



AGENDA

INFRASTRUCTURE AND LIVEABILITY

COMMITTEE

12 JULY 2021

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

The meeting is scheduled to commence at _____ pm.

		Page
ILC21/19	LEAVE OF ABSENCE (ID21/1092)	
ILC21/20	SOUTH BRIDGE STRATEGIC CONCEPTS - RESULTS OF PUBLIC EXHIBITION (ID21/261) The Committee had before it the report dated 23 June 2021 from the Manager Infrastructure Strategy and Design regarding South Bridge Strategic Concepts - Results of Public Exhibition. <i>Attachments provided under separate cover</i>	2
ILC21/21	2021 DREAM FESTIVAL LANTERN PARADE (ID21/922) The Committee had before it the report dated 2 June 2021 from the Senior Traffic Engineer regarding 2021 Dream Festival Lantern Parade.	27
ILC21/22	RESCINDING OF COUNCIL POLICIES - WET WEATHER AND GROUND ALLOCATION (ID21/929) The Committee had before it the report dated 4 June 2021 from the Recreation Coordinator regarding Rescinding of Council Policies - Wet Weather and Ground Allocation.	38



DUBBO REGIONAL
COUNCIL

REPORT: South Bridge Strategic Concepts - Results of Public Exhibition

AUTHOR: Manager Infrastructure Strategy and Design
REPORT DATE: 23 June 2021
TRIM REFERENCE: ID21/261

EXECUTIVE SUMMARY

The June 1998 Traffic Management Study entitled *Dubbo Expanded Urban Area Traffic Management and Road Contribution Study*, prepared by PPK Environment and Infrastructure, identified that to facilitate the growth of the south western sector of Dubbo, a bridge crossing the Macquarie River would be required south of the existing LH Ford Bridge. The May 2020 draft *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning, reinforces the need for additional river crossings to support the City's growth with the development of a peripheral road network and distribution of traffic around the City, thereby reducing the demand on the highway corridors.

On 23 August 2019, Council received \$100,000 from the NSW Government for the investigation of a southern bridge crossing in Dubbo. Council subsequently engaged GHD to undertake a strategic concept design and options report, entitled *Dubbo South New Bridge Strategic Concept Design Report*. Four concept designs and alignments were investigated and prepared, including approximate costings based on a preferred construction methodology.

Additionally, Council engaged Balmoral Group Australia to prepare a detailed Strategic Business Case, entitled *New South Dubbo Bridge Strategic Business Case*, and assist with the development of an online survey and community engagement strategy to gain feedback from the public on the four concept designs and alignments.

Bridge concept designs and alignments were publicly exhibited via Council's website on 4 November 2020. Initially, two of the four bridge options were placed on public exhibition.

Balmoral Group Australia's draft Strategic Business Case was made available for public review with consideration given to the two selected bridge options. A 23 question online survey, allowing the public to provide feedback on the two concept designs and alignments, was also facilitated by Balmoral Group Australia.

In addition to the public notification, Council staff, along with Balmoral Group Australia, ran an open community information session on 25 November 2020 and stakeholder reference group meetings on 26 and 27 November 2020.

Subsequent to the open community information session and stakeholder focus group meetings, all four bridge concept designs and alignments were made available for public review via Council's website and the Mayor's Facebook page on 1 December 2020.

Public submissions for the project closed on 5 February 2021 with Council receiving a total of 195 online survey responses, 56 individual public submissions and 12 submissions on behalf of 11 organisations. Analysing the feedback received, Balmoral Group Australia finalised the Strategic Business Case report to include cost benefit and financial analysis, while also preparing an accompanying report, entitled *New South Dubbo Bridge Community Feedback Analysis*, summarising all public feedback received and performing sentiment analysis on all four bridge concept designs and alignments.

A Cost Benefit Analysis (CBA), forming part of the *New South Dubbo Bridge Strategic Business Case*, was prepared by Balmoral Group and was undertaken over a 30 year analysis period, at a 7% discount rate, consistent with NSW Treasury Guidelines. The main drivers of benefits across all four bridge alignment options are decreased travel time and vehicle operating costs, totalling \$51.0 million and \$18.6 million respectively. The main driver of the difference in Net Benefits between the alternatives are the capital costs of delivering the projects, with alignment Option 3 having the highest Net Present Value (NPV) of \$36.5 million, due to lower overall capital costs.

Based on cost benefit and financial metrics, alignment Option 3 was most likely to maximise Net Benefits over a 30 year analysis period, with an NPV of \$12.0 million (BCR: 1.22). Additionally, alignment Option 2 was also likely to achieve positive Net Benefits, with a NPV of \$5.5 million (BCR: 1.09). However, the costs associated with alignment Option 3 may be understated, since it will potentially quarantine the largest area of land, which has not been valued to date. Therefore, alignment Options 2 and 3 should be shortlisted for future consideration in a Detailed Business Case.

Alignment Options 1 and 4 by comparison delivered negative Net Benefits of around -\$5.0 million. Sensitivity testing indicated that lower environmental costs, with regard to impacts on nature and landscape values, and urban separation, could make these options economically viable. Further investigation and stakeholder consultation to more accurately determine the economic cost of the proposed work, such as a bespoke willingness-to-pay study, could reveal lower impacts than what have been used as part of the investigation process. Therefore, while the Strategic Business Case indicates that these options are less likely to deliver Net Benefits, it cannot conclusively rule them out as not delivering value-for-money at this stage.

FINANCIAL IMPLICATIONS

On 23 August 2019, Council received confirmation from Transport for NSW (TfNSW) that \$100,000 in grant funding had been provided for the investigation of a southern bridge crossing of the Macquarie River in Dubbo. As part of the funding agreement, the minimum output to be delivered was an options analysis of alignments, followed by a Detailed Business Case report (including BCR calculations and community consultation).

The financial impact to Council as a result of the new South Dubbo Bridge project over time is derived from the initial capital costs of construction, and the ongoing maintenance costs associated with both the bridge itself and changing driver behaviour on the wider road network. **Figure 9** below summarises the Net Financial Impact over a 30 year analysis period at a 3% discount rate. Alignment Option 3 has the lowest financial impact to Council, with a NPV of \$33.4 million over the 30 year analysis period. Most of the project financial costs are upfront and relate to the capital costs of construction.

The ongoing costs to maintain the bridge infrastructure have been calculated on a straight line depreciation over an expected useful economic life of 120 years. Depreciation is expected to be in the order of \$30,000 per annum. During stages of the bridges life it is expected that Council may face renewal costs associated with refurbishing the bridge. However, appropriate management will ensure that costs are minimised over the long run.

The Base Case or 'do nothing' scenario involves no investment from Council in a new bridge across the Macquarie River. The issues identified within this report and summarised in **Figure 7** will continue unabated at a significant cost to the community, equating to \$7.8 billion over a 30 year analysis period. This cost is derived from a strategic analysis of costs and has monetised items including:

- Increasing total travel times in Dubbo;
- Higher number of traffic incidents at the Whylandra Street Victoria Street intersection;
- Increasing congestion at the Whylandra Street Victoria Street intersection leading to increased risk of isolation from vital and emergency services for residents of West Dubbo;
- Relatively low level of active transport for residents of West Dubbo, due in part to a lack of connectivity; and
- Lack of road connectivity in West Dubbo likely to constrain development in the West Dubbo Urban Release Area.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the report of the Manager Infrastructure Strategy and Design, dated 23 June 2021, be noted.**
- 2. That Sandy Beach, located on the eastern bank of the Macquarie River, not be given further consideration as a location for a potential new South Dubbo Bridge, and that it be recognised by Council the high value placed on this recreational area by the local community.**
- 3. That, in accordance with public feedback received, any bridge alignment option positioned in the vicinity of the Lady Cutler Oval Sporting Precinct, including areas recognised as Lady Cutler Ovals, Lady Cutler East, Lady Cutler South, Batistelle Land and Pavans Park, duly consider and appropriately address the safety of sporting**

patrons and children, pedestrian connectivity, traffic volumes, parking availability, noise and visual impacts.

4. That, with the future adoption of a new South Dubbo Bridge alignment, impacts on the existing Tracker Riley Cycleway be fully mitigated and existing pathway connectivity be maintained.
5. That, in accordance with the *New South Dubbo Bridge Strategic Business Case*, prepared by Balmoral Group Australia, it be noted that Cost Benefit Analysis (CBA) performed on the proposed new South Dubbo Bridge alignment Options 1 through 4 has revealed the following Benefit Cost Ratios (BCR) at a 3%, 7% and 10% discount rate:

At 3% discount rate	At 7% discount rate	At 10% discount rate
• Option 1: 1.17	• Option 1: 0.93	• Option 1: 0.79
• Option 2: 1.41	• Option 2: 1.09	• Option 2: 0.91
• Option 3: 1.54	• Option 3: 1.22	• Option 3: 1.04
• Option 4: 1.15	• Option 4: 0.94	• Option 4: 0.81

6. That, in accordance with the *New South Dubbo Bridge Strategic Business Case*, prepared by Balmoral Group Australia, it be noted that the new South Dubbo Bridge alignment Options 2 and 3 are most likely to deliver net benefits over a 30 year period with positive net benefits of \$5.5 million (BCR: 1.09) and \$12.0 million (BCR: 1.22) respectively, noting that final costs associated with Option 3 are subject to land acquisition and that a discount rate of 7% was applied in this instance.
7. That Council investigate the costs associated with progressing detailed investigations including further community consultation, Review of Environmental Factors (REF), Aboriginal cultural heritage assessment, hydraulic, and traffic modelling to further refine new South Dubbo Bridge alignment Options and that full consideration be given to any negative impacts perceived by the local community.

Chris Godfrey

Manager Infrastructure Strategy and Design

BACKGROUND

The June 1998 Traffic Management Study entitled *Dubbo Expanded Urban Area Traffic Management and Road Contribution Study*, prepared by PPK Environment and Infrastructure, identified that to facilitate the growth of the south western sector of Dubbo, a bridge crossing the Macquarie River would be required south of the existing LH Ford Bridge. The May 2020 draft *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning, reinforces the need for additional river crossings to support the City's growth with the development of a peripheral road network and distribution of traffic around the City, thereby reducing the demand on the highway corridors.

