



AGENDA INFRASTRUCTURE AND LIVEABILITY COMMITTEE 8 FEBRUARY 2021

MEMBERSHIP: Councillors J Diffey, V Etheridge, D Grant, D Gumley, A Jones, S Lawrence, G Mohr, K Parker, J Ryan and B Shields.

The meeting is scheduled to commence at _____ pm.

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ILC21/1	LEAVE OF ABSENCE (ID21/157)	
ILC21/2	PROPOSED NEW BUS ZONE TIME RESTRICTION - DUBBO COLLEGE DELROY CAMPUS (ID21/117) The Committee had before it the report dated 28 January 2021 from the Safe Roads Engineer regarding Proposed New Bus Zone Time Restriction - Dubbo College Delroy Campus.	2
ILC21/3	PROPOSED ON-STREET PARKING - DARLING STREET DUBBO (ID21/118) The Committee had before it the report dated 28 January 2021 from the Safe Roads Engineer regarding Proposed On-Street Parking - Darling Street Dubbo.	7
ILC21/4	WIRADJURI COMMUNITY CENTRE, WELLINGTON (ID21/135) The Committee had before it the report dated 1 February 2021 from the Director Liveability regarding Wiradjuri Community Centre, Wellington.	13



REPORT: Proposed New Bus Zone Time Restriction - Dubbo College Delroy Campus

AUTHOR: Safe Roads Engineer
REPORT DATE: 28 January 2021
TRIM REFERENCE: ID21/117

EXECUTIVE SUMMARY

Council has received a request from Dubbo Buslines to change the morning bus zone time restriction at the Dubbo College Delroy Campus, located on East Street in West Dubbo to 8.00 am to 9.30 am on school days, as buses begin dropping off students at the school at 8.20 am. Currently, the morning bus zone time restriction at this location is from 8.30 am to 9.30 am on school days.

It is recommended that Council approval be granted to change the morning bus zone time restriction to 8.00 am to 9.30 am, and afternoon bus zone time restriction to 2.30 pm to 4.00 pm, as it will enhance the safety of students commuting to school.

FINANCIAL IMPLICATIONS

The allocation of funds will be made available from the Traffic Improvements Vote, Urban Signs and Lines, within the Traffic Management Function.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That the morning bus zone time restrictions be changed to 8.00 am to 9.30 am on school days at the bus zone of Dubbo College Delroy Campus on East Street in West Dubbo, in accordance with Council's plan TM 7412.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 1 February 2021. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

- 1. That the morning bus zone time restrictions be changed to 8.00 am to 9.30 am on school days at the bus zone of Dubbo College Delroy Campus on East Street in West Dubbo, in accordance with Council's plan TM 7412.**
- 2. That the afternoon bus zone time restrictions be changed to 2.30 pm to 4.00 pm on school days at the bus zone of Dubbo College Delroy Campus on East Street in West Dubbo, in line with the NSW Guidelines for School Zones, in accordance with Council's plan TM 7412.**

Ridwan Quaium
Safe Roads Engineer

BACKGROUND

Council has received a request from Dubbo Buslines to change the morning bus zone time restriction at the Dubbo College Delroy Campus, located on East Street in West Dubbo to 8.00 am to 9.30 am on school days, as buses begin dropping off students at the school at 8.20 am. Currently, the morning bus zone time restriction at this location is from 8.30 am to 9.30 am on school days.

REPORT

This report outlines the proposed implementation of new bus zone time restrictions for the bus zone at the Dubbo College Delroy Campus on East Street in West Dubbo.

A person is not allowed to stop their vehicle unless they are driving a bus at a location identified as a bus zone with a bus zone sign. However, hours of operation may apply to a bus zone, meaning that restrictions apply for those times only.

The bus zone at the Dubbo College Delroy Campus, located on the southern side of East Street in West Dubbo, currently has morning time restrictions from 8.30 am to 9.30 am on school days and afternoon time restrictions between 3.00 pm to 4.00 pm on school days. This implies that any vehicle is permitted to stop within the bus zone outside of the bus zone time restrictions.

The Manager of Dubbo Buslines has advised that buses begin dropping off students at 8.20 am. To ensure that buses have unrestricted access to the bus zone, it is recommended to change the morning bus zone start time to 8.00 am from the current start time of 8.30 am.

