UPGRADE	10	10	0	10	11	110%	Fencing and locking of the site completed. Residents of the area have been issued keys to access the site.
WASTE SITE REHAB - PUTTA BUCCA	15	0	0	0	0	0%	Budget re-allocated to Birriwa and Waste Transfer Station works.
WASTE SITE REHAB - GULGONG	5	0	0	0	0	0%	Budget re-allocated to Birriwa and Waste Transfer Station works.
WASTE SITE REHAB - ILFORD	15	2	0	2	2	100%	Budget re-allocated to Birriwa and Waste Transfer Station works.
WASTE SITE REHAB - BIRRIWA	0	24	0	24	18	74%	Completed works to clean and make areas of the site inaccessible to prevent wide spread dumping that is difficult to manage. Further works required next year.
DRAINAGE CAPITAL IMPROVEMENTS	778	641	0	641	433	68%	Geotechnical Investigations underway and REF nearly complete for Catchment A detention basins. Quotations sought and close 24/5/13 for nines and headwalls
CULVERT INSTALLATIONS	71	65	0	65	31	48%	Works ongoing throughout the year
CAUSEWAY IMPROVEMENTS	30	36	0	36	37	102%	Completed
CAUSEWAY IMPROVEMENT - TRIANGLE SWAMP	0	0	0	0	(1)	0%	Works completed 2011/2012
CAUSEWAY - ULAN WOLLAR RD	0	0	0	0	1	0%	Works completed 2011/2012
CAUSEWAY - YARRABIN RD	30	30	0	30	29	97%	Completed
DRAINAGE WORKS - LAND MATTERS	0	4	0	4	0	0%	Right of Carriage Way and Easement for Storm water drain in Short Street - Progressing as planned.
WATER NEW CONNECTIONS	124	124	0	124	107	86%	Provision of new connections to subdivisions and other new developments as required.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
WATER AUGMENTATION - RYLSTONE & KANDOS	70	79	0	79	13	17%	Powdered Activated Carbon (PAC) dosing unit is being refurbished in-house after supplier refurbishment to lower standard than specified (progress payments to supplier have been returned to Council leaving a credit in actuals), minor dam wall works and motorised valve replacement required. Valves and fittings required have been ordered. Estimated project completion by end of June 2013.
WATER CHLORING DOSING PLANT RYL & CHARBON	12	12	0	12	8	69%	Installation of chlorination plant at Charbon to Clandulla water pump station is complete. Final invoices are yet to be paid.
WATER REDBANK DAM UPGRADE	0	50	0	50	0	0%	Consultant engineer has submitted design drawings for Council's review.
WATER TELEMTRY - BUDGET ONLY	20	20	0	20	3	14%	Replacement of analogue radios and antennas with digital radios for the Gulgong Water Supply system, allowing removal of analogue repeater at Flirtation Hill, that is frequently damaged during storm events. Installation will be completed during June 2013.
WATER TELEMTRY - RYLSTONE LINK	50	0	0	0	0	0%	Budget adjustment for works completed ahead of schedule during 2012 financial year. Works complete.
WATER LOSS MANAGEMENT WORKS	25	35	0	35	31	88%	Kandos and Rylstone Reservoir meters installed and commissioned. Budget adjusted in March QBR to complete flow meter installation at Gulgong Reservoirs. Works complete. Awaiting final invoices.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
WATER MAINS - LAWSON STREET	40	0	0	0	0	0%	Budget reallocated to allow emergency replacement of water main in Gladstone Street.
WATER MAINS - PERRY ST	70	70	(10)	60	53	89%	Mains replacement works complete. Awaiting final invoices.
WATER MAINS - CHURCH ST	70	70	0	70	68	98%	Mains upgrade commenced in January 2013 in conjunction with road and drainage upgrade works. The main was laid in January and February 2013. Final change over of property connections was completed in early May. Works complete.
WATER MAINS - LOVEJOY ST	30	0	0	0	0	0%	Budget reallocated to allow emergency replacement of water main in Gladstone Street.
WATER MAINS - DENISON ST	30	0	0	0	0	0%	Budget reallocated to allow emergency replacement of water main in Gladstone Street.
WATER MAINS - BROADHEAD RD	0	5	0	5	4	99%	Upgrade of water main. Complete.
WATER MAINS - GLADSTONE ST	0	140	10	150	150	100%	Works Complete. Replacement of asbestos water main. Approximately 1100m of water main has been laid from Cox St to Bell St. Service connections and road restoration was completed in April 2013. Budget was adjusted in March QBR to allow for service replacements on Gladstone St between Douro and Court St associated with drainage and road restoration works.
WATER PUMP STATION - CAPITAL BUDGET ONLY	0	0	0	0	(0)	0%	Budget only item.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
WATER PUMP STATION - MUDGEE RIVER INTAKE	60	60	0	60	1	2%	Rectification of subsidence and realignment of raw water rising main. Investigation works including geotechnical analysis and survey have commenced, with construction works to commence in May 2013.
WATER RESERVOIR - FLIRTATION HILL MUDGEE	2,500	0	0	0	0	0%	Scoping of infrastructure requirements to service future developments in stages currently being undertaken. Works required by Council will be finalised with the agreement of responsibilities for the Caerleon site between Council and Developer. The budget will not be expended this financial year, with a budget variation processed in the March QBR, and has been reallocated to 2018/19 within the 30 year capital works budget.
RESERVOIRS - KANDOS	50	40	0	40	19	47%	Replacement of ladder access system completed. Security fencing of the site scheduled completed. Awaiting final invoices.
RAW WATER SCHEME GULGONG	320	424	0	424	399	94%	Works Complete. Remaining budget reallocated to allow emergency replacement of water main in Gladstone Street.
WATER TREATMENT WORKS - MUDGEE	15	15	0	15	14	93%	Replacement of aging dosing system pumps, valves and fittings as required.
WATER TREATMENT PLANT - GULGONG	15	15	0	15	13	84%	Replacement of aging dosing system pumps, valves and fittings as required.
WATER METERS - BULK	90	90	0	90	62	69%	Ongoing program to replace water meters greater than 15 years old.
VALVE REPLACEMENT PROGRAM	20	20	0	20	21	103%	Replacement of damaged and aging valves in the reticulation system.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
SEWER NEW CONNECTIONS	46	46	0	46	29	63%	Provision of new connections associated with new development.
SEWER AUGMENTATION - RYLSTONE & KANDOS	50	128	0	128	68	53%	Final documentation and design has been delivered with exception of power supply design to be received early 2013. Land Matters are being progressed this financial year.
SEWER AUGMENTATION - MUDGEE	11,921	11,314	0	11,314	10,177	90%	Putta Bucca Pump Station Upgrade and STP Construction contracts progressing. Power supply contract works completed during February with final documentation yet to be received. Final Roadworks and landscaping for the STP site commenced in April 2013, and the balance tank reconstruction also commenced. Final connection and commissioning of the Putta Bucca SPS and STP rescheduled for September 2013, due to balance tank rebuild. Budget adjustment processed in March QBR to allow for the extended completion schedule.
SEWER TELEMETRY	20	20	0	20	0	1%	Replacement of analogue radios and antennas with digital radios for the Gulgong Sewerage system, allowing removal of analogue repeater at Flirtation Hill, that is frequently damaged during storm events. Installation scheduled for completion during June 2013.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
SEWER MAINS - BURRUNDULLA AVE	23	0	0	0	(0)	0%	Sewer main replacement works required in conjunction with Private Works for new residential development. Works will be rescheduled upon Developer's payment of Private Works fees. Budget adjustment processed in March QBR as payment of Private Works fees not expected this financial
SEWER MAINS RELINING	70	129	0	129	91	70%	Scheduled sewer main relining works complete. Project under budget due to unexpected silt build up in a sewer main in Lawson Park that could not be addressed with the contracted relining technique. This main will be addressed in next year's relining program.
SEWER MAINS - MUDGEES INDUSTRIAL AREA	180	230	0	230	165	72%	Works approximately 90% complete with railway underboring remaining. Connections will be undertaken once Industrial area sewer pump station construction has been completed. Boring and connection works to be undertaken in early June 2013.
SEWER MAINS - BROAD ST GULGONG	35	29	0	29	29	103%	Sewer main extension. Works complete.
SEWER MAINS - BELLEVUE TO RIFLE RANGE ROAD	0	156	0	156	0	0%	Council contribution towards installing sewer main Bellevue to Rifle Range Road. Developer works have commenced with Council's Development Engineering Manager inspecting works as per development consent conditions.
SEWER PUMP STATION - CAPITAL BUDGET ONLY	20	0	0	0	0	0%	Budget only. Budget to be reallocated when works required.
SEWER PUMP STATION - BOMBIRA	0	11	0	11	10	97%	Replacement of diesel pump. Works complete.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
SEWER PUMP STATION - INDUSTRIAL	45	103	0	103	29	28%	Pump Station installation commenced in April and is approximately 80% complete. Council's contractor will complete works in early June 2013 in conjunction with connection of the gravity and rising main also constructed this year.
SEWER PUMP STATION - GULGONG HOSPITAL	0	7	0	7	6	97%	Pump replacement. Works complete.
SEWER TREATMENT WORKS - MUDGEE	45	28	0	28	5	19%	Reserved for urgent works to ensure continued operation until change over to new Sewer Treatment Plant.
SEWER TREATMENT WORKS - GULGONG	0	129	0	129	116	90%	Insurance works. Rectification of storm damage. Works complete with final invoices yet to be received. Budget adjustment processed in the March QBR for the installation of an Alum dosing trial to increase discharge effluent quality. Alum dosing equipment will be installed during May 2013.
SEWER TREATMENT WORKS - RYLSTONE	0	9	0	9	1	15%	Set up of alum dosing trial complete. Alum is currently being dosed at the treatment plant to increase discharge effluent quality in accordance with Council's EPA licence requirements.
Total Capital Works	17,119	14,574	0	14,574	12,351	85%	
Net Result	17,119	14,574	0	14,574	12,351	85%	

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
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Capital Works Program - Building a Strong Local Economy

Income 0 0 0 0 0 0 0%

Capital Works

RIVERSIDE CARAVAN PARK - POWER POLES	0	10	0	10	0	0%	Poles have been ordered and waiting to install. The caravan park lessee would now like consideration given to underground power and obtaining a quote. Project on hold until options are sorted out.
ENTRANCE SIGNAGE	125	134	0	134	3	2%	The signage project has been put out to tender per Council request. Closing date 3 May.
KANDOS TOURIST BAY - BVW	40	40	0	40	31	79%	Final Landscaping works have been completed, awaiting final costs.
GULGONG DIRECTIONAL SIGNAGE	7	7	0	7	6	85%	Signs are installed, awaiting final costs.
EXTERNAL TOURISM SIGNAGE	25	0	0	0	0	0%	Reallocated to Financial Assistance at Nov 21 Council meeting.
SALEYARDS - DAY YARD FENCING	10	0	0	0	0	0%	This budget has been transferred for the replacement of the cattle crush, required urgently.
SALEYARDS - CATTLE CRUSH	0	12	0	12	10	91%	Completed
SALEYARDS - CANTEEN IMPROVEMENTS	10	8	0	8	7	99%	Completed
PROPERTY - MUDGEES AIRPORT SUBDIVISION	225	225	0	225	14	6%	Plans with solicitor for registration - anticipated settlement mid-June 2013.
PROPERTY - KANDOS SURPLUS LAND BLOCKS	0	8	0	8	6	77%	Finalising investigations and survey to consider marketing allotment in Dunn Street - request to solicitor for production of certificate of title.
PROPERTY - EX SALEYARDS STAGE I	0	20	0	20	21	103%	Preliminary investigations complete. No further action required until instructed to do so.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
COMMERCIAL PROP - AERODROME COTTAGE RENOVATIONS	0	4	0	4	5	128%	Works to repair roof and guttering completed.
Total Capital Works	442	466	0	466	104	22%	
Net Result	442	466	0	466	104	22%	

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
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Capital Works Program - Connecting Our Region