On 23 August 2019, Council received \$100,000 from the NSW Government for the investigation of a southern bridge crossing in Dubbo. Council subsequently engaged GHD to undertake a strategic concept design and options report, entitled *Dubbo South New Bridge Strategic Concept Design Report*. Four concept designs and alignments were investigated and prepared, including approximate costings based on a preferred construction methodology.

Additionally, Council engaged Balmoral Group Australia to prepare a detailed Strategic Business Case, entitled *New South Dubbo Bridge Strategic Business Case*, and assist with the development of an online survey and community engagement strategy to gain feedback from the public on the four concept designs and alignments.

Bridge concept designs and alignments were publicly exhibited via Council's website on 4 November 2020. Initially, two of the four bridge options were made available to the public, with Council deciding that options involving the intersection of Tamworth Street and Macquarie Street in South Dubbo not go on public display.

Balmoral Group Australia's draft Strategic Business Case was made available for public review with consideration given to the two selected bridge options. A 23 question online survey, allowing the public to provide feedback on the two concept designs and alignments was also facilitated by Balmoral Group Australia.

In addition to the public notification, Council staff, along with Balmoral Group Australia, ran an open community information session on 25 November 2020 and stakeholder reference group meetings on 26 and 27 November 2020.

Subsequent to the open community information session and stakeholder focus group meetings, all four bridge concept designs and alignments were made available for public review via Council's website and the Mayor's Facebook page on 1 December 2020.

Public submissions for the project closed on 5 February 2021 with Council receiving a total of 195 online survey responses, 56 individual public submissions and 12 submissions on behalf of 11 organisations. Analysing the feedback received, Balmoral Group Australia finalised the Strategic Business Case report to include cost benefit and financial analysis, while also preparing an accompanying report, entitled *New South Dubbo Bridge Community Feedback*

Analysis, summarising all public feedback received and performing sentiment analysis on all four bridge concept designs and alignments.

A Cost Benefit Analysis (CBA), forming part of the *New South Dubbo Bridge Strategic Business Case*, was prepared by Balmoral Group and was undertaken over a 30 year analysis period, at a 7% discount rate, consistent with NSW Treasury Guidelines. The main drivers of benefits across all four bridge alignment options are decreased travel time and vehicle operating costs, totalling \$51.0 million and \$18.6 million respectively. The main driver of the difference in Net Benefits between the alternatives are the capital costs of delivering the projects, with alignment Option 3 having the highest Net Present Value (NPV) of \$36.5 million, due to lower overall capital costs.

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Alignment Options 1 and 4 by comparison delivered negative Net Benefits of around -\$5.0 million. Sensitivity testing indicated that lower environmental costs, with regard to impacts on nature and landscape values, and urban separation, could make these options economically viable. Further investigation and stakeholder consultation to more accurately determine the economic cost of the proposed work, such as a bespoke willingness-to-pay study, could reveal lower impacts than what have been used as part of the investigation process. Therefore, while the Strategic Business Case indicates that these options are less likely to deliver Net Benefits, it cannot conclusively rule them out as not delivering value-for-money at this stage.

REPORT

Council engaged GHD to undertake a strategic concept design and options report, entitled *Dubbo South New Bridge Strategic Concept Design Report*. Four concept designs and alignments were investigated and prepared for the New South Dubbo Bridge, including approximate costings based on a preferred construction methodology. All four alignments are presented in **Figures 1 through 4** below. All four proposed alignments achieve a flood immunity of 5% Annual Exceedance Probability (AEP), equivalent to a 1 in 20 year event. This is in comparison to the existing LH Ford Bridge, which achieves a flood immunity of 1% AEP equivalent to a 1 in 100 year event, and the existing Serisier Bridge, which achieves a flood immunity of 12.5% AEP, equivalent to a 1 in 8 year event.

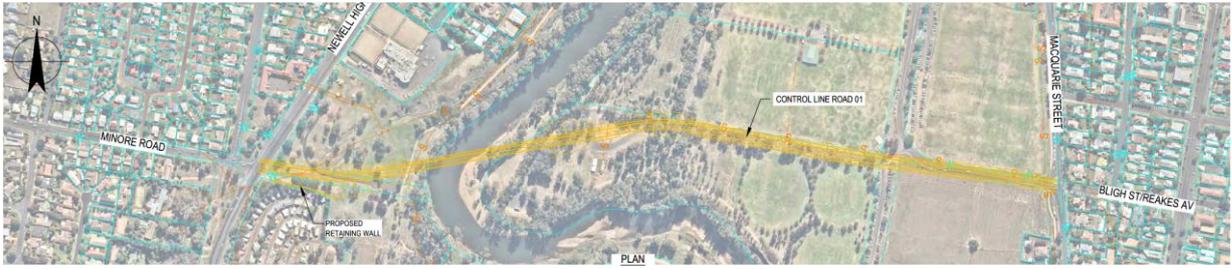


Figure 1 – Option 1, identified as Option A in the GHD *Dubbo South New Bridge Strategic Concept Design Report*, attached as **Appendix 3**. Provides a connection from Whylandra Street at the Minore Road intersection on the west, to Macquarie Street at the Bligh Street and Reakes Avenue intersection on the east. Estimated cost \$41,402,300.



Figure 2 – Option 2, identified as Option C in the GHD *Dubbo South New Bridge Strategic Concept Design Report*, attached as **Appendix 3**. Provides a connection from Whylandra Street at the Minore Road intersection on the west, to Macquarie Street at the Tamworth Street intersection on the east. Estimated cost \$39,049,900.

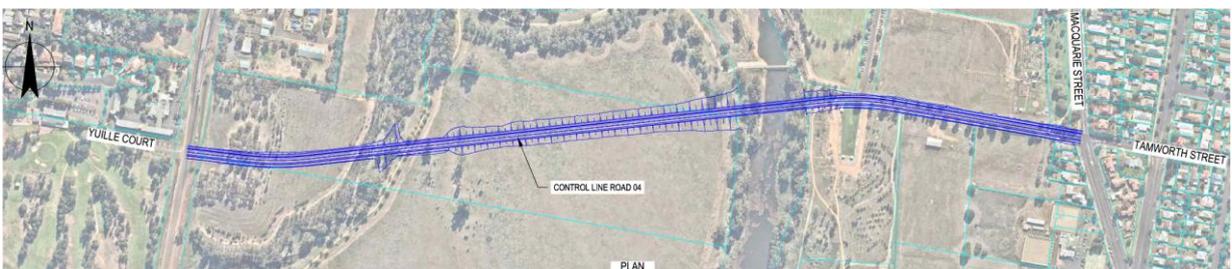


Figure 3 – Option 3, identified as Option D in the GHD *Dubbo South New Bridge Strategic Concept Design Report*, attached as **Appendix 3**. Provides a connection from Whylandra Street at the Dubbo Golf Club driveway on the west, to Macquarie Street at the Tamworth Street intersection on the east. Estimated cost \$32,050,800.



Figure 4 – Option 4, identified as Option B in the GHD *Dubbo South New Bridge Strategic Concept Design Report*, attached as **Appendix 3**. Provides a connection from Whylandra Street at the Minore Road intersection on the west, to Bligh Street at the South Street and Sandy Beach Road intersection on the east. Estimated cost \$35,693,900.



Figure 5 – Options 1, 2, 3 & 4 and their comparative alignments. See the GHD *Dubbo South New Bridge Strategic Concept Design Report*, attached as **Appendix 3** for further details.

The GHD strategic concept design and options report outlines high-level costings for each of the options. While the strategic costings for Option 2 account for additional upgrades to Bligh Street, if a new South Dubbo Bridge connects at Macquarie Street, it is reasonable to expect that upgrades to Macquarie Street, or other works within the CBD, may become necessary in order to compensate for adding traffic to a road that already experiences significant congestion.

The draft *Dubbo Transportation Strategy 2020* identifies strategic costs of \$5.076 million for necessary upgrades to the wider network that would have to be undertaken to allow a potential new South Dubbo Bridge to operate as intended. In addition to the capital costs, a 30% contingency was chosen as appropriate for a strategic design. Furthermore, nominal proportions of the estimated capital costs have been given for site investigations (3%), Review of Environmental Factors (REF) and other approvals (0.5%), concept and detailed design works (5%), as well as contract and project management (5%). The total project costs estimated for the new South Dubbo Bridge options, as well as the wider network costs, are outlined in **Figure 6** below.

Item	Option 1	Option 2	Option 3	Option 4
Preliminaries	2,846.8	2,693.4	2,106.9	2,955.4
Roadworks	7,320.2	11,549.7	8,851.9	13,709.1
Bridge	12,816.9	7,146.4	5,694.0	7,526.6
Contingency 30%	6,895.2	6,416.9	4,995.8	7,257.3
Site investigations	896.4	834.2	649.5	943.5
REF and approvals	149.4	139.0	108.2	157.2
Concept and Detailed Design	1,494.0	1,390.3	1,082.4	1,572.4
Contract and Project Management	1,494.0	1,390.3	1,082.4	1,572.4
Total Bridge Costs	33,912.7	31,560.3	24,571.2	35,693.9
Upgrades to the Wider Network	7,489.6	7,489.6	7,489.6	-
TOTAL PROJECT COSTS	41,402.3	39,049.9	32,060.8	35,693.9

Figure 6 – Strategic costings for each bridge alignment option, values in \$'000s. Source: *New South Dubbo Bridge Strategic Business Case*, Balmoral Group Australia, Table 8, attached as **Appendix 1**.

It should also be noted that while Option 3 has the lowest overall total project costs, it also accounts for the greatest area of land to be quarantined and purchased by Council. The value of land acquisitions is, as yet, unquantified as no estimates of the amount of land required, and the associated compensatory rates, are currently available.

PROJECT FEEDBACK ANALYSIS

Bridge concept designs and alignments prepared by GHD were publicly exhibited via Council's website on 4 November 2020. Initially, two of the four bridge options were placed on public exhibition. Balmoral Group Australia's draft Strategic Business Case was also made available for public review with consideration given to the two publically displayed bridge options. A 23 question online survey, allowing the public to provide feedback on the two concept designs and alignments was also facilitated by Balmoral Group Australia.