Adjusting the morning bus zone time restriction from 8.30 am to 8.00 am and the afternoon time restriction from 2.30 pm – 4.00 pm, will have negligible impact on the parking environment at this location as this bus zone is an indented bus bay separated from the road with landscaping. Parents or guardians dropping off children at the school will still be able to do so within the 'No Parking' zone located on East Street.

Council's 2040 Community Strategic Plan includes strategies to promote a high level of road safety to users and to ensure Council's road network meets the transport needs of users in terms of traffic capacity, functionality and economic and social connectivity. Public transport facilities have been progressively introduced throughout the city to enhance the use of public transport and assist the local community's needs, especially to support the travel needs of residents who are dependent on public transport for their daily travel needs.

Increasing the morning bus zone time restriction by an additional 30 minutes will have negligible impact on the parking environment in the area. Students disembarking buses will have unrestricted kerb side access, thus eliminating the risk of children crossing through parked and moving cars. The bus zone morning time restrictions will be posted from 8.00 am to 9.30 am on school days. Afternoon time restrictions will also be updated to be in line with NSW Guidelines of School Zone times and will be changed to be 2.30 pm to 4.00 pm and be

implemented in accordance with Council plan TM 7412 (**Appendix 1**) attached to this report. The existing bus zone time restriction signs will be removed and replaced with new bus zone time restriction signs reflecting the change in the morning bus zone time restriction.

SUMMARY

This request is consistent with the following Community Strategic Plan's Infrastructure Objective:

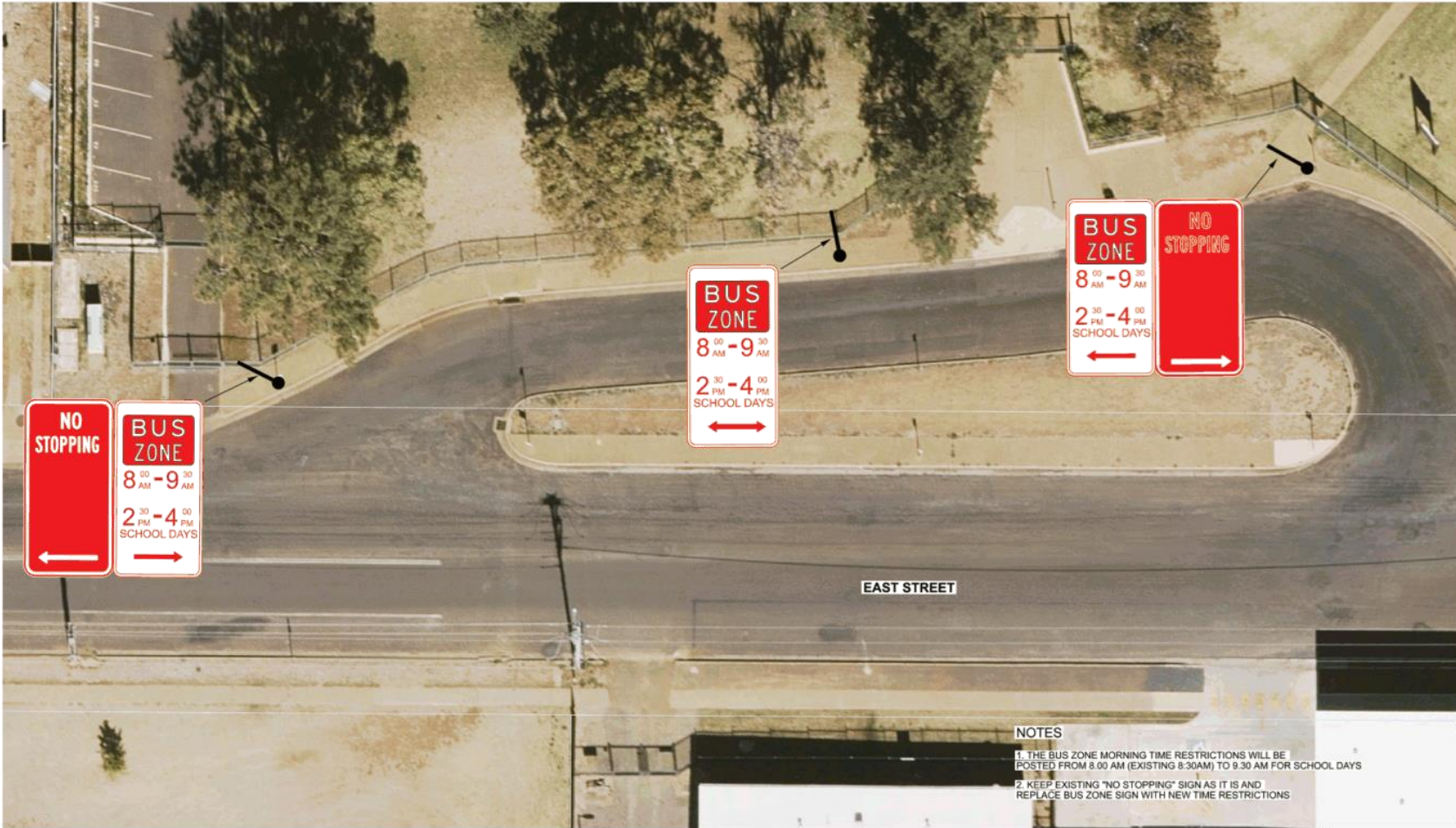
- 2.2 Our road transportation network is safe, convenient and efficient.
- 2.2.1 Council promotes a high level of road safety to users.

