



AGENDA

INFRASTRUCTURE, COMMUNITY AND RECREATION COMMITTEE

11 DECEMBER 2017

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

The meeting is scheduled to commence at .

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- ICRC17/34 DUBBO FAMILY DAY CARE SCHEME-PROPOSED INCREASE IN FEES AND THE PROPOSED INTRODUCTION OF A FEE TO LEASE THE LEARNING ENVIRONMENT UNIT IN THE COLLEEN MONTGOMERY COTTAGE VICTORIA PARK DUBBO (ID17/2155)** 142
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- ICRC17/35 REVIEW OF THE DUBBO REGIONAL COUNCIL SIGNIFICANT TREE REGISTER 2018 (ID17/2156)** 148
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- ICRC17/36 DUBBO REGIONAL SPORTS COUNCIL PLAYING FIELD IMPROVEMENT FUND (ID17/2079)** 205
The Committee had before it the report dated 27 November 2017 from the Recreation Coordinator regarding Dubbo Regional Sports Council Playing Field Improvement Fund.
- ICRC17/37 SUPPLY AND DELIVERY OF FILTERS TO DUBBO REGIONAL COUNCIL (ID17/2014)**
The Committee had before it the report dated 20 November 2017 from the Manager Fleet Services regarding Supply and Delivery of Filters to Dubbo Regional Council.

In accordance with the provisions of Section 9 (2A) of the Local Government Act 1993 the General Manager is of the opinion that consideration of this item is likely to take place when the meeting is closed to the public for the following reason: information that would, if disclosed, prejudice the commercial position of the person who supplied it (Section 10A(2)(d)(i)).

ICRC17/38 TENDER FOR THE SUPPLY OF TYRES AND ASSOCIATED SERVICES FOR A TWO YEAR PERIOD (ID17/2067)

The Committee had before it the report dated 23 November 2017 from the Manager Fleet Services regarding Tender for the Supply of Tyres and Associated Services for a Two Year Period.

In accordance with the provisions of Section 9 (2A) of the Local Government Act 1993 the General Manager is of the opinion that consideration of this item is likely to take place when the meeting is closed to the public for the following reason: information that would, if disclosed, prejudice the commercial position of the person who supplied it (Section 10A(2)(d)(i)).



**DUBBO REGIONAL
COUNCIL**

Report of the Infrastructure, Community and Recreation Committee - meeting 20 November 2017

AUTHOR: Administration Officer - Governance
REPORT DATE: 4 December 2017

The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 20 November 2017.

RECOMMENDATION

That the report of the Infrastructure, Community and Recreation Committee meeting held on 20 November 2017, be adopted.



REPORT
INFRASTRUCTURE, COMMUNITY AND
RECREATION COMMITTEE
20 NOVEMBER 2017

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

ALSO IN ATTENDANCE:

The General Manager, the Director Corporate Services, the Manager Governance and Risk, the Team Leader Governance, the Communications Coordinator, the Director Infrastructure and Operations, the Manager Infrastructure Strategy, the Manager Transport and Emergency, Manager Infrastructure Delivery, Manager Water Supply and Sewerage, Infrastructure Strategy Contractor, the Director Planning and Environment, the Manager Building and Development Services, the Statutory Planning Services Team Leader, Senior Strategic Planner, the Manager Strategic Planning Services, the Director Community and Recreation, the Manager Social Services and the Sister City Officer.

Councillor S Lawrence assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.35pm.

Clause ICRC17/25 was brought forward for consideration and was dealt with at this juncture.

ICRC17/25 2017 MINOKAMO AND WUJIANG SISTER CITY STUDENT EXCHANGE PRESENTATION (ID17/1908)

The Committee had before it the report dated 25 October 2017 from the Sister Cities Officer regarding 2017 Minokamo and Wujiang Sister City Student Exchange Presentation. The Committee was addressed by representatives of the Minokamo Student Exchange Thea O'Donnell and Brian Goodall (chaperone) and Wujiang Student Exchange Kacey Crisante and Lisa-Gaye Williams (chaperone) regarding this matter.

Moved by Councillor B Shields and seconded by Councillor A Jones

MOTION

The Committee recommends that the information contained within the report of the Sister Cities Officer dated 25 October 2017 be noted.

CARRIED

At this juncture the meeting adjourned, the time being 5.54pm.

The meeting recommenced at 6.22pm.

ICRC17/15 REPORT OF THE INFRASTRUCTURE, COMMUNITY AND RECREATION COMMITTEE - MEETING 16 OCTOBER 2017 (ID17/1972)

The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 16 October 2017.

Moved by Councillor D Grant and seconded by Councillor A Jones

MOTION

The Committee recommends that the report of the Infrastructure, Community and Recreation Committee meeting held on 16 October 2017 be adopted.