Council utilised its website, social media platforms, and local media including the Daily Liberal, Photo News and local radio stations to promote the project and seek community feedback. Council staff also remained available for the duration of the project submission period to discuss any questions with interested members of the public.

In addition to the public notification, Council staff, along with Balmoral Group Australia, ran an open community information session on the evening of 25 November 2020, attended by approximately 80 people, and stakeholder focus group meetings on 26 and 27 November 2020. These groups included:

- Sports and Recreation (approximately 20 people in attendance);
- Businesses (approximately 20 people in attendance);
- Traditional Owners (approximately 13 people in attendance);
- Emergency Services and Transport Services (approximately 18 people in attendance);
and
- Internal Council Staff (approximately 8 people in attendance).

Subsequent to the open community information session and stakeholder reference group meetings, all four bridge concept designs and alignments were made available to the public via Council's website and the Mayor's Facebook page on 1 December 2020.

Public submissions for the project closed on 5 February 2021 with Council receiving a total of 195 online survey responses, 56 individual public submissions and 12 submissions on behalf of 11 organisations. Analysing the feedback received, Balmoral Group Australia finalised the Strategic Business Case report to include cost benefit and financial analysis, while also preparing an accompanying report, entitled *New South Dubbo Bridge Community Feedback Analysis*, summarising all public feedback received and performing sentiment analysis on all four bridge concept designs and alignments.

Online Survey Feedback

195 responses were received from community members who took part in a 23 question survey to identify key areas of community support or concern for a new South Dubbo Bridge based on the two options on display, Options 1 and 4. The average time spent taking the survey was 16 minutes, 55 seconds. 15 of the questions provided allowed for additional comments to be provided via a text box.

Most respondents were not in favour of either alignment Options 1 or 4. It was noted however, that more of the participants did prefer Option 4 as opposed to Option 1 and cited various environmental and safety risks as the reasoning behind their choice. Other options were provided for consideration by many of the respondents through the use of the provided text boxes. Major issues brought up by respondents revolved around traffic, safety (especially for young children), recreation, and the environment.

A full summary of the results obtained from the online survey are available within the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Community Information Session – 25 November 2020

On the evening of 25 November 2020, Council staff, along with Balmoral Group Australia, ran an open community information session, attended by approximately 80 people. The event went for approximately two hours and presented bridge alignment Options 1 and 4 to the public. Bridge alignment Options 2 and 3 were not presented.

A summary of the feedback provided by attendees of the information session follows:

- **Stan – South Dubbo, Macquarie Street Resident**
 - *Macquarie Street* – In Option 1, the report failed to mention the impact on Macquarie Street, where there are planned traffic lights at the Macquarie Street Reakes Avenue intersection. It was pointed out that this intersection is in close proximity to the Cobra Street Macquarie Street traffic lit intersection, and that such an arrangement would cause Macquarie Street to become “a parking lot for an hour every morning and afternoon”.
 - *Options* – Also raised the fact the community were not being consulted with on all four bridge alignment options.

- **Patrick – South Dubbo Resident**
 - *River Street Bridge* – Made the point that traffic modelling showed that the construction of the River Street Bridge would result in a 1% reduction in traffic on the LH Ford Bridge, and that the cost for this project is more than \$200 million, whereas the new South Dubbo Bridge would take more traffic off the LH Ford Bridge and cost less.
 - *Funding* – Flagged that there was “no guarantee of funding” for a new South Dubbo Bridge river crossing.
 - *Bypass* – The analysis done for the new South Dubbo Bridge was completed with the absence of any assessment of how traffic volumes would be reduced on Whylandra Street with the construction of Dubbo bypass. Said there are four options for a Dubbo bypass at the moment, all of which include some sort of intersection at Minore Road. “You shouldn’t be building a South Dubbo Bridge now – we need the bypass first, that would take a lot of congestion off Whylandra Street”.

- **Kevin – South Dubbo, Macquarie Street Resident**
 - *Traffic in South Dubbo* – Growth over the next 20 to 25 years is in the south and south-eastern sections of Dubbo, where currently, the main ingress and egress points are Macquarie Street or Boundary Road. “You’re talking about putting 15,000 movements into Boundary Road and Macquarie Street – these are backstreets, residential streets with 50 km/hr speed limits, with roundabouts that have only got room for one car each way. You want to take traffic from Cobra Street – which is a designated major road – and put it into backstreets.” Concerned that increased congestion in South Dubbo would cause ‘traffic stand-stills’, and that the options shown were “unworkable for the people of South Dubbo”.
 - *Schools* – In particular, concern about increased traffic going past Saint Laurence’s Primary School.
 - *Sport Precinct and Safety Issues* – “You want to put a \$35 million road through the biggest sporting precinct we have, where 6, 7, 8, 9 and 10 year old children run onto the road chasing a ball.”

- **South Dubbo Resident**
 - *Tracker Riley* – “You want to put a bridge through the Tracker Riley pathway, and the parks where people spend so much of their time.”
 - *Options* – Wanted to know if bridge alignment Options 2 and 3 would be released.

- **James – South Dubbo Resident**
 - *Traffic Movements* – Concerned that the designs show bottlenecks predominantly on Cobra Street, east of the LH Ford Bridge, and all designs show traffic travelling into the CBD. He would like to see a report showing how the additional 15,000 vehicle movements would negotiate their way through South Dubbo, and was concerned at the assumption that all traffic was trying to get into the CBD.

- **South Dubbo Resident**
 - *Options* – Believed it was insulting that the public were only being consulted on two of the four bridge alignment options.
 - *Sporting Precinct* – Flagged that both options would have a dramatic impact on the Lady Cutler Oval Sporting Precinct, and pointed out that Council had recently spent money returfing fields during drought.
 - *Cycling* – Wanted Council to consider pedestrian and cycling use in the City, when planning roads and infrastructure. “We should be considering how some of the European cities do that, very well. We’re in a position to do that as we’re a very flat City”.

- **Shaun – South Dubbo Resident**
 - *Traffic Movements* – Wanted to know what percentage of the 15,700 vehicles coming over the new South Dubbo Bridge would actually end up in the CBD, and what percentage would end up in South Dubbo.

- **South Dubbo Resident**
 - *Sandy Beach* – Concerned about the impact on Sandy Beach and the Lady Cutler Oval Sporting Precinct. Described Sandy Beach as “the city’s most valued passive recreation area”, and that “the biggest argument is that we’ll save 4.3 seconds off travelling time”.

- **Sally – Macquarie Street Resident**
 - *Options* – Objected to the event being “dressed up as a consultation session”, when the community were only being shown two of the four bridge options. Agreed that there was a need to get residents of West Dubbo over to the eastern side of the City, and that there was a congestion problem, but “presenting Option A and B [Options 1 and 4] as the only two options is not a conducive way to engage with stakeholders who are very heavily impacted by this proposal”.

- **Libby – RiverCare Group Dubbo Volunteer**
 - *Consultation Process* – Concerned that the RiverCare Group, and possibly other environmental groups, were not included in the stakeholder meetings. Flagged that very old River Red Gums and other vegetation would be heavily impacted by both options presented.

- **South Dubbo Resident**
 - *Boundary Road/Sheraton Road Link* – Concerned that, currently, school drop off times at Saint John’s Primary and College on Sheraton Road are “diabolical”, and once the Boundary Road extension is complete, coupled with a new South Dubbo Bridge river crossing, it would lead to much more traffic going onto Boundary Road, and this needed to be looked at in future modelling.

- **Kim – South Dubbo Resident**
 - *Sporting Precinct* – Dubbo is considered a “leading sporting hub in the Central West”, and flagged that there is a Liveability Strategy in place, how would the new South Dubbo Bridge concept impacted on other strategic plans for the community.

- **Barbara – South Dubbo Resident Near Boundary Road**
 - *Boundary Road Impact* – As a long-time resident, has noticed traffic increase along Boundary Road over the years, particularly coming from Wheelers Lane, down Boundary Road and into Palmer Street, she believes to avoid Cobra Street. As a result, does not want increased traffic in South Dubbo, as it would only add to what she believes is already increased congestion in the area.

- **Resident**
 - *Schools* – Raised the issue of the number of parents driving their children to school, rather than putting them on school buses, which adds to congestion. Flagged that a survey should be done to question why buses are not being used to their capacity. Also flagged Sheraton Road school drop off points in particular.

- **Bobby – South Dubbo Resident**
 - *Sporting Precinct* – Flagged that both bridge alignment Options 1 and 4 would impact the sporting complex “to the detriment of the local community”.
 - *Traffic Movements and BlueRidge Estate* – “I suspect a lot of the 15,000 vehicles will be trying to access the eastern parts of the City, such as Saint Johns’, the Christian School, as well as the huge development going on at BlueRidge - there is a huge amount of business being established over there and a large portion of the City’s population now work at BlueRidge, so a lot of that traffic is not necessarily heading to the CBD.”

- **Susan – South Dubbo Resident**
 - *Schools* – Concerned about the impact increased traffic would have on schools in South Dubbo.

- **Jill – Dubbo Resident**

- *Safety* – Wanted to know what safety measures were being given consideration around Sandy Beach and the Lady Cutler Oval Sporting Precinct, for both of the bridge options presented.

The entire presentation was recorded and can be replayed via the YouTube website by searching 'Community Consultation Session – South Dubbo Bridge' or by using the following URL:

<https://www.youtube.com/watch?v=2MID8VV7t-A>

Focus Group Feedback

While key findings across all five groups indicate strong support for another crossing of the Macquarie River, there remains strong disagreement that the two options presented (Options 1 and 4) are the best options to achieve that outcome. Sentiment analysis revealed fear, anger and disappointment regarding these options. The principal reasons people disliked the presented options were safety risks at the Lady Cutler Oval Sporting Precinct, primarily among children, environmental damage to Sandy Beach and flood risks. Respondents from each group offered alternative solutions.