Income 0 0 0 0 0 0 0%

Capital Works

URBAN RESEALS - CHURCH ST (MORTIMER TO DENISON)	21	0	0	0	0	0%	Reseal has been cancelled as this section of Church Street will be rehabilitated in 2013/14.
URBAN RESEALS - LEWIS ST (MEARS TO RAILWAY)	10	15	0	15	14	91%	Completed
URBAN RESEALS - INGLIS ST SEG 70	3	3	0	3	3	92%	Completed
URBAN RESEALS - PITTS LANE SEG 10	13	13	0	13	9	69%	Completed
URBAN RESEALS - MELTON RD SEG 20	7	0	0	0	0	0%	Melton road is to be deferred due to the sub division development that is presently occurring in this area. The sub division intersection works impact on Melton road and therefore it is considered that the reseal should be done when the construction works are completed.
URBAN RESEALS - HENBURY AVE (BVW TO DAVIES)	21	0	0	0	0	0%	This project will be deferred until next year. A superior rubber seal is proposed for this intersection because of the cracking, however due to the small area and thus small volumes of bitumen, the cost will be significant. To minimise the cost we are looking to carry out this project when the contractor is undertaking other works using this product in the area. This will be next sealing season.
URBAN RESEALS - DANGAR ST SEG 20/30	14	9	0	9	5	55%	Completed
URBAN RESEALS - MUDGEE ST SEG 80	7	7	0	7	7	108%	Completed
URBAN RESEALS - YOUNG ST (TALLAWANG TO LYNN)	14	10	0	10	10	100%	Completed
URBAN RESEALS - SALEYARDS LN SEG 20	5	5	0	5	4	83%	Completed

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
URBAN ROADS KERB & GUTTER CAPITAL	16	20	0	20	18	89%	Works ongoing throughout the year.
REHAB - MAYNE STREET	29	9	0	9	8	95%	Completed
REHAB - LEWIS/HORATIO INTERSCTN	0	0	0	0	1	0%	Works completed in 2011/12.
REHAB - CHURCH ST (GLADSTONE TO MORTIMER)	350	1,047	0	1,047	788	75%	The drainage, footpath and kerb and gutter works are complete including the installation of the conduit for future possible undergrounding of the overhead power. The road rehabilitation works will commenced in early May and asphalt is planned for late May.
REHAB - GLADSTONE ST (DOURO TO COURT)	60	150	0	150	38	26%	The pavement and drainage works are complete, seal is planned for mid May.
REHAB - GLADSTONE/PERRY ST INTERSECTION	0	167	0	167	163	98%	The works have been completed with only the pedestrian fencing outstanding. This will be installed mid May.
RESHEETING - URBAN ROADS	12	12	0	12	5	43%	Works ongoing.
TRAFFIC CALMING - INGLIS ST	0	0	0	0	1	0%	Works practically completed in 2011/12, linemarking completed in 2013/14.
TRAFFIC CALMING - ROBERTSON ST	0	15	0	15	13	85%	Completed
URBAN ROADS LAND MATTERS CAPITAL	15	8	0	8	2	26%	Library Lane land matter progressing as planned - survey lodged with Planning & Development. Unformed section of road reserve in Richards Street – road transferred to Council control & road closure application to be lodged.
REHAB - LOUEE ST	200	391	0	391	389	99%	Completed
RURAL RESEAL - HENRY LAWSON DR FROM DREWS LANE	54	54	0	54	44	81%	Completed
RURAL RESEAL - CRUDINE ROAD SEG 30	33	0	0	0	0	0%	Completed
RURAL RESEAL - YARRAWONGA RD	56	56	0	56	59	104%	Completed
RURAL RESEAL - SPRING CREEK RD	25	32	0	32	31	98%	Completed
RURAL RESEAL - BURRENDULLA RD SEG 20/30	67	44	0	44	41	93%	Completed
RURAL RESEAL - WINDEYER RD SEG 20	30	27	0	27	25	93%	Completed

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
RURAL RESEAL - QUEENS PINCH RD SEG 30/40	62	62	0	62	47	76%	Completed
RURAL RESEAL - ROCKY WATERHOLE RD SEG 10	27	19	0	19	16	88%	Completed
RURAL RESEAL - PYRAMUL RD SEG 10/20	65	58	0	58	56	96%	Completed
RURAL RESEAL - BOTOBOLAR RD SEG 10	41	26	0	26	25	97%	Completed
RURAL RESEAL - BROGANS CREEK RD SEG 30	51	31	0	31	23	76%	Completed
RURAL REHAB - HENRY LAWSON DVE	17	25	0	25	28	114%	Completed
REHAB/RESEAL - LUE RD HAVILAH MISSING LINK	29	392	0	392	330	84%	Works completed. Land matters / road closures etc require finalisation.
RURAL REHAB - LUE RD (OLIVE PRESS)	350	3	0	3	3	94%	Project deferred until I2013/14. Costs associated with scoping and design works.
RURAL REHAB - HENRY LAWSON DVE	300	0	0	0	0	0%	Budget reallocated to Cooper Drive in August monthly report.
RURAL REHAB - COOPER DRV SHOULDER WIDENING	0	169	0	169	164	97%	Completed
REALIGNMENT - ULAN/WOLLAR RD	0	3,100	0	3,100	1,586	51%	The works are nearing completion with surfacing works to be completed in May. Project will be completed late May 13. The total cost of the project will be \$2.6M not \$3.1M as provisional sum items included in the schedule were not used.
LAHEYS CK INTERSECTION UPGRADE (COBBORA)	0	134	0	134	44	33%	The design for the intersection has been submitted to RMS for approvals. Scoping and design works have commenced on the 15km widening and upgrade of Lahey's Creek and Spring Ridge Roads. Construction works planned for July 2013.
HEAVY PATCHING - CRUDINE RD	0	53	0	53	0	1%	Works are planned for mid May with seal late May.
FUTURE YRS REFS - BUDGET ONLY	5	5	0	5	1	18%	Minimal external consultants required to date.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
RURAL SEALED ROAD LAND MATTERS	11	11	0	11	1	8%	Cox's Crown Rd - Claim Notice and Acceptance of Offer sent to each affected party - nearing finalisation.
MR598 COPE ROAD WIDENING	0	44	0	44	15	35%	Road widening completed. Sealing to occur in May.
BLACKSPOT BYLONG VALLEY WAY - GROWEE GULPH	0	380	0	380	223	59%	The project is progressing well with the significant earthworks and realignment completed. Guardrails and seal planned for mid May 13. RMS have increased the scope to include some minor widening works to two other curves where accidents have taken place. This can be incorporated in the current budget. RMS are also planning to reseal the section next year.
REPAIR - GOLLAN RD MR7512	200	207	0	207	203	98%	Completed
REPAIR - ULAN RD MR214	600	600	0	600	563	94%	Completed
PITTS LANE/ULAN RD INTERSECTION	0	0	0	0	4	0%	Works completed 2011/12. Costs in 2012/13 associated with the removal of the old road.
BYLONG VALLEY WAY HEAVY PATCHING PROGRAM	100	85	0	85	27	32%	Works will recommence in May 13.
REHAB - WOLLAR RD CUMBO CREEK	250	250	0	250	243	97%	Completed
REG RESEAL - HILL END RD	26	24	0	24	20	86%	Completed
REG RESEAL - GOLLAN RD	27	23	0	23	24	107%	Completed
REG RESEAL - COX ST (BVW)	10	0	0	0	0	0%	Deferred to 2014, budget transferred to Regional Roads Line marking.
REG RESEAL - SHORT ST (ULAN RD)	11	9	0	9	9	98%	Completed
REG RESEAL - HILL END RD	29	29	0	29	28	98%	Completed
REG RESEAL - HILL END RD SEG 2265	37	37	0	37	38	101%	Completed
REG RESEAL - COPE RD	35	35	0	35	14	41%	Completed
REG RESEAL - ULAN RD	35	42	0	42	42	101%	Completed

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
RURAL SEALED REGIONAL ROAD LAND MATTERS CAPITAL	4	4	0	4	4	106%	Bylong Valley Way Rylstone – Matter Complete. Black spot programme Ulan Road Budget Budget – plans received. Ulan-Wollar Road Realignment (Moolarben Coal) - DPI - approval to close should be issued 3rd week in May. Maloneys Rd Lue - investigations commenced into realignment of section of Road Reserve.
SEAL EXTENSION - ULAN-WOLLAR RD	600	650	0	650	160	25%	Drainage and shoulder widening works are complete. Pavement works are underway with seal planned for late May 13.
RESHEETING - BUDGET ONLY	1,614	1,614	0	1,614	1,537	95%	Works have resumed as resources have become available.
UNSEALED ROADS LAND MATTERS CAPITAL	2	9	0	9	7	76%	Beechworth Road realignment progressing as planned. Merotherie Road - Transfer being endorsed, matter nearing completion.
RURAL UNSEALED REGIONAL ROAD RESHEETING	100	100	0	100	76	76%	Works commenced late April and will be completed by mid May.
SEAL EXTENSION - WOLLAR ROAD	210	210	0	210	180	86%	Completed
CARWELL CREEK BRIDGE	0	34	0	34	35	103%	Completed
FOOTWAYS - CAPITAL BUDGET ONLY	65	68	0	68	67	98%	Works completed, budget expended.
FOOTWAYS - BUS SHELTERS	0	10	0	10	4	40%	Glass replaced in the rear of the bus shelters where damaged. Further installation of glass to occur however supplier has sent wrong size. New panel will be delivered for install during June.
PEDESTRIAN - KANDOS TO CLANDULLA	60	60	0	60	1	2%	Application is currently being assessed by ARTC. Works will be planned following approvals.

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
PEDESTRIAN - CHARBON PEDESTRIAN BRIDGE	100	100	0	100	0	0%	Application is currently being assessed by ARTC. Works will be planned following approvals.
CBD TAXI RANK SHELTER	0	18	0	18	0	0%	Designs being finalised prior to DA being lodged. Works will commence as soon as possible however likely to be 2013/14 financial year
PEDESTRIAN - GLEN WILLOW WALKWAY	50	195	0	195	143	73%	Completed waiting on final invoices.
CYCLEWAY BELLEVUE	40	90	0	90	55	61%	Completed
GULGONG WALKWAY	30	30	0	30	30	100%	Completed
BUS SHELTER - BYLONG VALLEY WAY	0	20	0	20	16	82%	Completed
AIRPORT EXTEND TAXIWAY	20	20	0	20	0	0%	Discussions with the builder indicate that this work may be completed during June
CARPARKING CAPITAL - MORTIMER ST	0	10	0	10	11	108%	Completed
CARPARKING CAPITAL - SOUTH MUDGEE COLLYER PK	0	0	0	0	2	0%	Awaiting confirmation and approvals to commence works. Budget expenditure from land matters.
Total Capital Works	6,272	11,185	0	11,185	7,783	70%	
Net Result	6,272	11,185	0	11,185	7,783	70%	

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
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Capital Works Program - Good Government

Income 0 0 0 0 0 0 0%

Capital Works

CORPORATE BUILDINGS UPGRADE BUDGET ONLY	69	0	0	0	0	0%	Budget only.
MUDGEES ADMINISTRATION BUILDING UPGRADE	0	0	0	0	(0)	0%	Budget re-allocated to Town Hall building project
RYLSTONE ADMINISTRATION BUILDING UPGRADE	52	0	0	0	0	0%	Budget re-allocated to Town Hall building project
KANDOS MUSEUM	0	29	0	29	20	69%	Bricklaying at portico complete, roofing and walls to be completed end of June
CAPITAL UPGRADE - MWRC DEPOT	29	6	0	6	6	101%	Painting works completed.
STABLES COMPLEX	15	2	0	2	0	18%	Painting works completed.
CAPITAL UPGRADE - RYLSTONE DEPOT	0	15	0	15	13	89%	Re-cladding of part of the building completed.
CAPITAL UPGRADE - MUDGEES ADMIN SHEDS	0	3	0	3	3	85%	Painting works completed.
IT NETWORK UPGRADES	0	23	0	23	25	107%	Program of replacing IT network infrastructure is completed.
IT RECORDS MANAGEMENT IMPLEMENTATION	250	229	0	229	138	60%	Project underway. New Records Management system to be installed in June. System currently being developed.
SERVER RECONFIGURATION	30	34	0	34	34	99%	Virtual server environment reconfigure and project now completed.
PLANT PURCHASES	368	3,180	(12)	3,168	3,041	96%	All heavy plant items have been delivered and light vehicle deliveries and disposals should be completed by mid June.
PLANT PURCHASES - HEAVY PLANT	2,913	0	0	0	0	0%	This budget has been transferred to Plant Purchases
PLANT PURCHASES - MINOR PLANT	36	0	0	0	0	0%	This budget has been transferred to Plant Purchases