Appendices:

- [1↓](#) Proposed Time Restrictions for Bus Zone at Delroy Campus - Dubbo College



PROPOSED TIME RESTRICTIONS FOR BUS ZONE AT DELROY CAMPUS - DUBBO COLLEGE



NOTES
 1. THE BUS ZONE MORNING TIME RESTRICTIONS WILL BE POSTED FROM 8:00 AM (EXISTING 8:30AM) TO 9:30 AM FOR SCHOOL DAYS
 2. KEEP EXISTING "NO STOPPING" SIGN AS IT IS AND REPLACE BUS ZONE SIGN WITH NEW TIME RESTRICTIONS

CHECKED - SENIOR DESIGN ENGINEER _____ INT _____ DATE _____ APPROVED - MANAGER INFRASTRUCTURE STRATEGY _____ INT _____ DATE _____	PRINT DATE: 01/02/2021 12:02:22 PM SURVEY: NA DATE _____ DESIGN: NA DATE _____ DRAWING: WA DATE 18/01/2021	PERMANENT MARK: NA REV: A DATE 18/01/2021 INT WA DRAFT ISSUE	RL: NA DATUM: AHD71 & GD48ANGA ZONE 55 STATUS: _____ SCALE: NOT TO SCALE ORIGINAL SIZE A3 0 1 2 3 4 5 0 CM	DUBBO REGIONAL COUNCIL INFRASTRUCTURE STRATEGY & DESIGN 1. City Street & Manning St, Dubbo 2. 2870 NSW 3. 02688 2200 4. 02688 2201 5. 02688 2202 6. 02688 2203	PROJECT TITLE: PROPOSED NEW MORNING TIME RESTRICTIONS FOR BUS ZONE AT DELROY CAMPUS - DUBBO COLLEGE DRAWING TITLE: DELROY COLLEGE BUS ZONE	SHEET NO: 1 OF 1 REV: A PLAN NO: M 7412
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DUBBO REGIONAL
COUNCIL

REPORT: Proposed On-Street Parking - Darling Street Dubbo

AUTHOR: Safe Roads Engineer
REPORT DATE: 28 January 2021
TRIM REFERENCE: ID21/118

EXECUTIVE SUMMARY

This report deals with the proposed enhancement of the on-street parking on Darling Street Dubbo between Wingewarra and Bultje streets. The proposal incorporates the line marking of on-street angled and parallel parking spaces, and two angled disabled car parking spaces with associated pedestrian kerb ramps in accordance with AS 2890.5 – 2020. This concept is consistent with the On-Street Parking Management that is in the Dubbo CBD.

Except for three marked parallel parking spaces, the parking area on this section of Darling Street is currently unmarked, however the parking lane is separated from the travel lane by edge line marking.

FINANCIAL IMPLICATIONS

The allocation of funds will be made available from the Traffic Improvements Vote, Urban Signs and Lines, within the Traffic Management Function.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That Council adopt on-street parking in Darling Street, between Wingewarra and Bultje streets, as detailed on Council's plan KG 7415.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 1 February 2021. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That Council adopt on-street parking in Darling Street, between Wingewarra and Bultje streets, as detailed on Council's plan KG 7415.