CARRIED

ICRC17/16 PROJECTS FOR THE BUILDING BETTER REGIONS FUND - INFRASTRUCTURE PROJECTS STREAM - ROUND 2 (ID17/1986)

The Committee had before it the report dated 13 November 2017 from the General Manager regarding Projects for the Building Better Regions Fund - Infrastructure Projects Stream - Round 2.

Moved by Councillor G Mohr and seconded by Councillor V Etheridge

MOTION

The Committee recommends:

- 1. That Council lodge two applications for grant funding for the following projects under the Building Better Regions Fund Round 2:**
 - **Regional Sports Hub – Multi sport Indoor Centre**
 - **Terrabella Bridge Replacement**
- 2. That any necessary documents be executed under the Common Seal of the Council.**

CARRIED

ICRC17/17 DRAFT POLICY RELATING TO WATER CONNECTION, BACKFLOW PREVENTION AND PRICING POLICY - PUBLIC EXHIBITION (ID17/1905)

The Committee had before it the report dated 25 October 2017 from the Director Infrastructure and Operations regarding Draft Policy Relating to Water Connection, Backflow Prevention and Pricing Policy - Public Exhibition.

Moved by Councillor J Diffey and seconded by Councillor V Etheridge

MOTION

The Committee recommends:

- 1. That the information contained within the report of the Director Infrastructure and Operations dated 25 October 2017 be noted.**
- 2. That the Water Connection, Backflow Prevention and Pricing Policy attached to the report of the Director Infrastructure and Operations dated 25 October 2017, as Appendix 1, be adopted.**
- 3. That the people who made submissions be advised of the outcome of Council's considerations and thanked for their submission.**

CARRIED

ICRC17/18 WATER STANDPIPE SALES - WELLINGTON - REVENUE POLICY 2017/2018 (ID17/1959)

The Committee had before it the report dated 13 November 2017 from the Director Infrastructure and Operations regarding Water Standpipe Sales - Wellington - Revenue Policy 2017/2018.

Moved by Councillor A Jones and seconded by Councillor D Grant

MOTION

The Committee recommends:

- 1. That the minimum charge provision for water standpipe sales in the Wellington, Mumbil and Geurie local area be removed to provide equity across the Dubbo Regional Council local government area.**
- 2. That the removal of the Water Standpipe minimum charge be placed on public exhibition for 28 days.**
- 3. That a further report be presented to Council following the public exhibition period detailing the results of the exhibition period.**

CARRIED

ICRC17/19 PROPOSED ROAD CLOSURE OF BAKERS LANE MARYVALE (ID17/1774)

The Committee had before it the report dated 14 November 2017 from the Director Infrastructure and Operations regarding Proposed Road Closure of Bakers Lane, Maryvale.

Moved by Councillor D Grant and seconded by Councillor K Parker

MOTION

The Committee recommends:

- 1. That Council consent to an application being lodged for the closure of Bakers Lane between Cobbora Road and Seatonville Road.**
- 2. That it be noted that pursuant to Section 38(2) of the Roads Act, the land will vest in Council upon closure.**
- 3. That upon closure, the road be offered for sale to the adjacent landowner at a price determined from independent valuation plus recovery of costs incurred in the disposal of the land.**
- 4. That any necessary documents executed under the Common Seal of Council.**

CARRIED

ICRC17/20 PROPOSED CLOSURE OF UNFORMED ROAD IN VILLAGE OF WONGARBON (ID17/1987)

The Committee had before it the report dated 13 November 2017 from the Manager Transport and Emergency regarding Proposed Closure of Unformed Road in Village of Wongarbon.

Moved by Councillor G Mohr and seconded by Councillor J Diffey

MOTION

The Committee recommends:

- 1. That Council consent to an application being lodged by Mr B Braithwaite for the closure of the unformed road located between Lots 184 and 186 in DP 754321 for the purpose of consolidation within the proponent's residential subdivision.**
- 2. That any necessary documentation be executed under the Common Seal of the Council.**

CARRIED

ICRC17/21 OPPORTUNITIES TO IMPROVE STREET TREE CANOPY OF DUBBO (ID17/1962)

The Committee had before it the report dated 7 November 2017 from the Manager Recreation and Open Space regarding Opportunities to Improve Street Tree Canopy of Dubbo.

Moved by Councillor G Mohr and seconded by Councillor D Grant

MOTION

The Committee recommends:

1. That it be noted that the upcoming infrastructure projects have been previously reported to Council and shall require the removal of existing trees and the replanting of new street trees:
 - Boundary Road extension (east),
 - Cobra/Fitzroy Street intersection signalisation.
2. That a Public Urban Street Tree Removal Policy detailing the level of community consultation undertaken prior to the removal of public street trees is drafted and submitted to Council via the Infrastructure, Community and Recreation Committee meeting in March 2018.
3. That custodianship of the Public Urban Street Tree Removal Policy reside with the Community and Recreation Division.