\$'000	Original Annual Budget	Revised Annual Budget	Proposed Variations	Proposed Annual Budget	Actual YTD	% Proposed Annual Budget	Comment
WORKS DEPOT - OHS CAPITAL IMPROVEMENTS	13	17	0	17	0	2%	Quotes are far in excess of budget. Propose reallocation of funds to next highest OHS priority
DEPOT UNDERGROUND FUEL TANKS	0	30	12	42	0	0%	This work is scheduled for late May
COMMUNICATIONS - MT MISERY HUT	0	10	0	10	(28)	-279%	Installation of new hut to house communications equipment. Earthworks have been completed during April. Awaiting arrival of the new hut.
Total Capital Works	3,775	3,578	0	3,578	3,252	91%	
Net Result	3,775	3,578	0	3,578	3,252	91%	


Thursday 6 June 2013
Council meeting

ATTACHMENT

6.2.10

Roads Policies Review



	POLICY	ADOPTED
	Advice to Resident on Road Works / Conditions	

OBJECTIVE

To provide timely and appropriate advice for works that may affect access due to road works or road condition.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

1. Council as part of its commitment to customers will advise affected property owners and/or occupants of works and adverse conditions that affect access to their properties. This policy includes supply of water and sewerage services, ~~fixing of roads levels and road rehabilitation and resurfacing works, all road works and road conditions resulting from weather and road accidents.~~
2. That affected residents be advised of the commencement date as soon as it is known, generally attempting to provide 2 weeks ~~one months~~ notice and further that absentee owners be invited to contact the relevant officer to ascertain the stage of the works regarding access prior too visiting their property.
3. In the case where access will be restricted, a letter box drop or personal contact be made to residents the day before ~~access will be denied or earlier~~ indicating:
 - That access ~~will be disrupted or not available~~ will not be available for a stated period
 - The nature of the work to be undertaken
 - Contact person for further information
4. Fixing Of Levels (Roads Act Notification) – In addition to statutory advertising relating to the fixing of roads levels adjoining property owners are to receive written notification:
 - Of Councils' intention to fix the level of a road, and
 - Of the declaration when the levels have been fixed.
5. When a road is impassable or unsafe, a media statement regarding road conditions shall be issued. All statements on the condition of roads in particular the temporary closure of roads are to be simultaneously presented to the Officer in Charge of the Mudgee Police Station (the responsible officer for advising the public of general road and traffic conditions).
6. The Roads and ~~Maritime Services~~ Traffic Authority is to be advised when it becomes necessary to close and classified road due to any condition. This advice is to indicate the expected duration of the closure


ADVICE TO RESIDENTS ON ROAD WORKS / CONDITIONS

Adopted Min NO 110/08 Ord Mtg 16/7/08

Re-affirmed/Amended:

Review Date:

Related Files

	POLICY	ADOPTED C/M-18-Aug-2010 Minute No. 215/10
	ACCESS TO PROPERTIES	REVIEW: <u>May 14 Aug 12</u> FILE No. A0100021

OBJECTIVE

To ensure that accesses to private property are constructed to a uniform, practical and safe standard such as will protect roadside drainage, services in footpaths, pedestrians and the travelling public.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

An access to property is to be constructed to the same standard as the road to which it abuts and complies with Council's requirements as detailed in the standard drawings available from Council.

General:

- The construction and maintenance of the driveway, from the edge of the made road to the property boundary, remains the responsibility of the property owner or occupier, and must be carried out in accordance with this policy. Any variance from these details must have Council's written approval before work is commenced. Failure to comply with this document may result in the works being removed at the owner's expense.
- The property owner is responsible to check the locations of any services, which might be affected by the access and also for any costs of relocation of these services.
- An allotment on which a single dwelling or dual occupancy is or is to be constructed will be permitted to have two (2) vehicular access driveways subject to the following conditions: -
 - The driveway access must provide access to an additional useable parking space, which must be located behind the standard 6.0 metre building setback from the front boundary.
 - All driveway access locations must be suitably located clear of any site constraints such as street gully pits, light poles or any other constraint.
- Residential accesses are not to be located within 10 metres of the intersection of two public roads;
- Where it is proposed that new road works will pass by any driveway then the design criteria will be such that it will not affect the present access and egress enjoyed by the landholder.
- All crossovers (a constructed traffic way connecting the paved street to the private property) shall be constructed to the approved Council standards and specifications (Section 4 – Vehicle Crossovers). The Owner/Agent is to arrange for construction.

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- Inspection of the access will be required before pouring concrete in the driveway. Council is to be given 24 hours notice to inspect the excavation and the steel;
- Commercial/industrial accesses to be located as shown on development consents;
- Provision for Traffic and Public Safety shall be in accordance with A.S. 1742 (Traffic Control Devices - 2009). The contractor or property owner shall be adequately insured against Public Risk Liability and shall be responsible for any claims arising from these works.
- Public Utilities - The contractor/owner shall take every precaution to locate and protect all water, sewer, electricity, telephone and stormwater drainage during construction. If any of these services are damaged, the full cost of repairs is to be borne by the contractor/owner. If construction of the vehicular access requires service alterations or the relocation of stormwater gully pits such alterations will be at full cost to the contractor/owner.
- Inspections - Concrete must not be poured until the excavation, formwork and reinforcing has been inspected by Council. The contractor/owner must arrange an inspection by contacting Council between 8.00am and 4.30pm Monday to Friday, giving at least twenty four (24) hours notice. Failure to have the work inspected may result in the access being removed and reconstructed at the contractors/owners expense.
- All physical works shall be undertaken in accordance with AUSPEC.
- BONDS - To achieve a neat, safe and consistent streetscape and good road condition, bonds securing the construction or reconstruction of crossovers will be required to be paid at time of issue an approval. The amount of the bond will be determined and set by Council in its annual fees charges.
- Crossover construction or reconstruction may be required as a condition of subdivision, development and/or as a condition of issue of building license where it is deemed by the General Manager (or delegate) that the work is necessary.
- Council may construct the crossover in concrete (urban) or two coat seal (rural) or gravel (rural unsealed road) if not constructed by the owner/agent within 6 months of practical completion or occupation of the building, for which payment of a crossover bond has been made.
- Council will not be responsible for **any** maintenance of crossovers.

Urban Accesses (with kerb and gutter):

- The provision of a vehicular access driveway from the property boundary to the kerb and gutter or edge of road seal is the responsibility of the property owner. All building plans that involve the construction or alteration of a vehicular access to a property are required to include certain details with the Building Application. A list of these details is available separately on request.
- Crossovers are to be constructed in reinforced concrete, 125mm thick with F72 mesh for residential accesses and 200mm with F82 mesh for industrial/commercial accesses. See attached standard drawing. The Owner / Agent is to arrange and pay for construction.
- Gutter **ramps bridges**, concrete infill's or any other gutter obstruction are not permitted and will be removed, unless, in extreme circumstances, Council's written approval is given for such a device.

- Roll back kerb and gutter will be used wherever possible to avoid the need for gutter crossings.
- Where "roll top kerb and gutter" exists, kerb inverts are not required. Existing inverts may be used provided they are of sufficient width.
- In the case of upright kerb, the kerb is to be removed and an invert crossing constructed. The driveway is to rise for 1.2 metres to at least the former level of the kerb and gutter, then rise at a 4% grade for another 1.2 metres before easing to the grade of the driveway. See attached standard drawing;
- A copy of Council "Vehicular Driveway Access Details" Plan is attached setting out all relevant requirements.
- Gutter crossings in excess of site requirements are to be removed and returned to kerb matching the area.
- A crossing may remain in conjunction with residential use when it can be clearly shown that leaving the crossing will have no effect on traffic or residential amenity of the area.
- When as a result of a building application or a development application it is necessary to remove a gutter crossing and reinstate the footpath, the footpath deposit will be increased by a sufficient amount to allow Council to carry out the removal and restoration if the applicant fails to carry out the work.
- The location of the proposed crossover shall not conflict with public utilities services such as drainage pits and structures, services inspection pits, power or light poles, traffic medians and street trees.
- Road safety and turning radii will be taken into account in deciding the position of a crossover.
- Bonds securing the construction or reconstruction of crossovers will be required to be paid at time of issue of building licence. The amount of the bond will be determined and set by Council in its annual fees & charges.

Rural Accesses (or urban areas without kerb and gutter):

- Where kerb and guttering has not been provided but levels for the future kerb and guttering are available the proposed access must accommodate the future design. Where levels are not available, a piped crossing of the table drain is to be provided. This can be constructed by Council, at the property owner's expense, or privately to Council's requirements. The access in this case must not extend beyond the outer edge of the road shoulder. Concrete driveways may be extended from the property boundary to the kerb line or edge of bitumen and levels will be provided, on request by Council staff.
- Accesses are to commence at the outside edge of the road shoulder, and under no circumstances are to impinge onto the road shoulder;
- Access to rural properties are to be constructed at a location such as to provide adequate sight distances, so that road users can see vehicles entering or leaving access in time to brake or take evasive action. Council staff will provide advice, and if necessary on site inspections, on the location of proposed accesses;

- Accesses are to be properly formed and drained so that stormwater is not channelled by the driveway onto the surface of Council's road. The driveway drainage should direct stormwater into Council's table drain;
- Where the access crosses a table drain beside Council's road, a concrete pipe (minimum dia. 375mm, minimum length ~~5.0m~~ 4.88m with headwalls) is to be placed so that water in the table drain can flow unimpeded. In some instances a larger diameter pipe will be required, and this will be as directed by the General Manager (or delegate).
- Should an existing access be such that no drainage pipes were required before construction work, but are required after such work, Council will provide a ~~5.0m~~4.88m wide entrance of appropriate diameter, complete with concrete heads and 100mm depth sub-base gravel.
- When, during the course of construction work on dedicated roads, a property access is interfered with, such access shall be reconstructed as a job charge at no cost to the property owner, provided that the original crossover complied with this policy
- Where a crossover is proposed off a sealed road, the crossover shall also be sealed and drained.
- Where pipes are required, arrangements can be made through Council to supply and deliver these at cost to the applicant. The applicant will be required to pay in advance for the pipes.
- A copy of Council's "Vehicular Driveway Access Details with Piped Table drains" is attached setting out all relevant requirements.

Definitions:

Driveway - means an all weather access across a table drain and may include pipes or culverts.

Crossover - is the area between the driveway and the property boundary and may include a made footpath.

Private Property Entrance – the roadway linking the edge of a Council Road to the private property boundary. The Private Property Entrance may traverse road reserve or stock route.

Council Road – a Council controlled road listed on the Mid Western Regional Council Road Register.

Roads Act 1993:

The following sections from the Roads Act are applicable with respect to this policy:

SECT 6 (Right of access to public road by owners of adjoining land)

(1) The owner of land adjoining a public road is entitled, as of right, to access (whether on foot, in a vehicle or otherwise) across the boundary between the land and the public road.

(2) The right conferred by this section does not derogate from any right of access that is conferred by the common law, but those rights are subject to such restrictions as are imposed by or under this or any other Act or law.

SECT 92 (Roads authority may alter landform of land adjoining public road without acquiring land)

(1) A roads authority may alter the landform of land adjoining a public road so as to ensure the stability of the road.

(2) The roads authority must pay compensation to the owner of the land for any loss or damage arising from the alteration.

SECT 95 (Removal of windblown sand etc)

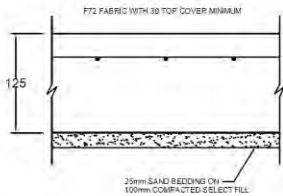
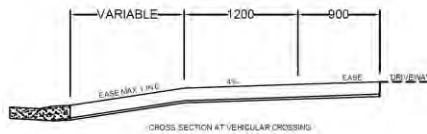
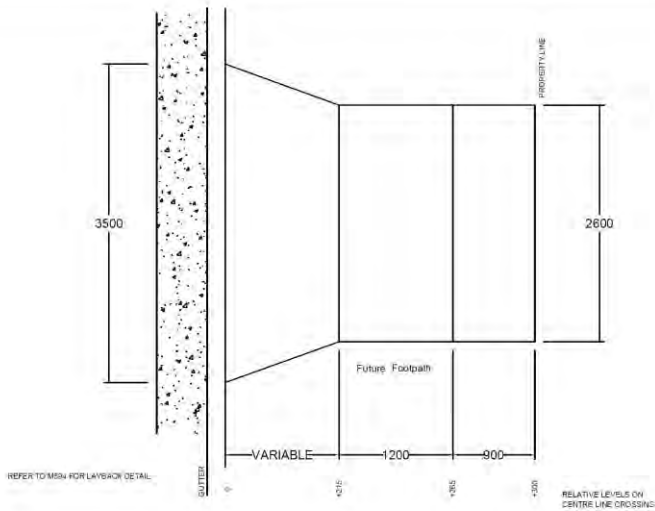
(1) The appropriate roads authority may direct the occupier of land from which sand, soil or other such matter has been washed or blown onto a public road to take such action as is necessary to remove the obstruction and prevent its recurrence.