Ridwan Quaium
Safe Roads Engineer

BACKGROUND

Council has received a request for consideration of a disabled parking space adjacent to the medical centre (Dubbo Specialist and Rehabilitation Centre) at 205 Darling Street Dubbo to improve access for people with special mobility needs.

The medical centre began operating without development consent. Development approval was later formalised by Council's Building and Development Services branch although feedback was not sought regarding parking from Infrastructure Strategy and Design's Development and Traffic branches. As such, no parking conditions were ever placed on the development.

REPORT

Existing Parking Environment

- West side of Darling Street (between Wingewarra and Bultje streets)
 - Between 197 and 221 Darling Street, there exists 45 degree front to kerb angled parking spaces for vehicles under six metres.
 - Between 197 Darling Street and Wingewarra Street, there exists parallel parking.
 - This parking area is time restricted for two hours from Monday to Friday between 8.30 am and 6.00 pm except for zone 7-B permit holders.
- East side of Darling Street
 - Between Wingewarra Street and 118 Darling Street, there exists three marked parallel parking spaces. These parallel parking spaces are time restricted for 15 minutes from Monday to Friday between 8.30 am and 6.00 pm and on Saturday between 8.30 am and 12.30 pm.
 - Between 120 Darling Street and Arthur Street, there exists 45 degree front to kerb angled parking spaces for vehicles under six metres. This angled parking area is time restricted for two hours from Monday to Friday between 8.30 am and 6.00 pm and on Saturday between 8.30 am and 12.30 pm.
 - Between Arthur Street and Bultje Street, there exists 45 degree front to kerb angled parking spaces for vehicles under six metres. This angled parking area is not time restricted.

The parking and travel lane on both sides of this section of Darling Street is separated by edge line marking. There are trees on both sides of Darling Street within the parking lane. Developments between 207 and 221 Darling Street have parking at the rear of the property along McGee Lane.

Proposed Parking Plan

The Design Branch have recently prepared a set of plans for the replacement of kerb and gutter and the provision of additional stormwater pits on the western side of Darling Street between Wingewarra and Bultje streets. To enhance the parking efficiency in the area and to

adhere to the request made by the customer, the plans also include a parking design, which incorporates the provision of line marked angled and parallel on-street parking, including two angled disabled parking spaces. One of the disabled parking spaces is located adjacent to the medical centre at 205 Darling Street, while the other is located adjacent to 124 Darling Street as shown in Council's plan KG 7415 (**Appendix 1**). The disabled parking spaces have associated pedestrian kerb ramps designed in accordance with AS 2890.5 – 2020. The total number of parking spaces that the parking plan will create are as follows.

Type	Number of Spaces
Angled (Regular)	38
Angled (Disabled)	2
Parallel (Regular)	4
Total	44

Table 1 - Number of Parking Spaces

At this stage, there is no requirement for any changes in the time restrictions to the parking. As an ongoing process, parking restrictions will be reviewed and if changes to the time restrictions are warranted then a further report will be submitted to the Local Traffic Committee for consideration.

Although currently there are parallel parking signs located at 195 and 197 Darling Street, due to the tree and the two driveways in this section, it is not possible to park vehicles parallel in this section. Thus, it is proposed to remove the parallel parking signs at 195 and 197 Darling Street and relocating the 'No Stopping' sign from 195 to 197 Darling Street.

The existing northernmost parallel parking space on the eastern side of Darling Street, close to Wingewarra Street, is about 17 metres from the Darling Street and Wingewarra Street intersection. As parking is prohibited 20 metres from a signalised intersection, according to Transport for NSW road rules, the northernmost parking space will be removed. The length of the second parallel parking space will be increased to eight metres ensuring that there is at least 20 metres between the parking space and the intersection. This parking space is next to a bicycle shop, which is often visited by customers with longer vehicles. The longer than average parallel parking space will be beneficial to these customers. The 'No Parking' sign and the 'Parallel Parking' sign will be relocated accordingly to advise of changes in the parking environment.

As the parking lane is reduced towards the north of 72 Darling Street, parallel parking has been provided instead of angled parking. Providing angled parking in this area would not leave enough of a buffer zone between the parking space and the travel lane, and thus increase the chance of crashes between vehicles exiting the parking space and vehicles traveling within the travel lane.

The parking plan does not involve removing any trees in the existing parking lane. However, a few trees may require pruning to ensure that the parking signs are clearly visible.