- Altering Option 4 in a number of ways including:
 - Onto/adjoining Tamworth Street; or
 - Connecting to the Newell Highway further south.
- A bridge further to the south of Dubbo either:
 - Into or along Macquarie Street;
 - Via Tamworth Street and Hennessy Drive; or
 - Located near Dundullimal Homestead on Obley Road.
- Adding a ring road around the CBD of Dubbo, which may be more suitable for heavy vehicles.
- The use of Options 2 or 3, present in the Council commissioned GHD report entitled *Dubbo South New Bridge Strategic Concept Design Report*, not presented at the time of the focus group meetings.
- Investment in:
 - Pedestrian and cycling infrastructure; and
 - Public transportation.

Brief summaries of the feedback received from each focus group are provided below:

Sports and Recreation Group – 26 November 2020

The Sports and Recreation Group shed light on sports training, children, how parking may impact sporting events, as well as the economic benefits that sports bring into the facilities at the Lady Cutler Oval Sporting Precinct in the vicinity of Bligh Street, including events that

come into the City. Additionally, recreation within Sandy Beach such as fishing, boating, and exercising were mentioned, as were vegetation impacts. There was general

acknowledgement amongst the members of the Sports and Recreation Group that an additional east-west link across the Macquarie River in Dubbo was needed, but that bridge alignment Options 1 and 4 presented for public exhibition were not the answer.

Although not specific to sporting impacts, concern was raised as to whether moving traffic from the LH Ford Bridge to the proposed New South Dubbo Bridge, with the ultimate goal of traffic ending up in the same location (the CBD), would actually solve traffic volume issues. It was also raised, that the 'majority' of South Dubbo residents travel to other locations in Dubbo and that there was too much focus on getting people into the CBD.

A full summary of the feedback received from the Sports and Recreation Group can be found in Table 16 of the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Business Group – 26 November 2020

Similar to the Sports and Recreational Group, the issue was raised several times that the Business Group would like to see other bridge alignment options besides the two presented options and at the very least, alignment Options 2 and 3 present in the GHD report. The Business Group was the only group to mention impacts on Taronga Western Plains Zoo and mining developments, as well as traffic impacts of people wanting to stay at hotels in West Dubbo.

In reference to the draft *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning, the question was raised as to whether a link or ring road would be more beneficial for the community for a number of reasons, including access to the future Health and Education Precinct, and traffic flows to other parts of the City. There were also questions as to whether a link or ring road option was still a consideration by Council.

A full summary of the feedback received from the Business Group can be found in Table 17 of the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Traditional Land Owners Group – 26 November 2020

Traditional Land Owners objectives centred on the cultural impact of any proposed bridge option in the vicinity Sandy Beach. It was suggested that further studies be undertaken into the cultural significance of this area of the Macquarie River. Additional themes include congestion, parking and alternative bridge alignment options, including whether or not a higher flood immunity bridge had been considered as part of the investigation process.

Concerns were raised regarding any additional traffic congestion in South Dubbo brought about by a new South Dubbo Bridge, particularly at the intersection Macquarie Street and

Boundary Road. Members of the group also expressed concerns about congestion at the various South Dubbo schools during drop off times, with fears that potentially increased traffic volumes as a resultant of a new bridge would add to congestion.

Members of the group also suggested some different methods of Council obtaining feedback from Traditional Land Owners and Elders. It was suggested that Council staff provide a project briefing in a more informal setting, as well as a presentation at one of the Working Parties.

A full summary of the feedback received from the Traditional Land Owners Group can be found in Table 18 of the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Emergency Services and Transport Group – 27 November 2020

The question was raised as to why there wasn't any direct access provided from any of the bridge alignment options onto Tamworth Street, as it was believed that this would help control traffic flow by providing another entry and exit point into South Dubbo.

The group also questioned if flood immunity had been a major concern for the community during other stakeholder meetings held. There was also consensus that any idea which eases congestion within Dubbo would be a positive one.

A full summary of the feedback received from the Emergency Services and Transport Group can be found in Table 19 of the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Internal Council Staff Group – 27 November 2020

Feedback was gathered from several key internal members of Dubbo Regional Council. Overall themes include possible loss of future events, concerns about report details and suggestions for consideration. In addition to the themes presented by residents and other stakeholders, internal members suggested that more studies may need to be completed to adequately reflect flood immunity, traffic modelling, and property price impacts. Feedback received was somewhat similar to that received from the Business Group.

With regard to the Lady Cutler Oval Sporting Precinct, running along the western edge of Macquarie Street in South Dubbo, it was highlighted that \$1 million had recently been spent by Council on irrigation systems and turfing of the new ovals now known as Batistelle Land and Pavans Park, and that a new amenities block is also being developed for the area. Discussion centred on the difficulties in moving the sporting complex in part, to accommodate any proposed bridge alignment in the area.

A potential solution to this issue would be to elevate the bridge further, similar to the existing LH Ford Bridge, and linked directly to Macquarie Street, if it must run through the middle of the sporting precinct, as this would remove the numerous safety issues surrounding

sports-goers, parents and children, and their interaction with traffic. The existing character of the area would also be less impacted upon.

Comments were made surrounding the intangible benefit that Dubbo receives from weekend sporting competitions and carnivals. It was argued that alignment Options 1 and 4 both detrimentally impact on the ability for the City to hold sporting carnivals and competitions in the vicinity of the Lady Cutler Oval Sporting Precinct, and therefore negatively impact on the ability for the City to receive such intangible benefits in the future, if such alignments were formalised.

Staff members suggested that further consideration be given to Minore Road as part of the overall project, considering that it is a major sub-arterial road and a funnel for traffic flows from the west of Dubbo. Staff members also asked whether a southern link road was a possibility or completely off the table, as well as an LH Ford Bridge duplication. Additionally, questions were raised as to why alignment Option 4 was so CBD focused, instead of diverting traffic further south. A similar such question was also raised in the Emergency Services and Transport Group meeting relating to the provision of another entry and exit point into Tamworth Street and South Dubbo.

Questions were raised as to whether any modelling had been performed to determine how people move throughout the City. It was suggested that while the proposed new South Dubbo Bridge has a focus on easing traffic congestion on the LH Ford Bridge and Cobra Street, and getting traffic into the CBD of Dubbo, no official modelling had been performed to determine which areas of the City are travelled to the most by motorists.

Concerns were raised about how the proposed bridge would actually appear going over Sandy Beach, and the implications of having a large piece of infrastructure going over the currently peaceful recreational area. Concerning alignment Option 1, the bridge abutments would fill in the current footpath around Sandy Beach, causing a detrimentally significant visual impact on the area.

It was also noted that Dubbo will continue to get higher volumes of visitors, with a number of new developments in the City driving this growth. This in turn will mean more people wishing to utilise the Macquarie River Precinct, especially during sporting events. This must be taken into consideration as part of the detailed bridge design process.

A question was asked as to whether any studies have been performed to determine the effect the proposed bridge would have on property prices within the vicinity.

It was noted that the managers of the NRMA Dubbo Holiday Park were on annual leave the week of the stakeholder meetings. The issue was raised that Council should contact the NRMA head office and engage in thorough consultation, as either bridge alignment option (Options 1 and 4) would significantly impact the property.

A full summary of the feedback received from the Internal Council Staff Group can be found in Table 24 of the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Summary of Online Feedback

Dubbo Regional Council accepted public input on the new South Dubbo Bridge Project online via a submission form on the Dubbo Regional Council website through until 5 February 2021. In some cases, an individual responded to the inquiry on behalf of an organisation.

Organisation Responses

12 people submitted responses for 11 different organisations in Dubbo. These responses were typically letters with detailed explanations for their stance on the bridge alignments options presented.

Respondents wanted more information and analysis on traffic patterns as well as information on bridge alignment Options 2 and 3 that were not provided during the initial Community Consultation process. Suggestions were made that analysis should take into account the new River Street Bridge, proposed by TfNSW, as well as the potential environmental impacts of a new South Dubbo Bridge. Requests were also made for increased consultation with the public and organisations throughout the project.

Concerns were raised that the bridge alignment options will divert traffic issues to other areas of Dubbo and create noise, parking and traffic safety problems. Respondents also expressed concern that the bridge construction will impact recreation, particularly the Tracker Riley Cycleway, which is the centre of many community activities. The ability to access the river corridor was also raised as a concern.

Concerns were raised that a new South Dubbo Bridge may have negative impacts on the flow of the Macquarie River, the natural environment, habitats and native species of plants and animals in Dubbo.

Many organisations expressed their concern about the potential impacts to the Lady Cutler Oval Sporting Precinct if traffic were diverted through the area. Responses noted the importance of attracting sporting events to the area and the difficulty that increased traffic would cause in attracting these events and the millions of dollars such events bring to Dubbo each year. Concerns were raised with regard to safety of children and families if traffic were to become heavier within the precinct.

A full summary of the feedback received from Organisations can be found in Tables 20 and 21 of the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Individual Responses

After removing spam responses and duplicates, 56 responses submitted by individuals were analysed. Emotions revealed in responses include anger, anticipation and fear, with a mix of negative and positive sentiments. Frequent terms used pertained to concerns with traffic congestion, safety and alignment alternatives across various streets or intersections.

Many respondents requested additional analysis and supporting evidence behind each of the proposed bridge alignment options. In addition, respondents frequently requested that analysis be provided on the additional two additional bridge alignment options (Options 2 and 3) and that this information be released for public comment. For the additional analyses, one respondent requested modelling of traffic patterns be undertaken with consideration given to the current redevelopment of the former RAAF Base in South Dubbo, showing impacts with and without the construction of a new South Dubbo Bridge as well as modelling done with a bypass road around Dubbo. Many respondents believed that the construction of a new South Dubbo Bridge will not alleviate traffic problems, but rather only shift them to other areas of the City. Respondents requested modelling or impact studies be performed showing how traffic in prominent streets in South Dubbo, specifically Tamworth Street, will change into the future as West Dubbo grows and how traffic patterns will shift with the inclusion of a new South Dubbo Bridge. Requests were also made for analysis of traffic movements in Macquarie Street, south of the LH Ford Bridge during peak times.