(2) The direction may specify the period within which the direction must be complied with.

SECT 218 (Roads authority may recover cost of constructing or repairing a special crossing)

(1) The owner of land adjoining a public road is liable to pay to the appropriate roads authority the cost incurred by the roads authority in constructing or repairing any special crossing over a footway in the public road for the traffic of vehicles across the footway to or from the land.

(2) If the crossing has been constructed or repaired at the request of the occupier of the land concerned, any amount paid to the roads authority by the owner of the land may be recovered by the owner from the occupier.

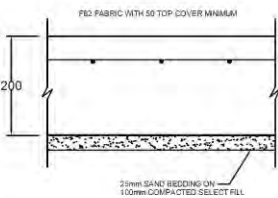
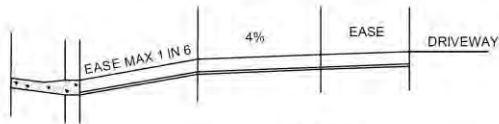
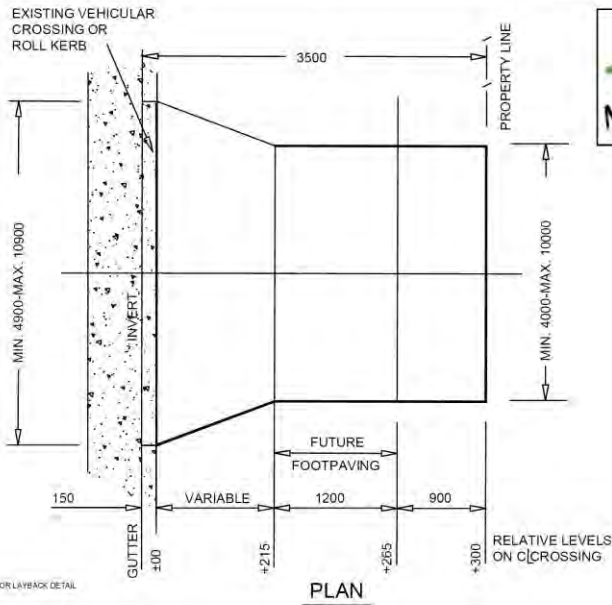


NOTES

- 1 Crossing shall be constructed to the approval of Council
- 2 All exposed edges to be rounded to 10mm radius
- 3 Concrete compressive strength at 28 days F'c 25Mpa.
- 4 An approved jointing material shall be placed to separate all new and old edges
- 5 The standard shape of crossing shall be maintained. However in specific circumstances and with prior Council approval the dimensions may be altered
- 6 Any variation to standard footpath crossfall of 4% shall require prior Council approval
- 7 All crossings to be inspected prior to pouring concrete
- 8 All dimension are in millimeters
- 9 All works to comply with Aus-Spec #2

NOTE: ALL DIMENSIONS ARE IN MILLIMETRES

SCALE: NTS	MID-WESTERN REGIONAL COUNCIL	
DRAWN: AK	STANDARD VEHICLE ACCESS..... URBAN	DRAWING No.
CHKD: TK		M524 B
APPD:		
MANAGER - ROADS		

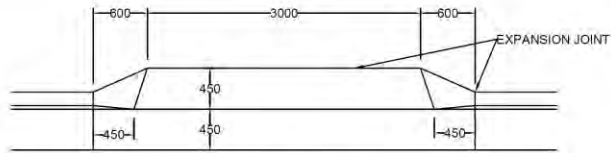


NOTES

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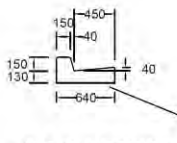
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APPD:			
MANAGER - ROADS			



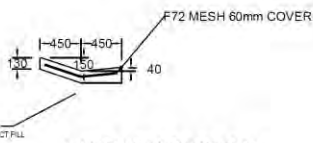
PLAN OF LAYBACK



ELEVATION



K & G SECTION



LAYBACK SECTION

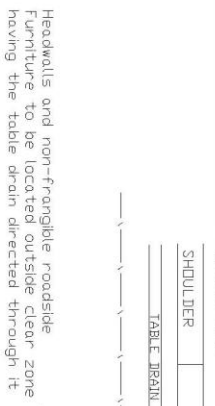
NOTES

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- 3 Concrete compressive strength at 28 days F'c 25Mpa.
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- 6 Any variation to standard footpath crossfall of 4% shall require prior Council approval
- 7 All crossings to be inspected prior to pouring concrete
- 8 All dimension are in millimeters
- 9 All works to comply with Aus-Spec #2

NOTE: ALL DIMENSIONS ARE IN MILLIMETRES

SCALE: NTS	MID-WESTERN REGIONAL COUNCIL	
DRAWN: AK	STANDARD VEHICLE KERB AND GUTTER LAYBACK	DRAWING No.
CHKD: TK		M594
APP'D:		
MANAGER - ROADS		

ACCESS TO BE LOCATED WHERE MINIMUM GAP SIGHT DISTANCE OF 5 SECONDS IS AVAILABLE



Headwalls and non-frangible roadside Furniture to be located outside clear zone having the table drain directed through it

A minimum 1% grade is required on all pipes Tailout to site conditions to be approved by Council representative

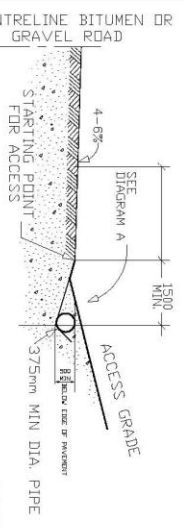
Access will be sealed to 10m offset

NOTE: Only applies for access off bitumen roads

A 4m Grid shall be installed if access point is less than 2m from edge line and is used by Articulated Vehicles. An inward opening 35m gate set back 15m from edge line is an alternative if access point is to be used only by single unit trucks

Minimum Length to store single unit truck where a gate restricts access

PLAN



CROSS SECTION

NOTES:

- 1) HEADWALLS ARE TO BE PRECAST CONCRETE HEADWALLS
- 2) ACCESS TO BE CONSTRUCTED IN ACCORDANCE WITH THIS PLAN, ANY VARIATION THEREFORE MUST BE APPROVED BY COUNCIL.
- 3) UNDER NO CIRCUMSTANCES MAY ACCESS INTRUDE BEYOND THE OUTER EDGE OF THE ROAD SHOULDER.
- 4) ANY VARIATION IN PIPE DIAMETER IS TO BE DETERMINED BY SITE INSPECTION.
- 5) PIPE LENGTH IS TO BE 4.9m MINIMUM.
- 6) DRIVEWAY TO BE SHAPED TO DIVERT WATER ALONG IT INTO TABLE DRAIN AND NOT ONTO THE THROUGH ROAD.
- 7) THIS PLAN SHOULD BE READ IN CONJUNCTION WITH COUNCIL'S ADOPTED ACCESS TO PROPERTIES POLICY.

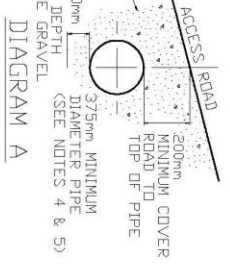



DIAGRAM A

DATE	SCALE	NOT TO SCALE	PROJECT	CLIENT	DESIGNER	DATE	SCALE	PROJECT	CLIENT	DESIGNER	DATE	SCALE

MID-WESTERN REGIONAL COUNCIL
STANDARD SPECIFICATIONS

1
1
1
M 525A

	POLICY	ADOPTED C/M-18-Aug-2010 Minute No. 215/10
	Bitumen Sealing of Gravel Roads	REVIEW: Aug 12 May 14 FILE No. A0100021

OBJECTIVE

1. To provide clarity on the proposed extension of the bitumen sealed network within the region.
2. To define criteria for the provision of bitumen seals on urban and rural gravel roads where adjoining property owners request some action to reduce or remove the nuisance of dust on their property.

3. This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

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POLICY

Council will review its seal extension program on an annual basis taking into account available funds and determine its forward program (if any) in conjunction with the ~~Road Network Strategic Plan and Annual Management Plan~~, Community Plan, Delivery Program and Roads Asset Management Plan.

The Road Sealing Program with only roads included in the current financial year are regarded as being firm, and those thereafter being reviewed subject to further funding, road traffic analysis, and road conditions as determined in the ~~Road Network Strategic Plan (as updated from time to time)~~, Delivery Program and Roads Asset Management Plan.

Council will not provide isolated strips of bitumen sealing:

1. Unless a contribution towards the cost of sealing an existing gravel road matches the estimated cost of the bitumen seal in cash or kind.
2. Provided that the minimum length of an isolated strip is not less than 100 metres.
3. On any road that is currently included within the current ~~10-year program (as identified in the Road Network Strategic Plan as amended from time to time)~~ Delivery Program
4. Unless the application is made on the attached form
5. Unless the section in question is of a standard that the costs associated with sealing are considered minimal or it is included on the current ~~10-year~~ Gravel Resheeting Program.
6. Council will only consider up to five applications in any one financial year.

Ongoing maintenance of constructed bitumen seal will be with Council.

Maintenance activities on the sealed network will be at the discretion of the General Manager and undertaken in consideration of the entirety of the road network in conjunction with the ~~Road Network Strategic Plan~~, Delivery Plan and Road Asset Management Plan.

Adopted: Min No. 80/04 Ord Mtg 15/9/04
 Re-Affirmed/Amended: Min No. 48/10 Ord Mtg 18/8/10
 Review Date:

Field Code Changed

BITUMEN SEALING OF GRAVEL ROADS

Related Files:

BITUMEN SEALING OF GRAVEL ROADS


Application for Consideration to Undertake Bitumen Sealing

Name:	_____
Address:	_____
Contact Phone #	_____
Describe proposed location (distance from nearest cross road / direction)	_____
Actual distance to be sealed (minimum 100m)	_____
Number of entrances required to the property.	_____
Indicate whether you are able to provide any plant or material to assist in the project.	_____
Please provide an estimate to undertake sealing at the above location	

	Signed & Dated (Applicant)
Office Use Only:	
Complies with Policy (Yes / No)	_____
Preparatory road construction required to accommodate the sealing.	_____
Any drainage implications known	_____
Estimate Date for construction (provided agreement signed and returned within 30 days)	_____
Estimated Cost (to applicant):	
Estimate Prepared By (print)	_____
Signed & Dated:	_____
Project Approved to proceed if agreement signed and returned (reason if refused)?	_____
Signed & Dated (Group Manager Operations):	
Agreement:	
I agree to pay the above estimated costs for bitumen sealing in accordance with this application. Please find enclosed my 25% deposit for the works. I understand that the balance is to be paid within 14 days of the works being completed.	
	Signed & Dated (Applicant)

NOTES:

- Work required by the applicant will be carried out only when the plant and equipment required is available.
- Council will assume ongoing maintenance of the constructed bitumen surface with these activities undertaken subject to available resources and competing priorities across the entire road network (as defined from time to time in the Road Network Strategic Plan).