Council's 2040 Community Strategic Plan and 2017/2020 Disability Inclusion Action Plan

Council over the years has undertaken ongoing development of the on-street parking and traffic management on several streets in the Dubbo CBD. The proposed on-street parking in Darling Street is consistent with on-street parking management in other areas of the Dubbo CBD, improving parking efficiency and supporting ongoing development of the area.

Council's 2040 Community Strategic Plan includes strategies to promote a high level of road safety to its users and to ensure Council's road network meets the transport needs of users in terms of traffic capacity, functionality, economic, and social connectivity. One of the goals outlined in Council's 2017/2020 Disability Inclusion Action Plan includes creating a more liveable community for people with a disability. In this regard, Council has been implementing infrastructure and facilities such as disabled car parking spaces, pedestrian kerb ramps and tactile indicators throughout the Dubbo CBD. Thus, in addition to being consistent with the on-street parking management in the Dubbo CBD, the two proposed disabled parking spaces also promote Council's 2040 Community Strategic Plan and Disability Inclusion Plan.

SUMMARY

This request is consistent with the following Community Strategic Plan's Infrastructure Objective:

- 2.2 Our road transportation network is safe, convenient and efficient.
- 2.2.1 Council promotes a high level of road safety to users.

Appendices:

- 1 [↓](#) Parking Plan - Darling Street



NOTES

1. PARKING SPACE MARKINGS TO BE IN ACCORDANCE WITH AS2890
2. ROAD SIGNS TO BE IN ACCORDANCE WITH AS1742
3. REFER TO STANDARD DRAWING STD 5166 FOR STANDARD KERB RAMP DETAIL

PARKING SPACES	
NUMBER	TYPE
38	ANGLED
2	ANGLED (DISABLED)
4	PARALLEL

DRAFT

CHECKED - SENIOR DESIGN ENGINEER _____ INT _____ DATE _____ APPROVED - MANAGER INFRASTRUCTURE STRATEGY _____ INT _____ DATE _____	PRINT DATE: 01/02/2021 03:25:27 PM SURVEY: RB_VIA_BW DATE 28/11/20 DESIGN: RB DATE 19/09/20 DRAWING: RB DATE 20/01/21 <small>DRAWING FILE: C:\Users\p20011\Documents\2020\18-2020-Infra-Darling-Darling-Street-Kerb-and-Gutter\Infrastructure-Strategy-Darling-Street.dwg</small>	PERMANENT MARK: PM 38 REV: DATE INT DETAILS OF AMENDMENTS A 20/08/20 RB DRAFT ISSUED B 20/01/21 RB DRAFT AMENDED	STATUS: DRAFT ISSUE SCALE: 0 5 10 15 20 25 ORIGINAL SIZE A3 0 1 2 3 4 5 0mm	INFRASTRUCTURE STRATEGY & DESIGN 1. 101 South St, Dubbo, NSW, 2880 2. 02 941 2200 3. 02 941 2200 4. 02 941 2200 5. 02 941 2200	PROJECT TITLE: DARLING STREET KERB AND GUTTER RECONSTRUCTION DRAWING TITLE: PARKING LAYOUT AND SIGNAGE	SHEET NO: 6 OF 6 REV: A PLAN NO: KG 7415
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DUBBO REGIONAL
COUNCIL

REPORT: Wiradjuri Community Centre, Wellington

AUTHOR: Director Liveability
REPORT DATE: 1 February 2021
TRIM REFERENCE: ID21/135

EXECUTIVE SUMMARY

Council's Chief Executive Officer and Director Liveability have had a series of meetings with Wellington Local Aboriginal Lands Council (WLALC) Chief Executive Officer, Mike Nolan, since August 2019.

The meetings have been facilitated to consider how WLALC might activate the Wiradjuri Community Centre, inclusive of a café facility and exhibition gallery. The WLALC have been offered a peppercorn lease arrangement for three years, with opportunity of extension.

WLALC representatives have provided a commitment that the Wiradjuri Community Centre café will be operational by the conclusion of March 2021.

Council's Aboriginal Liaison Officer has also scheduled a workshop to be held at the Wiradjuri Community Centre, 4 February 2021, consisting of Wellington Aboriginal Advisory Panel representatives and interested members of the public. The intention of the workshop is to foster a collective impact, sustainable approach towards planning, governance, facility operation and programming, as well as implementation timelines.