Many respondents expressed concern that a new South Dubbo Bridge will increase or divert traffic to other areas. Some respondents thought that the proposed bridge alignments will increase traffic noise in green spaces and residential areas, citing displeasure that traffic will dominate the more natural Macquarie River precinct area. Most respondents believed the increase in traffic will make the Lady Cutler Oval Sporting Precinct unsafe for children and families. There was also a belief that increased traffic would result in a decline in parking availability, which would keep Dubbo from being able to host large sporting events within the precinct.

Respondents noted their love of the Macquarie River Precinct, its trails, green spaces and trees. Many respondents expressed concern that the development of a new South Dubbo Bridge would destroy trees, critical habitats and the green spaces that are heavily utilised. In addition, respondents were concerned that the proposed bridge would contribute to the erosion of the banks of the Macquarie River, which residents and groups have already been working to mitigate. Residents also expressed their love of Sandy Beach, believing it to be a huge asset for Dubbo and were strongly against the proposal of a bridge that cut through this area.

Respondents expressed concern that the proposed alignment options for the new South Dubbo Bridge would reduce the number of people using the surrounding area for recreation and impact the overall liveability of Dubbo. It was suggested that the alignment options would limit access to the Macquarie River and its trails, which are utilised by many public groups. It was evident that respondents highly valued the recreational and cultural amenity of

the Macquarie River and Sandy Beach precincts and believe that a new bridge should not impact these areas.

It was evident that respondents were strongly against the funnelling of traffic through the Lady Cutler Oval Sporting Precinct. This was one of the most common reasons for opposing the proposed alignment options. Respondents believe that increased traffic will make the sporting precinct unsafe for children, families and other users of the sporting facilities. Respondents also believe that diverting traffic through Lady Cutler Oval Sporting Precinct will impact on the ability to attract large sporting events, which greatly contributes to the local economy.

Respondents also provided many suggestions to Council, including alternative bridge locations, road alignments and infrastructure projects. A full summary of these suggestions can be found in Table 23 of the *New South Dubbo Bridge Community Feedback Analysis* report, prepared by Balmoral Group Australia, attached as **Appendix 2** of this report.

Recommendations from Feedback Received

Analysis of feedback received by Council has indicated that most groups consulted were not supportive of new South Dubbo Bridge alignment Options 1 and 4. Findings indicate that Council should:

- Present information on all four new South Dubbo Bridge alignment options to the public, including detailed information and supporting evidence for each option;
- Consider the modelling of traffic impacts under each option;
- Include analysis on other impacts to the community, including environmental impacts, when assessing each bridge alignment option; and
- Consider additional bridge alignment options suggested by respondents and include options that avoid the Macquarie River and Sandy Beach Precincts, and the Lady Cutler Oval Sporting Precinct.

New South Dubbo Bridge Cost Benefit Analysis

The purpose of the strategic Cost Benefit Analysis (CBA) is to identify which, if any, of the proposed alternatives to the Base Case (the Options) may deliver Net Benefits to the community and therefore, should be investigated and pursued further in a later Detailed Business Case.

The Base Case or 'do nothing' scenario involves no investment from Council in a new bridge across the Macquarie River. The issues identified previously with such an arrangement continue unabated, at a significant cost to the community, equating to \$7.8 billion over a 30 year analysis period. A summary of the consequences of inaction are provided in **Figure 7** below.

Business as Usual	Driver of Change	Consequence of Inaction
<i>Increasing total travel times in Dubbo</i>	Average trip length to increase from 6.58 minutes in 2018, to 6.64 minutes in 2025, and 6.72 minutes by 2030. Number of trips made in Dubbo to increase by 9% by 2025, and 15% by 2030.	Increasing number of commuters and average trip durations to add an additional 1,286,000 hours per year to time spent commuting in Dubbo by 2030.
<i>High number of traffic incidents at the Whylandra-Victoria Street intersection</i>	The intersection currently experiences 5.25 traffic incidents on average per year. Current upgrades to the intersection are expected to bring the peak-hour LoS to 'C' and the Degree of Saturation to 0.92 by 2036. Beyond 2036, residential development and traffic pressure is expected to increase around the intersection.	Increased development around the intersection is expected to place the intersection under stress beyond 2036, potentially lowering the peak hour LoS to 'D' or lower and increasing the DoS beyond 0.92 – increasing the risk of traffic incidents.
<i>Increasing congestion at the Whylandra-Victoria Street intersection leading to increased risk of isolation from vital and emergency services</i>	The intersection is the sole means of access to the LH Ford and Emile Serisier bridges. Any traffic incidents and floods can potentially delay access to vital and emergency services to and from the entire West Dubbo area. Access across the Macquarie River is reduced to 1 bridge during 1 in 8-year flood events	The lack of alternative routes to and from West Dubbo means congestion can rapidly multiply and access is cut off. Congestion at the intersection is undesirable and dangerous because residents may be cut off from essential and emergency services during these periods.
<i>Relatively low level of active transport for residents of West Dubbo</i>	The lack of connectivity in West Dubbo means that fewer people (2.5%) choose active transport as their main method of commuting compared to South Dubbo (4.6%).	As residential development in Dubbo moves to the west, a lack of desirable access to direct routes to the CBD means that there is no incentive to increase the rate of public transport from a baseline of 2.5%.
<i>Development in West Dubbo URA likely to be constrained</i>	New residential development areas in South Dubbo will be exhausted by 2040, concentrating further developed in the West Dubbo URA. By 2050, the number of houses in West Dubbo will increase by 6,050 to 9,110.	A 197% increase in the number of traffic generating properties in West Dubbo will place existing infrastructure under considerable stress, increasing congestion and potentially increasing average travel times over 10 minutes for some commuters.

Figure 7 – Summary of 'do nothing' scenario. Source: *New South Dubbo Bridge Strategic Business Case*, Balmoral Group Australia, Table 2, attached as **Appendix 1**.

The CBA was undertaken over a 30 year analysis period, at a 7% discount rate, consistent with NSW Treasury Guidelines, the results of which are summarised in **Figure 8** below. The main drivers of benefits across all four bridge alignment options are the decreased travel time and vehicle operating costs, totalling \$51.0 million and \$18.6 million respectively. The main driver

of the difference in Net Benefits between the alternatives are the capital costs of delivering the projects, with Option 3 having the highest Net Present Value (NPV) of \$36.5 million, due to lower overall capital costs.

	Benefits	Costs	NPV	BCR
Base case: No change	0.0	7,801,849.5		
Option 1	66,969.0	72,369.7	-5,400.7	0.93
Option 2	66,668.5	61,208.3	5,460.2	1.09
Option 3	66,325.7	54,307.4	12,018.3	1.22
Option 4	66,860.3	71,253.9	-4,393.6	0.94

Figure 8 – Results of the CBA at a 7% discount rate, 30 year analysis period. Values in \$'000s. Source: *New South Dubbo Bridge Strategic Business Case*, Balmoral Group Australia, Table 9, attached as **Appendix 1**.

Table 10, within the *New South Dubbo Bridge Strategic Business Case*, Balmoral Group, attached as **Appendix 1** to this report, outlines the details of the CBA for the proposed new South Dubbo Bridge, illustrating the primary drivers of costs and benefits. Full detailed CBA sheets are provided in Appendix B of the *New South Dubbo Bridge Strategic Business Case*, Balmoral Group, attached as **Appendix 1** to this report.

The results of the CBA indicate that bridge alignment Options 2 and 3 are the most likely to deliver net benefits over the analysis period, with positive net benefits of \$5.5 million and \$12.0 million respectively when applying a 7% discount rate. On the assessed economic criteria, these options would likely represent the greatest value for money. Therefore, Options 2 and 3 should be investigated further in a Detailed Business Case on economic criteria. The CBA does not conclusively rule any particular option out, due the sensitivity of the results to unquantified impacts, and the values chosen for those that have been quantified.

A number of qualitative and unquantified factors should also be considered:

- While the upgrades to the wider road network required to realise the full benefits of the new South Dubbo Bridge have been fully identified in Option 4, the costs to upgrading the wider network under each of the options is based on strategic costs in the draft *Dubbo Transport Strategy 2020*, and may reasonably affect the outcome of the CBA.
- Since land acquisition costs are likely to be highest with respect to Option 3, the outcome of a final CBA may depend on the value of land that will be quarantined.
- The CBA has attempted to capture and account for factors, such as community preferences, or impacts on the recreational or aesthetic values. However, the results of the CBA are highly sensitive to the values for environmental externalities chosen, and reasonable disagreements regarding the appropriate monetary values could affect the outcome of the CBA.

For further details on Sensitivity Testing and specifically Discount Rates, Traffic Modelling, and Environmental Values, please refer to Section 4.5 of the *New South Dubbo Bridge Strategic Business Case*, Balmoral Group Australia, attached as **Appendix 1** to this report.

Financial Analysis

The financial impact to Council as a result of the new South Dubbo Bridge project over time is derived from the initial capital costs of construction, and the ongoing maintenance costs associated with both the bridge itself and changing driver behaviour on the wider road network. **Figure 9** below summarises the Net Financial Impact over a 30 year analysis period at a 3% discount rate. Alignment Option 3 has the lowest financial impact to Council, with a NPV of \$33.4 million over the 30 year analysis period. Most of the project financial costs are upfront and relate to the capital costs of construction. Most of the financial costs are upfront and relate to the capital costs of construction.

Item	Option 1	Option 2	Option 3	Option 4
Total Capital Costs	41,402.3	39,049.9	32,060.8	35,693.9
Ongoing Maintenance of New Bridge	2,032.5	1,133.3	903.0	1,193.6
Ongoing Maintenance of Wider Road Network	406.2	406.2	406.2	406.2
Total Financial Impact (30 year NPV, 3% Discount Rate)	43,841.0	40,589.4	33,369.9	37,293.6

Figure 9 – Financial impact of the proposed new South Dubbo Bridge to Council, NPV over 30 years, 3% discount rate, values in \$'000s. Source: *New South Dubbo Bridge Strategic Business Case*, Balmoral Group Australia, Table 15, attached as **Appendix 1**.