	POLICY	ADOPTED C/M-18-Aug-2010 Minute No. 215/10
	Bus Shelters	REVIEW: Aug 12 May 14 FILE No. A0100021

OBJECTIVE

To provide guidelines for the installation of bus shelters on roads under Council control both in the urban and rural area.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

1. Council will only fund or install bus shelters if at least one of the following applies:
 - For school bus routes on rural roads, where there are a minimum of 15 school aged children utilising a single stop
 - The location is on an approved bus route and at a designated stop within the CBD area
 - If external grant funding is received
2. Installation of bus shelters in the **rural area** may be undertaken at **no expense** to Council if the conditions in (1) above are not met provided that:
 - **Approval** is first sought from Council. Such application must be in **writing** and include:
 - a) The proposed kit and / or method of construction of the shelter together with names and qualifications of any persons installing the shelter.
 - b) a locality plan drawn to scale and clearly showing:
 - Road name/s;
 - Type/s of carriageways;
 - Proposed position of the bus shelter, with distances from the carriageway, side roads, property entrances, obstructions including drainage structures within 200 metres of the site in both directions.
 - c) A report detailing and establishing the need for the bus shelter.
 - d) Any request for relief from maintenance must accompany the application (see dot point below).
 - Erection is undertaken utilising skilled personnel installing prefabricated kits designed to appropriate Australian Standards and in accordance with the written approval from Council;

- Erection adjacent to a classified road (Highway) will require the approval of the Roads & ~~Traffic Authority and Maritime Services~~ prior to a submission being made to Council.
- The **location** shall be such that:
 - a) There is adequate room for a bus to pull wholly off the through carriageway at the bus shelter;
 - b) There is adequate visibility for approaching traffic of a bus stopping at, or departing from, a bus shelter. Unless lesser distances are approved in writing by the General Manager following an on-site inspection, adequate visibility shall mean:
 - 200 metres in each direction in 100 km/h zones;
 - 150 metres in each direction in 80 km/h zones;
 - 100 metres in each direction in 60 km/h zones;
 - (Sight distance will be determined by use of 300mm diameter discs, one held at 2 metre height at the Shelter, the other at 1.2 metre height on the approach lane at the specified distance for the zone applicable);
 - c) The bus shelter does not interfere with visibility of vehicles entering the carriageway from a side road or from a property.
- **Maintenance** shall be the responsibility of the applicant. Should the applicant wish to be relieved of the responsibility of maintenance, this fact must be made known at the time of the application.
- Each application will be treated on its merits, however applicants who propose to obtain fees for the right to advertise on the structure are advised that Council would not grant relief from maintenance.
- Each bus shelter shall have the name and current postal address of the **owner** displayed facing the carriageway in permanent material in English characters not less than 20mm high.
- **Advertising** matter may be allowed subject to other Council policies, on the end walls at the departure end only. Advertising matter shall not be such that it could be construed to be an official traffic sign or to contain any representation of an official traffic sign. The use of reflectorised material in the advertising matter is not permitted.
- The Council shall have the authority to order the current owner of any bus shelter to remove any advertising matter which is not in accordance with the above conditions or which, in its opinion, offends public decency or is inappropriate.
- Where Council considers any advertising material warrants immediate removal, it may arrange removal and recover the cost of such removal from the owner.
- The owner for the time being of the bus shelter shall indemnify and keep indemnified the Council from and against all actions, proceedings, claims, damages and demands, costs and expenses in regard to any accident, damage or injury sustained as a result of the construction, maintenance or existence of the bus shelter.
- Work on the construction of the bus shelter shall not commence until the Council's General Manager is satisfied that the owner has obtained sufficient Public Risk and Accident **Insurance** as will allow the above indemnity to be viable.

OBJECTIVE:

To clarify Council's objective in providing and maintaining an integrated network of pathways throughout the urban areas in the region.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY:

New pathways will be constructed within budgetary and resource constraints on both sides of a street for:

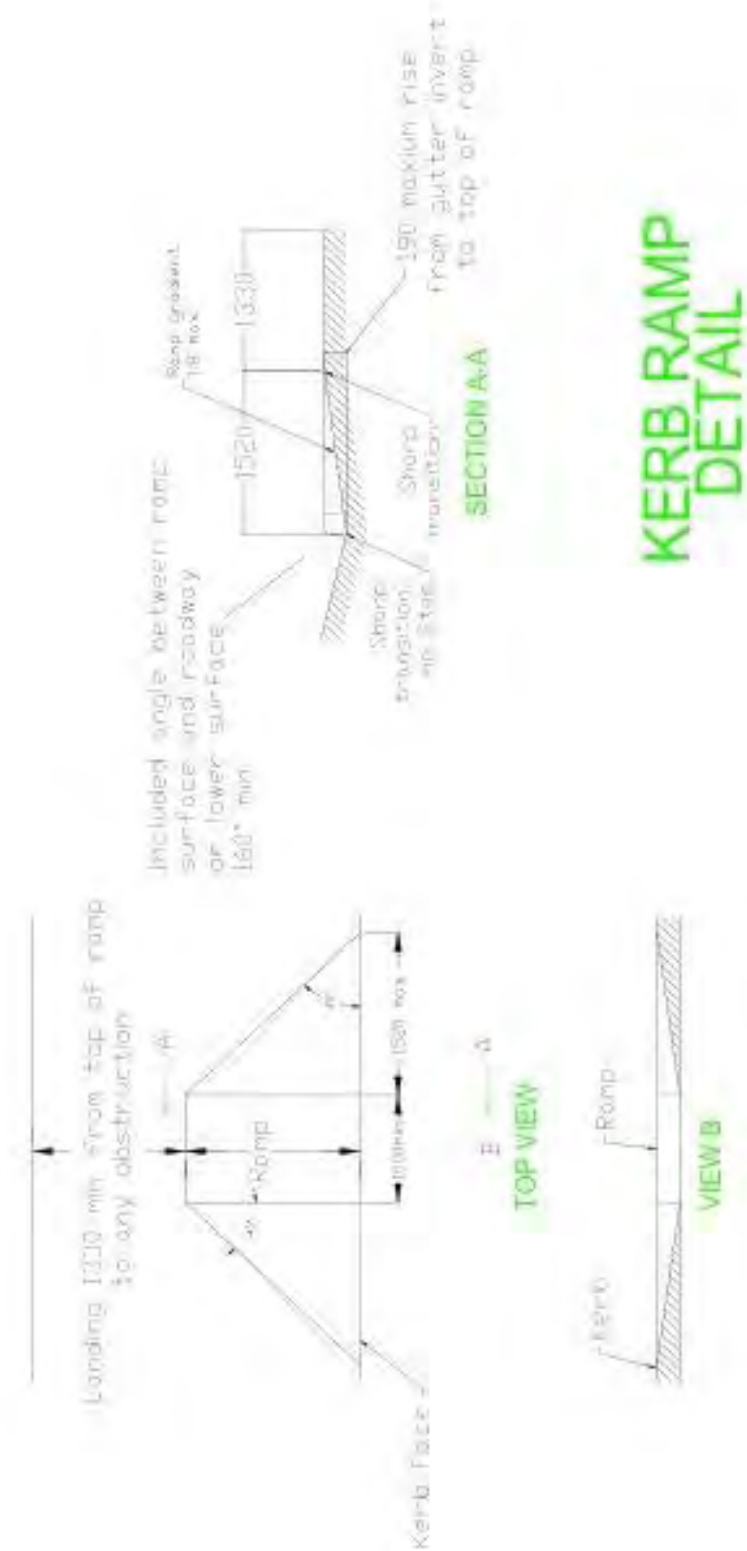
1. Arterial roads, CBD Roads and other roads where the traffic volume exceeds 2,500 vehicles per day (vpd).
2. Immediately adjacent to schools.

New pathways will be constructed within budgetary and resource constraints on one side of a street where traffic volumes are greater than 300 vpd and less than 2,500 vpd. No pathway will be constructed on streets having a traffic volume less than 300 vpd, unless it provides a link between sections of the existing pathway network. It is considered that with less than 300 vpd, traffic volumes are low enough for pedestrians to use the carriageway with reasonable safety.

Prioritisation of pathways for new construction will be based on:

1. Pedestrian Generators (Schools, Commercial Development, Parks)
2. Contribution to overall network of pathways
3. Road Hierarchy
4. Pedestrian Volume
5. Proximity of adjacent pathway
6. Requests

- Generally, new pathways will be constructed 1200mm wide and offset 900mm from the property boundary within road reserves.
- Cycleways will be constructed 2400mm wide on an alignment to be determined by Council.
- They are to be constructed of 100mm thick concrete with a strength grade of N25 and a 50-80mm slump at time of placement.
- The thickness of the footpath will increase to 125mm thick in reserves or other areas where mowing will be carried out by self propelled plant.
- The maximum nominal size of course aggregate shall be 20mm.
- The concrete shall be reinforced with F72 mesh at 40mm cover to the top, with laps and mesh support complying with AS3600.
- Concrete shall not be placed where the temperature of the surrounding air is higher than 32° C or lower than 10° C.
- Pram ramps shall be constructed at all street corners as detailed in the standard drawing below.
- 10mm wide keyed Expansion Joints are to be provided at spacings not exceeding 6m, and on either side of each vehicular crossing.
- 6mm wide Control Joints are to be provided at 1.2m spacings and formed by cutting the freshly screeded concrete to at least half the concrete depth. After finishing the surface the joints shall be struck with a tool to coincide exactly with the location of the cuts.



KERB RAMP DETAIL

DATE	REV	DESCRIPTION	BY	CHECKED	DATE	SCALE	PROJECT	SERVICES AFFECTED	APPROVED	DATE	PLAN NUMBER	SCALE

	POLICY	ADOPTED
	Grazing of Stock on Roads	REVIEW: May 14 Aug 12 FILE No. A0100021

OBJECTIVE

To advise applicants for grazing on public road reserves of Council’s requirements prior to seeking the issue of a Permits by the Livestock Health and Pest Authority.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, ‘Connecting our Region High Quality Road Network that is Safe and Efficient’

POLICY

Council will consent to the issue of temporary grazing permits for roads in the Mid Western Regional Council area by the Livestock Health and Pest Authority pursuant to the Rural Lands Protection Act 1998 (Section 101 attached) subject to the following conditions:

1. Any person grazing stock on a road under Council care and control shall take out a Public Liability Insurance Policy to cover any mishap which may occur with a recommended minimum level of indemnity of \$10 million and such policy shall be suitable endorsed to cover Council.
2. Any condition / requirement imposed by the Livestock Health and Pest Authority or requirements under the Rural Lands Protection Act

No fee is applicable in accordance with the Rural Lands Protection Act 1998.

It is recognised that grazing by domestic stock can severely affect native vegetation and, in particular, can prevent or impede regeneration of native species. At the same time, the droving of stock is often a necessary activity. The droving of stock along road reserves is accepted where it is a legitimate part of property management but, where the road reserves have important native vegetation, the use of alternative routes will be encouraged where this is a practical option;

Longer term grazing of roadsides that contain native vegetation is not permitted unless it complies with the relevant conditions in the “Unmaintained Roads Policy” and has been leased from the Council as per the ‘Road Reserve Leasing Policy’.

Adopted: Min No. 80/04 Ord Mtg 15/9/04
Re-Affirmed\Amended: Min No.48/10 Ord Mtg 18/8/10
Review Date:
Related Files:

Field

RURAL LANDS PROTECTION ACT 1998 - SECT 101

101 Stock permits authorising certain uses of controlled and managed travelling stock reserves and public roads

(1) An authorised officer of a responsible board may issue a permit (a "stock permit") to any person authorising the person to do anything (or omit to do anything) on or in relation to any public road or travelling stock reserve (whether controlled or managed) specified in the permit in respect of stock owned or in the charge of the person and that would otherwise contravene a provision of this Division.

(2) Without limiting subsection (1), an authorised officer may issue a stock permit authorising a person to do any one or more of the following:

- (a) enter a controlled travelling stock reserve with stock,
- (b) remain on a controlled travelling stock reserve with stock,
- (c) walk stock on a public road or travelling stock reserve,
- (d) graze stock on a public road or controlled travelling stock reserve.

(3) A stock permit cannot be issued authorising a person to graze stock (other than travelling stock) on a public road without the concurrence of:

- (a) in the case of a public road that is not a Crown road—the local authority in which the road is vested, or
- (b) in the case of a Crown road—the Minister for Land and Water Conservation.

Note: Under section 40 of the [National Parks and Wildlife Act 1974](#) the concurrence of the Minister is required before the issue of a permit to graze over a travelling stock reserve within the boundaries of a national park or historic site.

(4) A stock permit is to be in the approved form.

(5) Nothing in this section authorises or permits an authorised officer to issue a stock permit authorising a person to do (or omit to do) anything on or in relation to a freeway or tollway within the meaning of the [Roads Act 1993](#) .

Field

Field



POLICY

ADOPTED

Kerbing & Guttering and Footpath Charges

REVIEW: ~~Aug 12~~
May 14

FILE No. A0100021

OBJECTIVE

To document a policy relating to the determination of kerbing & guttering, and footpath charges to adjacent landowners, in accordance with the ability to charge such fees under the Roads Act 1993

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

- For the purpose of this policy, the following definitions are deemed to apply:
 - Frontage** - The frontage of a property relates to the boundary, which is adjacent to the street, which is mentioned in the property description registered by Council.
 - Corner Property** - The corner property relates to a property with multiple street boundaries attached to each other, one of which is the frontage as in (a) above.
 - Rear Boundary** - The rear boundary of a property relates to a single street boundary, which is not attached to another boundary as in (a) and (b) above.
- Council shall determine lengths of footpaths, kerbing and guttering requiring landowner's contribution based on the lengths as defined in the registered property plan for the subject allotment.
- The cost applicable to the landowner for construction of footpaths and Kerb & Gutter shall be determined on the following basis:
 - Single Frontage Properties, Residential 2A** - Are to be charged ~~as determined by Council for that year to~~ a maximum charge of one half actual cost of footpath or kerbing and guttering construction.
 - Corner Properties, Residential 2A** - Are to be charged ~~as determined by Council for that year to~~ a maximum charge of 40% actual cost of footpath or kerbing and guttering construction
 - Rear Boundaries to Properties with single Frontage, Residential 2A** - Are to be charged ~~as determined by Council for that year to~~ a maximum charge of 40% actual cost of paving, kerbing and guttering construction.
 - All Boundaries to Properties other than Residential 2A** - Are to be charged ~~as determined by Council for that year to~~ a maximum charge of one half actual cost of paving, kerbing and guttering construction, unless construction is required as part of a development application.
 - Cost estimates will be provided by Council prior to the commencement of works.**
- Council will not require a contribution for footpaths adjacent to properties in residential 2A areas where they are proposed under the Footpath Strategic Plan.