FINANCIAL IMPLICATIONS

Wiradjuri Community Centre works to refurbish the former Visitor Information Centre were undertaken with a \$600,000 NSW Government Stronger Country Communities Fund grant.

Expenditure is outlined in the following table:

Facility design	\$36,039.85
Facility construction (including but not limited to):	\$537,237.50
Asbestos removal	\$8,000.00
Relocation and upgrading of switchboard and electrical wiring	\$13,000.00
Gas strut café window	\$3,000.00
Rendering	\$17,000.00
Installation of external fire pit and associated landscaping	\$2,000.00
Cabinetry fit-out	\$17,068.60
Security cameras and cabling	\$2,456.51

POLICY IMPLICATIONS

Construction and fit-out of a Wiradjuri Community Centre is consistent with Dubbo Regional Council's Community Strategic Plan, Liveability theme 5.1 "Our City, town and villages are well-maintained, welcoming, showcase their heritage and what they have to offer"; and 5.7, "The high profile of... cultural services and facilities is maintained."

RECOMMENDATION

That the report from the Director Liveability, dated 1 February 2021, be noted.

Skye Price
Director Liveability

BACKGROUND

Council's Chief Executive Officer and Director Liveability have had a series of meetings with Wellington Local Aboriginal Lands Council (WLALC) Chief Executive Officer, Mike Nolan, since August 2019.

The meetings have been facilitated to consider how WLALC might activate the Wiradjuri Community Centre, inclusive of a café facility and exhibition gallery. The WLALC have been offered a peppercorn lease arrangement for three years, with opportunity of extension.

The WLALC have prepared a document with some business model information, inclusive of retail sales related to merchandise and souvenirs, as well as a mix of beverages and snack food in the dedicated café.

An overview of potential cultural activities has been very conceptual to date. The WLALC have tentatively considered a museum, gallery and theatre space that could display local Aboriginal history and art, project multi-media pre-recorded Aboriginal stories and enable storytelling sessions with respected community members and elders.

The WLALC have indicated that they intend to name and brand the facility *Maliyan Cultural Centre and Café*. At the request of WLALC, the Director Liveability also formally sought endorsement from local artist Brett Garling to utilise art depictions of the Maliyan (wedge-tailed eagle) bronze public art installation, which is in situ at the entrance to the facility, as part of Cameron Park embellishments. Brett Garling generously advised that the wedge-tailed eagle can be reproduced and utilised as a part of any marketing and publicity for the facility. Confirmation of that endorsement was provided to WLALC on 12 October 2020.

The Director Liveability has also introduced the WLALC Chief Executive Officer to Council's Economic Projects and Grants Officer to enable Council in-kind support and professional assistance with regard to grant chasing, grant writing and any successful grant milestone reporting, as well as mandatory acquittals. That occurred on 25 January 2021.

REPORT

Council's Chief Executive Officer and Director Liveability met with WLALC Chief Executive Officer, board Chairperson and Administrative Officer in Wellington on 22 January 2021. During the meeting, WLALC representatives provided an unwavering commitment that the Wiradjuri Community Centre café will be operational by the conclusion of March 2021.

Council's Aboriginal Liaison Officer has also scheduled a workshop to be held at the Wiradjuri Community Centre on 4 February 2021, consisting of Wellington Aboriginal Advisory Panel representatives and interested members of the public.

The panel includes stakeholder participation from a range of government, non-profit and community organisations, including, but not limited to, NSW Health, Department of Education, Aboriginal Health Corporation, Nanima community, WINS Community Centre, NSW Department of Aboriginal Affairs, Wellington Town Common, Sydney University and Aboriginal Home Care Australian Unity.

The intention of the workshop is to foster a collective impact approach towards preliminary planning, establishment of agreed/collaborative governance, as well as viable facility operations, programming and implementation timelines. It is also intended to bolster WLALC's capacity towards all Wiradjuri Community Centre undertakings, facilitating sustainable asset based community development.

SUMMARY

WLALC is enthusiastic about undertaking activity at the Wiradjuri Community Centre, Cameron Park, Wellington. Council has been working to assist WLALC with facility occupancy and operations. The facility café will be activated by 31 March 2021. Council staff are working with WLALC, as well as the recently formed Wellington Aboriginal Advisory Panel, to ensure successful activation and ongoing viable operation of the facility as a prominent community asset, integral meeting place, as well as cultural hub, for both display and preservation of Aboriginal history.