It should also be noted that while the ongoing road maintenance costs increase over 30 years, due to changes in driver behaviour and in the short term from approximately 2025, the average number of vehicle kilometres travelled, and therefore, the damage costs to roads, will actually be lower than the Base Case (do nothing scenario). In this initial period, Council will save approximately \$31,100 per year. Although the financial situation will reverse after 2030, with Council paying approximately \$33,000 per year additional to the Base Case. The exact timing and magnitude of the potential savings and costs is sensitive to the level of detail in the draft Dubbo Transport Strategy 2020. The impact is however relatively minor.

The ongoing costs to maintain the bridge infrastructure have been calculated on a straight line depreciation over an expected useful economic life of 120 years. After this period, it is expected that Council may face significant renewal costs associated with refurbishing the bridge. However, appropriate management will ensure that costs are minimised over the long run.

Bridge Alignment Options Short List

The Strategic Business Case indicates that on cost benefit and financial metrics, alignment Option 3 is the most likely to maximise Net Benefits over a 30 year analysis period, with an NPV of \$12.0 million (BCR: 1.22). Additionally, alignment Option 2 is also likely to achieve positive Net Benefits, with a NPV of \$5.5 million (BCR: 1.09). However, the costs associated with alignment Option 3 may be understated, since it will potentially quarantine the largest area of land, which has not been valued to date. Therefore, alignment Options 2 and 3 should be shortlisted for future consideration in a Detailed Business Case.

Alignment Options 1 and 4 by comparison delivered negative Net Benefits of around -\$5.0 million. Sensitivity testing indicated that lower environmental costs, with regard to impacts on nature and landscape values, and urban separation, could make these options economically viable. Further investigation and stakeholder consultation to more accurately determine the economic cost of the proposed work, such as a bespoke willingness-to-pay study, could reveal lower impacts than what have been used as part of the investigation process. Therefore, while the Strategic Business Case indicates that these options are less likely to deliver Net Benefits, it cannot conclusively rule them out as not delivering value-for-money at this stage.

Further Qualitative Considerations

As shown previously, numerous concerns were raised regarding the suitability and function of the proposed new South Dubbo Bridge. While these impacts have been incorporated as fully as possible into the CBA, there remain possible unmeasured impacts that have not been monetised. For example, while benefits to a reduction in traffic incidents (property damage only, injury, and fatality) at the Whylandra Street Victoria Street intersection have been quantified in the detailed CBA, the possible excess number of incidents that may occur as a result of additional traffic through areas of heavy pedestrian activity, such as sports fields, have not.

A future Detailed Business Case should therefore examine the possible adverse impacts of the proposed works in greater detail. Aligning the strategic outcomes of the draft *Dubbo Transport Strategy 2020* (to maintain Dubbo's '10 minute' character) with the Movement and Place Framework (which seeks to balance the need to provide an efficient transportation network with attractive and functional places), may also help to ensure that the proposals brought to a final Detailed Business Case maximise benefits to the community, and have strong stakeholder support.

SUMMARY

Council has undertaken community consultation and received submissions on four new South Dubbo Bridge alignment options, a bridge alignment to the south of the LH Ford Bridge crossing the Macquarie River. Due to the strong community sentiment around the options provided and some of the themes that have come from the consultation, it is considered that further technical analysis is required.

A Cost Benefit Analysis (CBA), forming part of the *New South Dubbo Bridge Strategic Business Case*, was prepared by Balmoral Group and was undertaken over a 30 year analysis period, at a 7% discount rate, consistent with NSW Treasury Guidelines. The main drivers of benefits across all four bridge alignment options are decreased travel time and vehicle operating costs, totalling \$51.0 million and \$18.6 million respectively. The main driver of the difference in Net Benefits between the alternatives are the capital costs of delivering the projects, with alignment Option 3 having the highest NPV of \$36.5 million, due to lower overall capital costs.

Based on cost benefit and financial metrics, alignment Option 3 was most likely to maximise Net Benefits over a 30 year analysis period, with an NPV of \$12.0 million (BCR: 1.22). Additionally, alignment Option 2 was also likely to achieve positive Net Benefits, with a NPV of \$5.5 million (BCR: 1.09). However, the costs associated with alignment Option 3 may be understated, since it will potentially quarantine the largest area of land, which has not been valued to date. Therefore, alignment Options 2 and 3 should be shortlisted for future consideration in a Detailed Business Case.

Alignment Options 1 and 4 by comparison delivered negative Net Benefits of around -\$5.0 million. Sensitivity testing indicated that lower environmental costs, with regard to impacts on nature and landscape values, and urban separation, could make these options economically viable. Further investigation and stakeholder consultation to more accurately determine the economic cost of the proposed work, such as a bespoke willingness-to-pay study, could reveal lower impacts than what have been used as part of the investigation process. Therefore, while the Strategic Business Case indicates that these options are less likely to deliver Net Benefits, it cannot conclusively rule them out as not delivering value-for-money at this stage.

Appendices:

- | | |
|---|--------------------------------------|
| 1⇒ Transportation Strategy - New South Dubbo Bridge - Strategic Business Case - Balmoral Group Australia | <i>Provided under separate cover</i> |
| 2⇒ Transportation Strategy - Report - New South Dubbo Bridge - Community Feedback Analysis - Balmoral Group Australia | <i>Provided under separate cover</i> |
| 3⇒ Transportation Strategy - New South Dubbo Bridge Project - Strategic Concept Options Report | <i>Provided under separate cover</i> |
| 4⇒ Transportation Strategy - Draft Transportation Strategy 2020 | <i>Provided under separate cover</i> |
| 5⇒ New South Dubbo Bridge - Submissions | <i>Provided under separate cover</i> |



DUBBO REGIONAL
COUNCIL

REPORT: 2021 Dream Festival Lantern Parade

AUTHOR: Senior Traffic Engineer
REPORT DATE: 2 June 2021
TRIM REFERENCE: ID21/922

EXECUTIVE SUMMARY

Dubbo Regional Council's Events Team have submitted a Special Event application for a temporary road closure of Talbragar Street to hold the Annual Dubbo Dream Lantern Parade on Saturday, 23 October 2021 as an activity associated with the Dream Festival. The Lantern Parade utilises Talbragar Street, between Bligh Street and Memorial Drive. The Event is Classified as a Class 4 rolling road closure, requiring a Police escort to minimise the closure period along Talbragar Street from 8.00 pm to 8.45 pm. Talbragar Street is a local CBD street with temporary closures required to side streets and at the start and finish locations. There is no considered traffic impact on access to the CBD as access is available around the Parade route.

The application (**Appendix 1**), supporting documentation and Traffic Control Plan TM 7032 (**Appendix 2**) are attached. The Lantern Parade has been held since 2013 and there have been no issues arising during this time. The event is categorised as a Class 4 Event requiring a Police escort. However, due to the growth in participation, spectator numbers and road safety concerns, Talbragar Street will need to be closed for the duration of the parade.

It is recommended that approval be granted for Council's Events Team to implement a temporary road closure of Talbragar Street for the Dream Lantern Parade in accordance with the Traffic Management Plan, Council's Traffic Control Plan TM 7032 (**Appendix 2**) and conditions of approval as imposed by Council and the NSW Police.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That Council approval be granted for a temporary road closure of Talbragar Street, between Bligh Street and Memorial Drive Dubbo on Saturday, 23 October 2021 for the Lantern Parade between 8.00 pm to 8.45 pm, subject to the following:

1. The Parade will commence at approximately 8.00 pm from Lions Park and the Macquarie Regional Library car park in Talbragar Street then east to Memorial Drive and access to Victoria Park.
2. The event is to be undertaken under Police escort in accordance with the requirements of the NSW Police with approval documentation forwarded to Council for notation.
3. The temporary closure of the road shall occur five minutes prior to the commencement of the Parade from the Macquarie Regional Library car park to Talbragar Street. Talbragar Street shall progressively re-open at the time the rear escort vehicle is one block ahead of the previous intersection:
 - Open Bligh Street when vehicle has passed Macquarie Street;
 - Open Macquarie Street when vehicle has passed Brisbane Street;
 - Open Brisbane Street when vehicle has passed Darling Street; and
 - Open Darling Street when vehicle has entered Memorial Drive.
4. The submission of an Event and Traffic Management Plan and Traffic Control Plans to Council for approval in accordance with Australian Standard 1742.3:2019, and Transport for NSW (TfNSW) guide to Traffic Control at Worksites prepared by an accredited person.
5. Traffic controllers and/or trained course marshals are to be provided at all road closure points and other locations as identified in the Event and Traffic Management Plan with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specially authorised for the event with current TfNSW certification.
6. The Event is undertaken under Dubbo Regional Council's Public Liability Insurance Policy.
7. The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.
8. All traffic advisory signs are to be placed in accordance with the approved Traffic Control Plan (TM 7032) and the Event and Traffic Management Plan.
9. The NSW Police's consent and conditions for the running of the event as considered necessary.
10. The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions before final approval is granted.

All costs associated with implementing these event conditions are to be met by the event organiser.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 7 June 2021. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That Council approval be granted for a temporary road closure of Talbragar Street, between Bligh Street and Memorial Drive Dubbo on Saturday, 23 October 2021 for the Lantern Parade between 8.00 pm to 8.45 pm, subject to the following:

1. The Parade will commence at approximately 8.00 pm from Lions Park and the Macquarie Regional Library car park in Talbragar Street then east to Memorial Drive and access to Victoria Park.
2. The event is to be undertaken under Police escort in accordance with the requirements of the NSW Police with approval documentation forwarded to Council for notation.
3. The temporary closure of the road shall occur five minutes prior to the commencement of the Parade from the Macquarie Regional Library car park to Talbragar Street. Talbragar Street shall progressively re-open at the time the rear escort vehicle is one block ahead of the previous intersection:
 - Open Bligh Street when vehicle has passed Macquarie Street;
 - Open Macquarie Street when vehicle has passed Brisbane Street;
 - Open Brisbane Street when vehicle has passed Darling Street; and
 - Open Darling Street when vehicle has entered Memorial Drive.
4. The submission of an Event and Traffic Management Plan and Traffic Control Plans to Council for approval in accordance with Australian Standard 1742.3:2019, and Transport for NSW (TfNSW) guide to Traffic Control at Worksites prepared by an accredited person.
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6. The Event is undertaken under Dubbo Regional Council's Public Liability Insurance Policy.
7. The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.
8. All traffic advisory signs are to be placed in accordance with the approved Traffic Control Plan (TM 7032) and the Event and Traffic Management Plan.
9. The NSW Police's consent and conditions for the running of the event as considered necessary.
10. The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions before final approval is granted.
11. All costs associated with implementing these event conditions are to be met by the event organiser.