Moved by Councillor J Ryan and seconded by Councillor A Jones

AMENDMENT

The Committee recommends that:

1. That Council form a Committee to review proposed removal and/or replacement of trees required to complete infrastructure projects comprising the Mayor, interested Councillors, the General Manager, the Director Community and Recreation or his nominee, the Director Infrastructure and Operations or his nominee, the Director Planning and Environment or her nominee, and four (4) community representatives.
2. That the Committee undertake a review of Council's strategic master plan for the city's tree scape for the consideration of Council following a community consultation process.
3. That the Director Community and Recreation be requested to develop a draft Council Policy for Urban Street Tree Removal for the review of the Committee and consideration of Council following a community consultation process.
4. That all activities relevant to the Urban Street Tree Removal Policy be reported to the Committee and Council on a quarterly basis.
5. That the proposed removal of and/or replacement of trees required as part of Council's infrastructure projects, apart from any projects which are well advanced and subject to contractual obligations, (being the Boundary Road Extension project, the Bultje Street - Dubbo CBD Heat Island Amelioration project and the Cobra/Fitzroy Street Signalisation Project and Erskine Street, west of Darling Street) be postponed

until a community committee has been established to review such proposed tree removal and/or replacement with recommendations to Council's Infrastructure, Community and Recreation Committee.

The amendment on being put to the meeting was carried.

CARRIED

The amendment then became the motion and on being put to the meeting was carried.

CARRIED

ICRC17/22 TREE REPLACEMENTS BULTJE STREET MEDICAL PRECINCT (ID17/1963)

The Committee had before it the report dated 8 November 2017 from the Manager Recreation and Open Space regarding Tree Replacements Bultje Street Medical Precinct.

Moved by Councillor G Mohr and seconded by Councillor J Diffey

MOTION

The Committee recommends:

1. That the report from the Manager Recreation and Open Space dated 8 November 2017 be noted.
2. That the proposed replacement tree planting for Bultje Street shall be completed by March 2018 in accordance with the funding agreement.
3. That Council undertake a community engagement process that allows for a minimum of 14 days of public notification and associated publicity prior to any tree removal works.

CARRIED

ICRC17/23 RYGATE PARK MASTER PLAN (ID17/1967)

The Committee had before it the report dated 9 November 2017 from the Manager Recreation and Open Space regarding Rygate Park Master Plan.

Moved by Councillor A Jones and seconded by Councillor B Shields

MOTION

The Committee recommends:

1. That the report from Manager Recreation and Open Space dated 9 November 2017 be noted.
2. That the draft Rygate Park Master Plan be adopted and the Wellington Tennis Club thanked for their further contribution in its development.

CARRIED

Councillor D Grant declared a non-pecuniary, less than significant interest in the matter now before the Committee and remained in the room during the Committee's consideration of this matter. The reason for such interest is that Councillor Grant's wife is a Committee member of Little Athletics and his children participate in Little Athletics at this facility and that such conflict of interest will not influence his decision.

ICRC17/24 QUARTERLY REVIEW OF THE DUBBO REGIONAL COUNCIL AGEING STRATEGY (ID17/1926)

The Committee had before it the report dated 1 November 2017 from the Manager Social Services regarding Quarterly Review of the Dubbo Regional Council Ageing Strategy.

Moved by Councillor D Grant and seconded by Councillor J Diffey

MOTION

The Committee recommends:

1. That the information contained within the report of the Manager Social Services dated 1 November 2017 be noted.
2. That the Dubbo Regional Council Ageing Strategy be discontinued.
3. That strategies and actions relevant to seniors be incorporated into the Integrated Planning Framework and reporting mechanisms.

CARRIED

ICRC17/26 PROPOSED NAMING OF THE GRANDSTAND WITHIN THE BARDEN PARK ATHLETICS FACILITY (ID17/1968)

The Committee had before it the report dated 8 November 2017 from the Recreation Coordinator regarding Proposed Naming of the Grandstand within the Barden Park Athletics Facility.

Moved by Councillor J Ryan and seconded by Councillor B Shields

MOTION

The Committee recommends:

1. That the information contained within the report of the Recreation Coordinator dated 8 November 2017 be noted.
2. That Council give consideration to naming the grandstand at the Barden Park Athletics Facility after Mr Ross Poulton to recognise his contribution to the development and continued success of athletics in the Dubbo community.

CARRIED

At this juncture the meeting adjourned, the time being 6.49pm.

The meeting recommenced at 7.08pm.