Adopted: Min No. 80/04 Ord Mtg 15/9/04
Re-Affirmed/Amended: Min No. 48/10 Ord Mtg 18/8/10
Review Date:
Related Files:


Field

ROADS ACT 1993 - SECT 217

217 Roads authority may recover cost of paving, kerbing and guttering footways

- (1) The owner of land adjoining a public road is liable to contribute to the cost incurred by a roads authority in constructing or paving any kerb, gutter or footway along the side of the public road adjacent to the land.
- (2) The amount of the contribution is to be such amount (not more than half of the cost) as the roads authority may determine.
- (3) The owner of land the subject of such a determination becomes liable to pay the amount determined on receiving notice of that amount.
- (4) This section does not apply to the renewal or repair of any paving, kerb or gutter in respect of which contributions have previously been paid and does not apply to the Crown as regards public open space.
- (5) In this section, a reference to a gutter includes, in the case of a roadway that is laid to the kerb in a permanent manner, a reference to such part of the roadway as is within 450 millimetres of the kerb.

- The owner of the bus shelter shall submit, annually, proof that insurances are current and adequate.
- No part of these requirements shall be construed or deemed to give the owner of a bus shelter any right to the **exclusive use** of any part of the road reserve on which the bus shelter is erected.
- The Council may order the **removal** of the bus shelter for any reason whatsoever, by giving thirty (30) days notice in writing addressed to the owner of the bus shelter as shown on the bus shelter, and, failing the removal of the bus shelter by the owner in the time stipulated, may remove the bus shelter and recover the cost of such removal from the owner.
- Council may provide for bus shelters to be erected where criteria in 2 above are not met, if the interested parties can meet the costs.

	POLICY	ADOPTED
	Permanent Road Closures	REVIEW: Aug 12 FILE No. A0100021

OBJECTIVE

To manage requests for extinguishment of existing Public Road Reserves.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

Council will consider applications from adjoining owners for the closure and sale of unformed roads in the Region provided that it does not deny access to a public waterway, public infrastructure or adjoining properties.

Prior to proceeding through the formal process of road closure through the Roads Act (s33 – 38), Council will take account of the individual circumstances of the road including;

- The likelihood of the road being required as a through road;
- The legal requirement for the road to give access to separate lots or sections;
- The access to public infrastructure or public waterway.

In the event that Council determines that a road may be closed subject to the processes of the Roads Act, the person requesting the road closure will be responsible for the following:

- All costs associated with the closure of the road.
- The cost of the land calculated on the basis of the improved Capital Value of the land through which the road is passing.

Adopted: Min No. 80/04 Ord Mtg 15/9/04
 Re-Affirmed/Amended: Min No.48/10 Ord Mtg 18/8/10
 Review Date:

Field

ROADS ACT NSW 1993

33 Proposal to close public road

- (1) The Minister may, whether or not on an application under section 34, propose the closing of a public road other than a freeway.
- (2) The RTA may propose the closing of a freeway.

34 Applications for closing of public road

- (1) An application for the closing of a public road (other than a freeway) may be made:
 - (a) in the case of a Crown road, by any person, and
 - (b) in the case of any other public road, by the roads authority for the road or by any other public authority.
- (2) An application may be transferred, in accordance with the regulations:
 - (a) in the case of a Crown road, to any person, and
 - (b) in the case of any other public road, to the roads authority for the road or to any other public authority.
- (3) The Minister may from time to time, by notice in writing served on an applicant, require the applicant to lodge with the Minister:
 - (a) any fee required to cover the cost of processing the application, and
 - (b) any sum of money necessary to defray a cost incurred by the Minister or any other person with respect to the proposed closing of the road, and
 - (c) any further information relevant to the application.
- (4) Such a notice may be served either before or during the consideration of the application.
- (5) An application is taken to have been abandoned if any requirement of the notice is not complied with within the period specified in the notice.

35 Publication of proposal to close public road

- (1) The Minister (or, in the case of the proposed closing of a freeway, the RTA) must cause notice of the proposed closing of a public road to be published in a local newspaper.
- (2) The notice:
 - (a) must identify the road that is proposed to be closed, and
 - (b) must state that any person is entitled to make submissions to the Minister (or, in the case of the proposed closing of a freeway, to the RTA) with respect to the closing of the road, and
 - (c) must indicate the manner in which, and the period (being at least 28 days) within which, any such submission should be made.

36 Public submissions

Any person may make submissions to the Minister (or, in the case of the proposed closing of a freeway, to the RTA) with respect to the closing of the road.

37 Decision on proposal

- (1) After considering any submissions that have been duly made with respect to the proposal, the Minister (or, in the case of the proposed closing of a freeway, the RTA) may, by notice published in the Gazette, close the public road concerned.
- (2) However, a public road may not be closed:
 - (a) in the case of a classified road--unless the RTA consents to the closure of the road, or
 - (b) in the case of a road owned by a council--unless the council consents to the closure of the road, or
 - (c) in the case of a classified road that is owned by a council--unless both the RTA and the council consent to the closure.

38 Effect of notice of closure

- (1) On publication of the notice closing the public road concerned:
 - (a) the road ceases to be a public road, and
 - (b) the rights of passage and access that previously existed in relation to the road are extinguished.
- (2) The land comprising a former road:

PERMANENT ROAD CLOSURES

- (a) in the case of a freeway, remains vested in the RTA, and
- (b) in the case of a public road that was previously vested in a council (other than a public road in respect of which no construction has ever taken place), remains vested in the council, and
- (c) in any other case, becomes (or, if previously vested in the Crown, remains) vested in the Crown as Crown land.

	POLICY	ADOPTED
	Private Works	REV: FILE No:

OBJECTIVE

The purpose of this policy is to:

1. Create a framework for performing private works that is transparent, objective and consistent;
2. Ensure a clear understanding of the roles and responsibilities of each party entering into private works activities agreement; and
3. To undertake private works at market prices and return a profit to Mid-Western Regional Council.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

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RELEVANT LEGISLATION

Local Government Act 1993

Commonwealth Crimes Act ~~1913~~ 1914

RELATED POLICIES

Credit Policy

Statement of Business Ethics

Conflict of Interest Policy

~~Occupational Health & Safety Policy~~ WHS Policy

Code of Conduct

SCOPE

This policy applies to any work, undertaken by Council upon agreement with a landowner, on private lands and or public lands outside the responsibility of Council. This policy specifically excludes work performed on Council owned or controlled assets and State Roads.

POLICY

Priority for the use of Council's plant, equipment, labour and other resources is to be given to Council's own works program at all times.

No private works job shall be undertaken until the prescribed Private Works Application form is fully completed by the person requesting such private works (the applicant).

In requesting and authorising Mid-Western Regional Council to carry out private works, the applicant shall indemnify Mid-Western Regional Council against any claim, action or process for damage or injury which might arise during the progress of such works and shall keep indemnified Mid-Western Regional Council against any claim, action or process for damage and/or injury

PRIVATE WORKS

which might arise from the existence of such works unless such damage and/or injury is due to or contributed to by an act or omission of Mid-Western Regional Council, its employees or agents.

A project estimate shall be provided to the applicant, in writing, outlining the costs, the timeframe, clearly state that this is an "estimate only", and shall include provision for recouping additional funds should the cost of the project exceed the provided estimate.

- Firm quotations may be provided to applicants upon request; however provision of such quotations is at the discretion of the General Manager or relevant Group Manager.

All project estimates and quotes will include a provision for administrative costs and a profit margin. All project estimates and quotes provided are GST-exclusive.

The provision of private works services generally requires payment in advance. Any other arrangement must be made in accordance with Council's Credit Policy.

All requests for private works on land outside the Mid-Western Region council area must be approved by the General Manager.

Only approved Council employees shall operate Council plant engaged on private works.

Council is responsible for the payment of Council staff and any of its own sub-contractors engaged on private works. No other payment arrangements are permissible.

All private works jobs will be costed independently to the applicant, where it is acknowledged the applicant may be a Council employee or Councillor.

Where Council employees hire plant, such plant will be on the condition that no third party is involved in the arrangement. Private use by staff of Council equipment is prohibited unless authorised by the General Manager.

Small plant are not available for hire.


A timeframe shall be provided to the applicant as to when the works can be undertaken. No Private Works shall take priority over the completion of Council's works program.

Misuse or unauthorised use of Council resources may constitute an offence under the *Commonwealth Crimes Act 1913*, as amended, and or other relevant legislation.

Council reserves the right to refuse any application for private works.-+

VARIATION

Council reserves the right to vary the terms and conditions of this policy, subject to a report to Council.

	POLICY	ADOPTED
	Public Seating on Footpaths	REVIEW: Aug 12 May 14 FILE No. A0100021

OBJECTIVE

To enable installation of permanent public seating on footpaths whilst defining appropriate mechanisms to ensure consistency in standards and quality.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

1. Agreement shall be reached with each applicant on the conditions applicable to seating erection prior to any works being undertaken. All seating construction shall be the subject of this agreement.
2. Construction shall be the sole responsibility of the applicant unless by resolution Council elects to assist.
3. Each seat proposal will be the subject of a separate approval of location by the General Manager. Seats shall be located such that they are a sufficient distance from the off the edge of the kerb so as not to interfere with opening doors of parked vehicles.
4. Specifications for the seat, covering materials, erection details, foundation details, painting, signs etc., shall be lodged with the application for approval, and construction shall not proceed until approval has been granted.

A handover meeting will be arranged between the applicant and Council following completion of the project. Council will inspect the seat following installation to ensure compliance with the approval condition and that the quality of materials and workmanship are to a satisfactory standard.

5. Unless otherwise determined, Council shall be responsible for maintenance of each seat from the date of ~~completion of the project.~~ Handover.
6. Public Risk and other insurance to cover damages will be arranged by Council to cover the seats from the date of handover~~on completion of the project.~~ The applicant is to be responsible for insurance necessary to cover themselves, members, employees and the seats during construction.
7. Council shall maintain a register of seats installed under this policy together with their location.
8. Any applicable fees will be as determined in the Council's Fees & Charges as defined from time to time in the Annual Management Plan.
9. The applicant may have sole advertising rights on the seats on condition that advertising not include reflectorised materials or other lighting aids, and that Council has the right to remove any offensive or inappropriate ~~cause any offensive~~ advertising. to be removed. Advertising matter shall not be such that it could be construed either to be an official traffic

PUBLIC SEATING ON FOOTPATHS

sign or to contain any representation of an official traffic sign. All advertising shall be submitted to Council for approval.

Adopted: Min No. 80 Ord Mtg 15/9/04
Re-Affirmed/Amended: Min No. 48/10 Ord Mtg 18/8/10
Review Date:
Related Files:

Field Code Changed

	POLICY	ADOPTED
	Regulatory and Warning Signage	REVIEW: Aug 12 <u>May 14</u> FILE No. A0100021

OBJECTIVE

Warning signs are used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a roadway. This policy outlines Council's stance on requests for the installation of new signage.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

Signs will only be installed that comply with the relevant Australian Standards and meet the appropriate RTA RMS / AS guidelines

BACKGROUND

Warning signs require caution on the part of the vehicle operator and may call for a reduction in speed or a maneuver in the interest of safety for the motorist or pedestrian. The use of warning signs should be kept to a minimum.

Overuse of warning signs, especially for conditions, which are apparent, tends to breed disrespect for signs in general, and they lose their effectiveness.

Warning signs many times have an initial positive effect but soon lose the attention of regular passers-by. At speeds under 60 km/hr motorists using due care can respond to hazards or conditions presented in the roadway without the need for warning signs.

Regulatory Signs

Council does not approve regulatory speed limits within the region; such approval rests with the Roads & Traffic Authority Roads and Maritime Services.