Dennis Valentine
Senior Traffic Engineer

REPORT

Council has received a Special Event application from Council's Events Team requesting a temporary road closure of Talbragar Street Dubbo between Bligh Street and Memorial Drive (Victoria Park) to facilitate the 2021 Lantern Parade on Saturday, 23 October 2021. The Lantern Parade is an activity associated with the Dream Festival and has been running successfully since 2013 and is a procession of structural lanterns carried by adults and children and is under the guidance of professional artists that will include musicians and bands. Initially the procession was under Police escort only; however, with participation growth, consideration was given to provide additional traffic management support for the rolling road closure.

The Parade assembly area is in Lions Park adjacent the Visitor Information Centre with the Parade commencing just after 8.00 pm from the Macquarie Regional Library car park to Talbragar Street. The Talbragar Street road closure will operate between 8.00 pm to 8.45 pm. Access to the CBD is available around the Talbragar Street temporary closure. Council's Traffic Control Plan TM 7032 (**Appendix 2**) details the proposed traffic management. The Event is categorised as a Class 4 Event requiring a Police escort. However, due to the growth in participation, spectator numbers and the road safety concerns, Talbragar Street will need to be closed for the duration of the Parade.

The Talbragar Street traffic management will operate as a rolling road closure under Police escort, with intersections closing five minutes prior to commencement of the Parade. Talbragar Street will progressively reopen at the time the rear escort vehicle is one block ahead of the previous intersection, such as Bligh Street opened when the vehicle has passed the Macquarie Street intersection.

It is recommended that approval be granted for a temporary road closure of Talbragar Street for Dubbo Events Incorporated to undertake the Lantern Parade on Saturday 23 October 2021 in accordance with the Traffic Management Plan and Council's Traffic Control Plan TM 7032 as conditioned by Council and the NSW Police.

Appendices:

- 1 [↓](#) 2021 Dream Festival Parade - Event Application
- 2 [↓](#) 2021 Dream Festival Parade - Traffic Management Plan TM 7032

Special Event Resources

Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

I EVENT DETAILS

I.1 Event summary

Event Name: Dream Festival Lantern Parade
 Event Location: Procession along Talbragar Street into Victoria Park
 Event Date: 23/10/2021 Event Start Time: 8pm Event Finish Time: 8:45pm
 Event Setup Start Time: 6:30pm Event Packdown Finish Time: 9:15pm
 Event is off-street on-street moving on-street non-moving
 held regularly throughout the year (calendar attached)

I.2 Contact names

Event Organiser * Dubbo Regional Council Events Branch
 Phone: 6801 4141 Fax: Mobile: E-mail: hannah.zaidan@dubbo.nsw.gov.au
 Event Management Company (if applicable).....
 Phone:..... Fax:..... Mobile:..... E-mail:.....
 Police Dubbo Hwy
 Phone: 6883 1660 Fax:..... Mobile:..... E-mail:.....
 Council Dubbo Regional Council - Dennis Valentine
 Phone: 6801 4903 Fax:..... Mobile: 0416244350 E-mail: dennis.valentine@dubbo.nsw.gov.au
 Roads & Traffic Authority (if Class I).....
 Phone:..... Fax:..... Mobile:..... E-mail:.....

*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.

I.3 Brief description of the event (one paragraph)

Assembly area = Macquarie Lions Park
 Procession of structural lanterns carried by children and adults including musicians/bands under the profession guidance of professional artists (LightnUp).

2 RISK MANAGEMENT - TRAFFIC	
CLASS 1 CLASS 2 CLASS 3	2.1 Occupational Health & Safety - Traffic Control <input checked="" type="checkbox"/> Risk assessment plan (or plans) attached
	2.2 Public Liability Insurance <input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached.
	2.3 Police <input type="checkbox"/> Police written approval obtained
	2.4 Fire Brigades and Ambulance <input type="checkbox"/> Fire brigades notified <input type="checkbox"/> Ambulance notified
3 TRAFFIC AND TRANSPORT MANAGEMENT	
CLASS 1 CLASS 2 CLASS 3	3.1 The route or location <input checked="" type="checkbox"/> Map attached
	3.2 Parking <input type="checkbox"/> Parking organised - details attached <input checked="" 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 <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Public transport not impacted or will not impact event
	3.6 Reopening roads after moving events <input checked="" type="checkbox"/> This is a moving event - details attached. <input type="checkbox"/> This is a non-moving event.
	3.7 Traffic management requirements unique to this event <input type="checkbox"/> Description of unique traffic management requirements attached <input checked="" type="checkbox"/> There are no unique traffic requirements for this event
	3.8 Contingency plans <input type="checkbox"/> Contingency plans attached

Class 1	Class 2	3.9 Heavy vehicle impacts
		<input type="checkbox"/> Impacts heavy vehicles - RTA to manage <input checked="" type="checkbox"/> Does not impact heavy vehicles
Class 1	Class 2	3.10 Special event clearways
		<input type="checkbox"/> Special event clearways required - RTA to arrange <input checked="" type="checkbox"/> Special event clearways not required
4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES		
Class 1	Class 2	Class 3
<input type="checkbox"/> Plans to minimise impact on non-event community attached <input checked="" type="checkbox"/> This event does not impact the non-event community either on the main route (or location) or detour routes		
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		
<input checked="" 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 checked="" type="checkbox"/> This event does not use permanent Variable Message Signs		
4.5 Portable Variable Message Signs		
<input type="checkbox"/> The proposed messages and locations for portable VMS are attached <input checked="" 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.

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

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- * "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.

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 (strike out whichever is not applicable):</p> <p>(i) There will be ..2... (number) of vehicles and/or..... (number) of floats involved.</p> <p>The type and dimensions are as follows: <u>Standard Vehicle</u></p> <p>.....</p> <p>.....</p> <p>(ii) There will be ..3... (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: <u>None</u></p> <p>.....</p> <p>(iv) Other special characteristics of the proposed assembly are as follows: <u>Lanterns</u> <u>Community participation</u></p>
4	<p>I take responsibility for organising and conducting the proposed assembly.</p>
5	<p>Notices for the purposes of the Summary Offences Act 1988 may be served upon me at the following address:</p> <p><u>8 Parkland Place</u></p> <p><u>Dubbo, NSW</u></p> <p><u>2830</u> Postcode.</p> <p>Telephone No. <u>0497923747</u></p>
6	<p>Signed <u><i>Agaiden</i></u></p> <p>Capacity/Title <u>Events Administration Officer</u></p> <p>Date <u>29/04/2021</u></p>





DUBBO REGIONAL
COUNCIL

REPORT: Rescinding of Council Policies - Wet Weather and Ground Allocation

AUTHOR: Recreation Coordinator
REPORT DATE: 4 June 2021
TRIM REFERENCE: ID21/929

EXECUTIVE SUMMARY

An internal audit of Council and Management Policies identified that due to the operational nature of the Council Policy - Wet Weather and Council Policy - Ground Allocation that such policies should be reclassified as a management policy.

The Wet Weather policy is operational as it provides a detailed process for conducting wet weather field inspections, including how decisions are reached and how to communicate these decisions across the entire Dubbo Local Government Area.

Similarly, the Ground Allocation policy is also operational because the policy incorporates the detailed decision making process in relation to the allocation of Dubbo Regional Council sporting facilities.

Both the Wet Weather and Ground Allocation Policies are the responsibility of the Recreation Coordinator to invoke. However, involve a decision making process in consultation with key stakeholders including Liveability Recreation and Open Space staff, Liveability Operations staff, Director Liveability; and Dubbo Regional Sports Council. The ultimate aim of both policies is to achieve optimal efficiencies in maintaining quality sporting facilities, whilst also ensuring fair and equitable access for all user groups.

To date no significant complaints have been received in relation to the implementation of the policies through the annual review process.

Following Council wide policy review, it will be recommended that the current Council Policy -Wet Weather and Council Policy - Ground Allocation be rescinded as a Council Policies. A report will be prepared for the Executive Leadership team meeting. The report will recommend that the Wet Weather Policy and Ground Allocation Policy be adopted as a Dubbo Regional Council Management Policies.

FINANCIAL IMPLICATIONS

There are no financials implications arising from this report. Administration costs are allocated within the current and forward budgets.

POLICY IMPLICATIONS

The existing Council Policies for Wet Weather and Ground Allocations shall no longer apply.

Future matters shall be addressed in a Management Policy.

The Management Policy is to be reviewed annually, in consultation with Dubbo Regional Sports Council.

RECOMMENDATION

- 1. That the information within the report of the Recreation Coordinator, dated 4 June 2021, be noted.**
- 2. That the Dubbo Regional Council – Council Policy – Wet Weather and Dubbo Regional Council – Council Policy – Ground Allocations be rescinded as a Council Policies.**

Tracey Whillock
Recreation Coordinator

BACKGROUND

Following amalgamation of the former Dubbo City Council and Wellington Council, the Council Policy – Wet Weather and Council Policy – Ground Allocations was reviewed in February 2018 as part of a Council wide policy review. As such, the Dubbo Regional Council – Council Policy - Wet Weather and Dubbo Regional Council – Council Policy – Ground Allocations was last adopted by Council on 26 February 2018.

REPORT

Since the inception of the policies in 2018, Dubbo Regional Council Recreation and Open Space team have referenced the Wet Weather Policy in the event of wet weather to undertake inspections, liaison with sporting clubs, decision making and communication of wet weather closures of sporting ovals.

Additionally the Ground Allocation Policy has been referenced by the Dubbo Regional Sports Council Management Committee and Recreation Coordinator and the decision making process outlined in the policy, utilised in the allocation of Dubbo Regional Council sporting grounds for seasonal sport as well as for managing once off bookings and events.

During an internal audit of the current Council and Management Policies it was identified that due to the operational nature of the policies, that such policies should be reclassified as a management policy. The implementation of the Wet Weather and Ground Allocation Policies are the responsibility of the Recreation Coordinator and aim to ensure the appropriate management of sporting facilities. The policies assist Council staff by providing guidelines for the decision making process for wet weather closures and sporting ground allocations, in order to achieve optimal efficiencies in maintaining quality sporting facilities, whilst also ensuring fair and equitable access for all user groups. The Wet Weather Policy outlines the consultation required with internal staff, as well as sporting clubs regarding wet weather inspections and closures; and further identifies the necessary communication lines in the event of closures which is an operational function of Council.

On an annual basis the Council Policies have been reviewed internally with the Recreation and Open Space Team, Operations team, including the Operating Sporting Team Leader and Director, as well as subsequent consultation with sporting organisations, through the Dubbo Regional Sports Council. To date, during the annual review process, no significant complaints have been received in relation to the implementation of the policies and some amendments have been made, to provided further clarity.

As a reference, the existing Dubbo Regional Council – Council Policy – Ground Allocations is included in **Appendix 1** and the Dubbo Regional Council – Council Policy – Wet Weather included in **Appendix 2**.

SUMMARY

It is recommended that the Dubbo Regional Council – Council Policy – Wet Weather and Dubbo Regional Council – Council Policy – Ground Allocations be rescinded as a Council Policy. A report will be prepared for the Executive Leadership Team recommending the Wet Weather Policy and Ground Allocation Policy be adopted as a Dubbo Regional Council Management Policy.

Appendices:

- 1 [↓](#) Dubbo Regional Council - Council Policy - Ground Allocations - 2018
- 2 [↓](#) Dubbo Regional Council - Council Policy - Wet Weather - 2018



**DUBBO
REGIONAL
COUNCIL**

COUNCIL POLICY

GROUND ALLOCATIONS

Date 14 February 2018

Council Resolution Date 26/02/2018

Clause Number CCL18/19

Responsible Position Recreation Coordinator

Branch Open Space and Recreation

Division Community and Recreation

Version 1

TRIM Reference Number ED18/19534

Review Period Annually

Review Date 1 February 2018

Consultation Dubbo Regional Sports Council – 21 November 2018

Document Revision History	
Description	Date
Notes	

POLICY

PURPOSE

This policy aims to:

- Minimise the risk of potential litigation of Council;
- Enable the greatest number of user groups to get the maximum use of fields;
- Enable user groups wherever reasonable and possible, time to complete their seasonal training and competition.

BACKGROUND AND RELATED LEGISLATION

Amendment to the previous Dubbo City Council Sporting Ground Policy.

SCOPE

The decision making process required in relation to the allocation of Dubbo Regional Council sporting facilities.

POLICY

That the Dubbo Regional Sports Council with the administration support of the Dubbo Regional Council, Recreation Coordinator call for, review applications and approve Summer and Winter Sporting Ground Allocations on a seasonal basis per annum for pre-season, training and competition.

That the Dubbo Regional Council, Recreation Coordinator manage all one off bookings including sporting carnivals, gala days or sporting and community events.

In allocating Sporting Grounds and Facilities the Dubbo Regional Sports Council Management Committee and Recreation Coordinator will adhere to the following guidelines:

- The incumbent sporting organisation be given first priority to sporting grounds, meaning in the first instances priority is given to the sporting organisation who in previous season/s held the allocation for a specific sporting facility. In order for a sporting organisation to overturn the incumbent sporting organisation continuing to maintain the allocation of a specific sporting facility a formal business case/letter must be submitted to the Dubbo Regional Sports Council by the challenging sporting organisation. The Dubbo Regional Sports Council Management Committee are to review the business case/letter and assess on a case by case basis.
- The 'type' or 'level' of booking whether it be seasonal sporting ground allocations or a one off carnival, gala day or major event be considered and preference given in accordance with the hierarchy below:
 1. National Competition/Event
 2. State Competition/Event
 3. Regional Competition/Event
 4. Local Competition
 5. Training
 6. Pre-Season Training

Also senior competition/events/training takes precedent over junior competition/events/training.

- Financial investments made by a sporting organisation to a sporting facility be considered. For example the financial contribution a sporting organisation has made to the development of specific sporting facility infrastructure which they have applied to have allocated.
- The overall benefit to the sporting community be considered.

In the event of a user group wishing to challenge a sporting ground allocation made by the Dubbo Regional Sports Council Management Committee or Recreation Coordinator this must be provided in writing to the Manager Recreation and Open Space for review and consideration.

RESPONSIBILITIES

Recreation Coordinator



WET WEATHER POLICY

Date 14 February 2018

Council Resolution Date 26/02/2018

Clause Number CCL18/19

Responsible Position Recreation Coordinator
Branch Open Space and Recreation
Division Community and Recreation
Version 1
TRIM Reference Number ED18/19538
Review Period Annually
Review Date 1 February 2019
Consultation Not applicable

Document Revision History	
Description	Date
Notes	

POLICY

PURPOSE

This policy aims to:

- Safeguard the health and welfare of players;
- Minimise the risk of potential litigation of Council;
- Avoid unnecessary, excessive and costly damage to sporting fields;
- Enable the greatest number of user groups to get the maximum use of fields in fair condition;
- Enable user groups wherever reasonable and possible, time to complete their seasonal competition, but not to the detriment of field quality;
- Assist Council to continue providing good quality sporting fields;
- Avoid the situation where Council is confronted by a long rehabilitation process to restore field condition.

BACKGROUND AND RELATED LEGISLATION

Amendment to the previous Dubbo City Council Wet Weather Policy.

SCOPE

The decision making process required in relation to the closure of Dubbo Regional Council sporting facilities as a result of wet weather.

POLICY

In adhering to this policy, user groups are requested to consider the following points:

- The majority of fields are multi use, fields are used by other groups in the same season and/or their off season. Thus potential damage may impact on other users.
- Repairing and rehabilitating fields' costs money and staff time - user groups ignoring Council directives or advice resulting in serious damage to field would be expected to fully fund the cost of repairs.
- Whilst the completion of events is of the highest priority, cancellations or alternative arrangements must be made when grounds are unplayable.

GENERAL POLICY

All decisions regarding availability of fields are to be made jointly by the Sporting Asset Coordinator and the Recreation Coordinator. One representative of each user group may attend the decision making meeting, including ground inspections. If no mutual decision can be reached, the matter is referred to the Director of Community and Recreation for consideration. If no consensus can be reached by the Director, then the matter is referred to the General Manager for a decision.

Wet weather inspections are to be instigated by the Sporting Asset Coordinator if any rainfall is received that in his/her view could affect the condition of the playing surface if used. In the event that the Sporting Asset Coordinator and Recreation Coordinator are unable to inspect sporting

grounds in Wellington advice can be sourced from the Community and Recreation Operations East On Call Staff Member. The Sporting Asset Coordinator is to contact the Recreation Coordinator as soon as inspections are deemed necessary to make a decision. A more conservative approach in protecting grounds shall be applied for training. This means it is more likely that grounds shall be closed for training as opposed to competition and events.

Inspections may occur on weekdays and weekends. A decision for weekday sport (including the afternoon, night of and the following day) will be made at 2.00 pm with potential updates still able to occur up until 5.30pm. A decision for weekend sport will be made at 2.00 pm Friday for Saturday sport and 2.00 pm Saturday for Sunday sport. However, such a decision may be made earlier if there is an obvious outcome, or if the user requires. A decision of non-closure at these times may still require that further field inspections occur and decisions made prior to the proposed commencement of the event. For example, if a decision of non-closure is made on a Friday however a further inspection is required on the Saturday morning, such inspection shall take place and a decision made no later than 7.30 am.

The Sporting Asset Coordinator and Recreation Coordinator also reserves the right to reverse any original decisions made regarding sporting field closures during a user group event, training or competition when required.

In the event of a ground being declared unfit for play, the scheduled event may be transferred to another ground only if that ground is deemed fit to use and only if there is no likelihood of other users being disadvantaged.

In the communication of decisions made:

- (a) Week day afternoon and night user groups are to reference the Council website after 2pm for decisions. The Recreation Coordinator will also contact user groups affected by field closures as soon as a decision is made.
- (b) The previously nominated representative for a week day event is to be notified by the Recreation Coordinator as soon as the decision is made.
- (c) For weekend user groups, the previously nominated representative is to be notified by the Recreation Coordinator or Sporting Asset Coordinator as soon as a decision is made.

The Recreation Coordinator or Sporting Facility Coordinator should notify relevant Council staff as soon as practicable after a decision is made. Any other notifications (opposing teams, media, etc) are the responsibility of the affected user.

User groups have the right to call off matches if they so desire without any prior consultation with Council. If this occurs and services provided by council have been arranged, during business hours Council's Recreation Coordinator or Open Space and Recreation On Call Staff should be notified by the user group as soon as possible.

In the event of heavy rainfall such that serious damage is likely to result after a decision has been made to proceed with the fixture, the users should exercise the option to abandon part, or all of the program. If the users continue with the game(s), they could be required to contribute to the costs of rehabilitating the playing surface to its pre-match condition.

In the event of wet weather causing ground closures during the season, affected bodies should be encouraged to consider the following possibilities:

- (a) Transferring game(s) to another venue if available without detriment to other users.

- (b) Transferring game(s) to another time
- (c) When compiling the draw, allow for extension of the season to allow for the playing of cancelled games.

In the event of wet weather causing ground closures during final series, affected bodies should be encouraged to consider either:

- (a) Transferring match (s) to another venue if available without detriment to other users.
- (b) Transferring game(s) to another time – either mid-week or extending the season
- (c) Abandoning some preliminary matches to enable later matches to proceed.

In the event where Council staff have placed the covers over turf cricket pitches due to forecasted rainfall it is the responsibility of the user group to remove the covers.

RESPONSIBILITIES

Recreation Coordinator and Sporting Asset Coordinator