Council may implement temporary speed restrictions for ~~limits adjacent to~~ road works in accordance with the Traffic Control Manual. ~~from time to time~~.

Council staff will work with the applicant and gather the pertinent facts for requested changes / additions to regulatory signage. A report may be prepared and submitted to the Local Traffic Committee, who will make a recommendation to Council.

Warning Signs

Traffic analysis, engineering, and property use facts and data shall be reviewed when considering warning signs. In the absence of supporting facts and data, warning signs will not be erected on the regions roads.

Warning signs on roads under the care and control of the RTA RMS will be subject to approval by the Roads & Traffic Authority Roads and Maritime Services.

REGULATORY AND WARNING SIGNAGE

Warning signs will only be considered in the following circumstance and remain subject to budgetary and resource availability constraints:


- a) **Speed Advisory Warning Sign** - In conjunction with another warning sign where geometrics or operating conditions warrant a reduced speed. Generally not to be installed on roads with a classification lower than Collector and only where defined speed is less than 70km/hr on Collector and Sub-Arterial Roads, and less than 100km/hr on Arterial Roads
- b) **Curve or Turn Warning Sign** - Installed in locations when inadequate sight lines warrant. Installed when a roadway turns at a right angle, or for roads complying with clause 1, or where the defined radii of the curve indicates an 85th percentile speed of less than 40km/hr.
- c) **Blind Driveway Warning Sign** - Installed on roads classed as collector and higher where the speed limit is 60 km/hr or greater and inadequate sight lines warrant.
- d) **Pedestrian, School, School Crossing, & School Bus Stop Warning Signs** - Installation in accordance [RTA-Guidelines](#) [RMS guidelines](#)
- e) **Advance Crossing Warning Signs** (Kangaroos, Bicycles, Etc.) - Not installed on roads with a speed limit less than or equal to 60 km/hr. May be installed on collector or arterial roadways with a speed limit of 50 km/hr or greater only where a high incidence of the event occurs
- f) **Senior Citizen Warning Signs** - Installed on any street in the vicinity of a senior citizen housing project, nursing home, residential care facility or other locations generating crossings by seniors.
- g) **Crest Warning Sign** - Installed in advance of a downgrade where the length percent of grade, horizontal curvature or other physical features require special precautions on the part of drivers and only on roads classed as Collector or higher, unless specific risk assessment warrants.
- h) **Stop Ahead, Give Way Ahead, Signals Ahead Warning Signs** - Installed on approaches where the traffic control sign is not continuously visible to the driver for the distances identified in the appropriate guidelines
- i) **Chevron Alignment Warning Sign** - Installed to give notice of a sharp change of alignment with the direction of travel, and only on roads classed as Collector or higher, unless specific risk assessment warrants.
- j) **No Through Road Warning Signs** - Installed where a roadway terminates in a dead end or where a turn-about is necessary to return to a point of origin.
- k) **Disabled Person Warning Signs**
 - (i) Council may install warning signs upon the request of a disabled person or by the representative of a disabled person.
 - (ii) Requestors will be asked to notify the Council to remove the sign when the disability no longer exists or the person moves.
 - (iii) Disability specific signs or signs of a more generic nature will be the choice of the requestor.

Adopted: Min No. 80/04 Ord Mtg 15/9/04

Re-Affirmed\Amended: Min No. 48/10 Ord Mtg 18/8/10

Review Date:

Related Files:

	POLICY	ADOPTED
	Road Encroachments on Private Land	REVIEW: Aug 12 May 14 FILE No. A0100021

OBJECTIVE

To clarify Council’s stance where the physical constructed road is not wholly contained within the surveyed public road reserve.

[This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, ‘Connecting our Region High Quality Road Network that is Safe and Efficient’](#)

POLICY


That where Council is aware that a road does encroach onto private property and the landowner is concerned about the liability implication, Council may provide the following information:

“We confirm that as the public road is controlled and maintained by Council, we accept that liability arising from the operation of the road will attach to Council. The definition of the area occupied by the encroaching public road: to include the carriageway and verges being a width of 16 metres that is 8 metres each side of the centreline of the carriageway and where both the Council and the landowner accept the definition of the ‘road’ as described.”

Adopted: Min No. 80/04 Ord Mtg 15/9/04
Re-Affirmed/Amended: Min No.48/10 Ord Mtg 18/8/10
Review Date:

[Related Files:K:\Executive\Business Papers\2013\6 June\1st Wed\Attachments\At the end of the business paper\Attachments to Roads Policy Review Council Report\Word\12 Road Encroachments on Private Land.docDocument15](#)

Field

	POLICY	ADOPTED
	Sign Inspection and Replacement	REF: insert reference REV: 2:4:2008 <u>May</u> <u>14</u> FILE No. A0100021

OBJECTIVE

The objective of this policy is to formalise and document inspection and operational procedures to maximise the effectiveness of the Shire Roadway signs and balance maximum sign effectiveness, public safety, and performance while maintaining fiscal responsibility.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

Background

1. There are five (5) different types of roadway signs. These include:
 - Regulatory Signs
 - Warning Signs
 - Information Signs
 - Miscellaneous Signs
 - Construction Signs (these are generally temporary signs related to construction) ~~actions by Shire forces or others~~

2. Sign priority based on Function and Classification:
 - A) Priority One:
 - Stop Signs
 - Give Way Signs
 - School Crossings
 - Hospital
 - Pedestrian
 - Handicap Parking and Loading

 - B) Priority Two:
 - Other Regulatory Signs: these include Speed Limit signs, No Parking signs, etc.
 - Warning Signs: these include Height Restriction signs, Road Narrow signs, Median signs, etc.

 - C) Priority Three:
 - Information Signs: these include Route signs, directional signs, etc.
 - Miscellaneous Signs:

SIGN INSPECTION AND REPLACEMENT

Inspection And Inventory

An inventory of all signs will be maintained by Council, which will include a history of inspection and condition of the signs. All signs will be inspected with scheduled road inspections as follows:

- Priority One: - Once every 12 months
- Priority Two: - Once every 24 months
- Priority Three: - Once every 36 months

Signs inspections will confirm that the sign is in place and will document the appearance, conditions and reflectivity of the sign as well as visibility of the sign with regard to obstructions (i.e.: trees that have grown in front of signs).

Other Inspections

Public Concerns:

In addition to formal inspections, citizen concerns related to Shire Roadway Signs will be documented in the Works Request System. Safety related concerns will be investigated within 1 working day. All other concerns will be investigated in a timely manner as manpower and workload permit.

Council Staff:

In addition to formal inspections, Council staff shall inform Customer Service of any concerns related to Council Roadway Signs. Safety related concerns will be investigated within 1 working day, as resources permit. ~~All concerns will be investigated within 1 working day~~. All other concerns will be investigated in a timely manner as manpower and workload permit.

Sign Conditions

Signs are rated on appearance and reflectivity, and placed into one of the following four (4) levels:

- Level One - New
- Level Two - Starting to fade and noticeable colour change.
- Level Three - Very noticeable fading and colour change, or minor damage.
- Level Four - Badly faded and colour almost gone, or damaged severely

Action

When signs reach Level Two, they are replaced as work load and budget restraints warrant. If there is a safety issue, a works order will be issued immediately and the sign will be replaced as soon as is reasonable, based on availability of work force.

Sign Replacement

SIGN IMPORTANCE	CONDITION			
	LEVEL ONE	LEVEL TWO	LEVEL THREE	LEVEL FOUR
PRIORITY ONE		X	X	X
PRIORITY TWO			X	X
PRIORITY THREE				X
X = replace				


SIGN INSPECTION AND REPLACEMENT

Visibility Of Signs

When the visibility of a sign is found to be impaired by other signs, trees, shrubs, etc. so that the effectiveness of the sign is significantly reduced, works will be scheduled to bring the sign back to a functional level, as manpower and workload permit. In the event of private trees obstructing Roadway Signs, the owner will be contacted to perform maintenance on the tree to correct the obstruction.

Interpretation

The Mid Western Regional Council acknowledges that all signs cannot be maintained in perfect condition due to fiscal and practical constraints. The timing of maintenance and inspections will be planned within the scope of current operating budget, to balance safety and appearance.

	POLICY	ADOPTED
	Temporary Road Closures	REVIEW: Aug 12 May 14 FILE No. A0100021

OBJECTIVE

1. To manage the requirements for the temporary closure of Public Roads within the Region.
2. To assist organisers meet their requirements under the Roads Act with respect to temporary closure of public roads.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

A special event (in traffic management terms) is any planned activity that is wholly or partly conducted on a road, requires multiple agency involvement, requires special traffic management arrangements, and may involve large numbers of participants and/or spectators. Examples are marathons, fun runs, cycling events, parades, marches and street market days.

The definition also applies to events conducted in their own venue if the event requires special traffic management arrangements and multiple agency support.

The ~~RTA RMS~~, NSW Police and Council have a process for approving Special Events within our Region. This process involves consideration of special event applications by the Local Traffic Committee (LTC) followed by approval from Council. The process is designed to assist event organisers comply with the law. All applications for a special event must be submitted to Council at least three months prior to the event to allow for this process.

On receipt of the application, Council staff prepare a report for consideration by the LTC. The Committee meets monthly and consists of a representative from Council, ~~RTA RMS~~, NSW Police and the Local State Member of Parliament (MP) or their nominee. The recommendation from the LTC is then presented to Council at the next scheduled ~~Committee~~ Council meeting. Event organisers are then notified of their event approval/or not.

The ~~RTA RMS~~ has developed a Special Event Traffic Management Plan template that is available from <http://www.rta.nsw.gov.au> (search for special events on their site for the latest version of this document) a copy of the current version is attached. This form is designed to provide Council with the necessary information to successfully assess special event applications.

Field Code Changed

Standard Special Event Conditions of Approval (note other conditions may also be imposed on the applicant for site specific reasons):

1. A Special Events Transport Management Plan (TMP), is to be prepared in accordance with the *Guide to Traffic and Transport Management for Special Events Version 3.4* ~~and~~ submitted to and approved by Council prior to the event.
2. Events are to be undertaken in accordance with the requirements of the NSW Police Service with their approval documentation forwarded to Council for notation.
3. Controlling noise as required by the *Protection of the Environment Operations (Noise Control) Regulation 2000*.

Field Code Changed

TEMPORARY ROAD CLOSURES

4. Reimbursing Council for the cost of damage repairs.
5. Complying with any of Council's Law Enforcement Officers' reasonable directives.
6. Maintain areas in a clean and tidy condition. No obstructions are to be left on the roadways or footpaths.
7. A Traffic Control Plan (TCP) certified by a person with a 'Design and Inspect Traffic Control Plans' qualification be included in the TMP.
8. Any person directing traffic on a public road is required to possess an appropriate traffic controller's certificate.
9. Council must be provided with a current copy of a public liability insurance policy in the amount of at least \$10million. Such a policy is to note that Council is indemnified against any possible action as the result of the event.
10. The event convener is to consult with all affected businesses and residents adjacent to the proposed closure, in writing, indicating the period during which their accesses will be affected.
11. Maintain a four-metre wide emergency vehicle lane.
12. Advertise the proposed event in local newspapers with relevant information at least two weeks prior to the date.
13. The organiser is to have a debrief with Council and Police with all traffic control documentation and controls tabled for review.

Other Temporary Closures

This includes closures required on a short term basis for any other reason. Written permission must be granted from Council. The following are required by the applicant:

1. A Traffic Control Plan certified by a person with a 'Design and Inspect Traffic Control Plans' qualification ~~or equivalentis~~ to be forwarded to Council for its notation prior to advertising the proposed closures at least ten days prior to the event.
2. Any person directing traffic on a public road is required to possess an appropriate traffic controller's certificate.
3. Council must be provided with a current copy of a public liability insurance policy in the amount of at least \$10 million such policy is to note that Council is indemnified against any possible action as the result of the closure.
4. The applicant is to consult with all affected businesses and residents adjacent to the proposed closure, in writing, indicating the period during which their accesses will be affected.
5. Maintain areas in a clean and tidy condition. No obstructions are to be left on the roadways or footpaths.
6. Comply with the Roads Act 1993.

TEMPORARY ROAD CLOSURES

Re-Affirmed/Amended: Min No. 48/10 Ord Mtg 18/8/10

Review Date:

Related Files:

TEMPORARY ROAD CLOSURES

ROADS ACT 1993

122 Temporary regulation of traffic

(1) A roads authority may regulate traffic on a specified public road or on all public roads for which it is the roads authority:

(a) in relation to a classified road, by means of an order published in a daily newspaper circulating generally throughout the State, or

(b) in relation to any other public road, by means of an order published in one or more local newspapers or in a daily newspaper circulating generally throughout the State.

(2) A roads authority may, by order served on any person, prohibit the person from causing any vehicle under the person's control to pass along a specified local road unless the vehicle is being driven to a destination that cannot be reached except by means of that road.

(3) An order under this section may not be made unless the roads authority is satisfied that it is necessary to do so in order to prevent damage in excess of the ordinary wear and tear arising from the reasonable use of the road or roads concerned.

(4) A person must not, without reasonable excuse, contravene an order under this section.

Maximum penalty: 30 penalty units.

(5) A roads authority must revoke any order under this section as soon as the circumstances giving rise to its making cease to exist.

(6) Unless sooner revoked, an order under this section ceases to have effect at the expiration of 12 months after it was made.

(7) Subsection (6) does not prevent an order being remade.

144 Permits for road events

(1) A roads authority may grant a permit to any person to conduct a road event on a public road.

(2) A permit may not be granted with respect to a classified road except with the consent of the ~~RTA RMS~~.

(3) A permit may not be granted with respect to an activity for which an approval is required under section 40 of the [Road Transport \(Safety and Traffic Management\) Act 1999](#) unless such an approval is in force.

Field Code Changed

TEMPORARY ROAD CLOSURES

2 RISK MANAGEMENT - TRAFFIC

- | | | |
|---------|---------|---|
| CLASS 2 | CLASS 3 | 2.1 Occupational Health & Safety - Traffic Control |
| | | <input type="checkbox"/> Risk assessment plan (or plans) attached |
| | | 2.2 Public Liability Insurance |
| | | <input type="checkbox"/> Public liability insurance arranged. Certificate of currency attached. |
| CLASS 2 | CLASS 3 | 2.3 Police |
| | | <input type="checkbox"/> Police written approval obtained |
| CLASS 2 | CLASS 3 | 2.4 Fire Brigades and Ambulance |
| | | <input type="checkbox"/> Fire brigades notified |
| CLASS 2 | CLASS 3 | <input type="checkbox"/> Ambulance notified |

3 TRAFFIC AND TRANSPORT MANAGEMENT

- | | | |
|---------|---------|---|
| CLASS 2 | CLASS 3 | 3.1 The route or location |
| | | <input type="checkbox"/> Map attached |
| | | 3.2 Parking |
| | | <input type="checkbox"/> Parking organised - details attached |
| | | <input type="checkbox"/> Parking not required |
| | | 3.3 Construction, traffic calming and traffic generating developments |
| | | <input type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached |
| CLASS 2 | CLASS 3 | <input type="checkbox"/> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes |
| | | 3.4 Trusts, authorities or Government enterprises |
| | | <input type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached |
| | | <input type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise |
| | | 3.5 Impact on/of Public transport |
| | | <input type="checkbox"/> Public transport plans created - details attached |
| | | <input type="checkbox"/> Public transport not impacted or will not impact event |
| | | 3.6 Reopening roads after moving events |
| | | <input type="checkbox"/> This is a moving event - details attached. |
| | | <input type="checkbox"/> This is a non-moving event. |
| CLASS 2 | CLASS 3 | 3.7 Traffic management requirements unique to this event |
| | | <input type="checkbox"/> Description of unique traffic management requirements attached |
| | | <input type="checkbox"/> There are no unique traffic requirements for this event |
| CLASS 2 | CLASS 3 | 3.8 Contingency plans |
| | | <input type="checkbox"/> Contingency plans attached |

TEMPORARY ROAD CLOSURES

CLASS 2	3.9 Heavy vehicle impacts
	<input type="checkbox"/> Impacts heavy vehicles - RTA to manage <input type="checkbox"/> Does not impact heavy vehicles
CLASS 2	3.10 Special event clearways
	<input type="checkbox"/> Special event clearways required - RTA to arrange <input type="checkbox"/> Special event clearways not required

4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

CLASS 3	4.1 Access for local residents, businesses, hospitals and emergency vehicles
	<input type="checkbox"/> Plans to minimise impact on non-event community attached <input type="checkbox"/> This event does not impact the non-event community either on the main route (or location) or detour routes
CLASS 2	4.2 Advertise traffic management arrangements
	<input type="checkbox"/> Road closures or restrictions - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures, restrictions or special event clearways - advertising not required
	4.3 Special event warning signs
CLASS 2	<input type="checkbox"/> Special event information signs are described in the Traffic Control Plan/s <input type="checkbox"/> This event does not require special event warning signs
	4.4 Permanent Variable Message Signs
	<input type="checkbox"/> Messages, locations and times attached <input type="checkbox"/> This event does not use permanent Variable Message Signs
CLASS 2	4.5 Portable Variable Message Signs
	<input type="checkbox"/> The proposed messages and locations for portable VMS are attached <input type="checkbox"/> This event does not use portable VMS

5 PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

TEMPORARY ROAD CLOSURES

6 APPROVAL

TMP Approved by: Event Organiser Date

7 AUTHORISATION TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: Council Date

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: RTA Date

* *"Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RTA require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.*

TEMPORARY ROAD CLOSURES

Schedule I Form - Notice of Intention to Hold a Public Assembly

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

1	<p>I (name) of (address) on behalf of (organisation) notify the Commissioner of Police that on the (day) of (month), (year), it is intended to hold</p> <p><i>either:</i></p> <p>(a) a public assembly, not being a procession, of approximately (number) persons, which will assemble at (Place) at approximately am/pm, and disperse at approximately am/pm.</p> <p><i>or</i></p> <p>(b) a public assembly, being a procession of approximately (number) persons, which will assemble at approximately am/pm, and at approximately am/pm the procession will commence and shall proceed</p> <p>.....</p> <p><i>(Specify route, any stopping places and the approximate duration of any stop; and the approximate time of termination. A diagram may be attached.)</i></p>
2	<p>The purpose of the proposed assembly is.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>

TEMPORARY ROAD CLOSURES

3	<p>The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly (<i>strike out whichever is not applicable</i>):</p> <p>(i) There will be (number) of vehicles and/or..... (number) of floats involved. The type and dimensions are as follows:</p> <p>(ii) There will be (number) of bands, musicians, entertainers, etc. which will entertain or address the assembly.</p> <p>(iii) The following number and type of animals will be involved in the assembly:</p> <p>(iv) Other special characteristics of the proposed assembly are as follows:</p>
4	<p>I take responsibility for organising and conducting the proposed assembly.</p>
5	<p>Notices for the purposes of the <i>Summary Offences Act 1988</i> may be served upon me at the following address: Postcode. Telephone No.</p>
6	<p>Signed Capacity/Title Date</p>

	POLICY	ADOPTED
	Water Pipes Across and Along Roads	REVIEW: Aug 12 <u>May 14</u> FILE No. A0100021

OBJECTIVE

To ensure that all private pipelines and associated infrastructure constructed on/under public road reserves are carried out to a high uniform standard and that the pipeline may not be a burden on the community.

This policy will assist Council in achieving Theme 4, Goal 4.1 of the Community Plan, 'Connecting our Region High Quality Road Network that is Safe and Efficient'

POLICY

Where it can be practically located, Council will grant approval for a private pipeline to be located in a public road reserve subject to compliance with the following conditions:-

1. Submission of detailed engineering plans showing details of the proposed pipeline and any other associated infrastructure. The location of pipeline is to be in accordance with requirements of the General Manager.
2. All works are to be undertaken in accordance with Aus-spec #1 (as amended by Mid Western Regional Council).
3. An assessment of the environmental effects of the proposed pipeline is to be undertaken in accordance with the Environmental Planning & Assessment Act and a review of environmental factors submitted to Council with the engineering plans.
4. A bond of \$10,000 (or as amended by Mid Western Regional Council) shall be lodged with Council to ensure that all defects in the works, which become apparent during the construction period and for a period of twelve (12) months after completion are remedied to the satisfaction of the General Manager. If these defects are not satisfactorily remedied Council may use bond moneys to carry out rectification works or disconnect the pipeline. Any unexpended bond money will be returned at the end of the twelve (12) month period, less the estimated cost of any outstanding works.
5. Any adjustments to utilities necessary to allow construction are to be carried out to the satisfaction of the relevant authority. Written confirmation of same will be required to clear the refund of the bond money.
6. The applicant will be required to provide details of the Department of Environment, Climate Change & Water's concurrence with the site of any proposed pump station location and copies of the authority to extract water in quantities commensurate to the size of the pipeline.
7. The applicant is to provide appropriate ongoing insurance cover to indemnify Council against any claims and cover the cost of any damage to Council assets arising from the operation or failure of this pipeline. Details of this insurance cover must be approved by Council prior to commencing the work and a certificate submitted on a yearly basis.

WATER PIPES ACROSS AND ALONG ROADS

8. The applicant is to complete an agreement with Council that any future maintenance would be carried out as and when required to Council's satisfaction and that the full cost of relocating or upgrading any section of the proposed pipeline affected by future realignment or upgrading of the adjoining roads will be met by the applicant.
9. Before any work is commenced, approval to the proposal must be obtained in writing. Prior written approval from the Roads & Traffic Authority is also required in respect of any roads under their control.
10. At the point of crossing the road, the pipe shall be sleeved in not less than 50mm diameter steel pipe or PVC pipe and such sleeve shall:
 - be laid at right angles to the centreline of the road
 - be not less than 0.5 metres below the road surface throughout its length
 - extend for not less than 1 metre beyond road shoulders/graded width on each side of the road.
11. The road surface must be fully reinstated and compacted to the General Managers requirements and shall be appropriately covered so as not to create a slippery surface. Any repair/compaction required to be undertaken by Council will be charged for as Private Works.
12. A pipe may be replaced within an existing sleeve, which meets the above requirements at any time without further approval.
13. Location Post to be erected adjacent to fence lines, indicating existence of underground pipes.
14. At least 14 days notice shall be given before commencing any work and the exact position being pegged.
15. All work must be appropriately signed during construction and at own risk.
16. Any damage caused to the pipe, sleeve or location posts by Council or contractors engaged by council during maintenance/construction of the road to be repaired at the licensee's cost.
17. Council may at any time revoke this licence or alter the above conditions.
18. Council reserves the right to charge an annual fee for the leasing of land for the pipeline subject to negotiation with the General Manager.
19. Council reserves the right to decline any application.

Upon full compliance with these conditions, a Construction Certificate can be issued. Under the Roads Act, Council must be notified of the date that construction will commence to allow adjoining landowners and other affected parties to be advised of the works.

Approvals are valid for a period of 2 years from the issue of the Construction certificate. The approval will lapse if the pipeline is not substantially commenced in that period.

Application to Lay A Water Pipe Under Council Roads/Footpaths

Name:	
Address:	
Contact Phone #	
Describe proposed location (distance from nearest cross road / direction)	
Estimate Date for construction	
Supporting Information (if deemed appropriate by the applicant)	
Agreement: Please find enclosed the fee applicable for granting of the permit as identified in the Annual Fees & Charges of the Council. I understand that final approval and issue of the permit will not be provided until all conditions contained within Council's "Water Pipes Across and Along Roads" Policy have been complied with.	
	Signed & Dated (Applicant)
Office Use Only:	
Complies with Policy (Yes / No)	
Bond Paid / Drawings Supplied	
Recommended course of action.	
Assessment / Inspection Undertaken by (print)	
Signed & Dated:	
Project Approved to proceed if agreement signed and returned (reason if refused)?	
Signed & Dated (General Manager or Delegate):	

ROADS ACT 1993 – SECT 101

Restoration of public road following excavation etc

101 Restoration of public road following excavation etc

(1) A roads authority may direct any person by whom a public road is dug up to restore the road to its previous condition.

(2) If a public road is damaged as a result of a leakage from, or breaking or bursting of, any object or work placed in, on or over the road, the appropriate roads authority may direct the person:

(a) who was responsible for placing the object or work in, on or over the road, or

(b) who has the care or control of the object or work, or

(c) whose act or omission caused the leakage, breaking or bursting, to restore the road to its previous condition.

(3) A direction under this section may specify:

(a) the manner in which or the standard to which, and

(b) the period (being at least 14 days) within which, the direction must be complied with.

(4) Instead of giving a direction under this section, a roads authority may take such action as is necessary to restore the road to its previous condition.

(5) The costs incurred by a roads authority in taking action under this section are recoverable from the person referred to in subsection (1) or (2), as a debt, in a court of competent jurisdiction.

(6) Nothing in this section authorises a roads authority to recover an amount greater than that necessary to restore the road to its previous condition.