ICRC17/27 TENDER EVALUATION - READYMIXED CONCRETE TENDER (ID17/1969)

The Committee had before it the report dated 13 November 2017 from the Manager Infrastructure Delivery regarding Tender Evaluation - Readymixed Concrete Tender.

Moved by Councillor A Jones and seconded by Councillor V Etheridge

MOTION

The Committee recommends that members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned information that would, if disclosed, prejudice the commercial position of the person who supplied it (Section 10A(2)(d)(i)).

CARRIED

Moved by Councillor J Diffey and seconded by Councillor G Mohr

MOTION

The Committee recommends:

- 1. That the conforming tenders for the supply of Readymixed Concrete of KB Concrete Pty Ltd, Boral Pty Ltd and Holcim Concrete Pty Ltd be accepted as a 'Panel Tender'.**
- 2. That any necessary documents be executed under the Common Seal of Council.**
- 3. That the documents and considerations in regard to this matter remain confidential to Council.**

CARRIED

ICRC17/28 LEAVE OF ABSENCE

A request for leave of absence was received from Councillor D Gumley who was absent from the meeting due to the personal reasons.

Moved by Councillor G Mohr and seconded by Councillor B Shields

MOTION

That such request for leave of absence be accepted and Councillor D Gumley be granted leave of absence from this meeting.

CARRIED

The meeting closed at 7.09pm.

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CHAIRMAN



REPORT: Mogriguy and Westella Roads - Criterium and Road Races 2018 Dubbo Cycle Club Season

AUTHOR: Senior Traffic Engineer
REPORT DATE: 5 December 2017
TRIM REFERENCE: ID17/2174

EXECUTIVE SUMMARY

This report deals with the approval procedures required for bicycle road races on public roads as detailed in the Roads and Maritime Service's Guidelines for Bicycle Road Races.

Dubbo Cycle Club Inc has requested approval to conduct its 2018 Class 2 competition season for juniors and seniors utilising Tighe and Gill streets, Sheraton, Benolong, Allen, Burroway, Mogriguy, Wongarbon/Westella roads in the Dubbo area and in the Wellington area, Arthurville, Suntop, Terrabella, River, Hermitage, Comobella roads and Zaias Lane, between 1 January 2018 and 23 December 2018 (Application and Management Plans are attached to the report). A temporary road closure will be required to conduct criterium racing. A requirement of the guidelines is that bicycle road races be referred to the Local Traffic Committee for consideration.

It is recommended that the Committee concur with the events as proposed, and conditioned by Council, and the NSW Police Service in accordance with the Guidelines for Bicycle Road Races.

ORGANISATIONAL VALUES

Customer Focused: Approval for the conduct of the Dubbo Cycle Club's annual cycling competition is an important and major contribution to ongoing development of the sport in the local government area.

Integrity: The approval meets all statutory requirements of other government agencies.

One Team: Not applicable.

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

It is recommended that Council approval be granted for:

1. That the application of the Dubbo Cycle Club Inc Racing Season 2018 between 1 January 2018 and 23 December 2018, be approved and undertaken in accordance with the Event and Traffic Management Plan as conditioned by the NSW Police Service and the following conditions of Dubbo Regional Council:
 - a. Criterium – Implementation of a temporary road closure of Tighe and Gills streets and part of Allen Road, on Monday or Friday afternoons between 5 pm and 8.30 pm or alternate Saturday afternoons between 1 pm and 5 pm or Sunday mornings between 7.30 am and 2 pm or Sunday afternoons between 2 pm and 5 pm during daylight saving hours.
 - b. Sheraton Road – The southern section of Sheraton Road for Junior Racing commencing at the 60/100km/h speed signs (south of St Johns College), south for a distance of 1.9 km and return on Sundays between 1 pm and 4.30 pm.
 - c. Burroway Road – Commencing 500 m west of the Newell Highway at Brocklehurst for 18 km to 200 m east of Rawsonville Bridge Road intersection and return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - d. Mogriguy Road - Time trial course commencing 650 m north of the Mendooran Road intersection for a distance of 10.5 km to Mogriguy Village. Long course commencing 650 m north of the Mendooran Road intersection for 19 km with turnaround being 5.1 km north of the Coolbaggie Road intersection and return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2.00 pm.
 - e. Wongarbon – Wongarbon/Westella roads - Short course, commencing in Barbigal Street 100 m north of Derribong Street for a distance of 15 km and return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm. Long course along Westella Road and Ballimore/Geurie roads for 25 km to a turnaround 550 m south of the Golden Highway and return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - f. Benolong Road – Sprint course start and finish is on Nubingerie Road 1.2 km south of the Benolong Road intersection then west on Benolong Road to a turnaround 300 m east of the Wambangalang Creek Bridge on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - g. South Geurie - Arthurville Road - Short course, commencing 400 m south of the bridge over the Macquarie River for a distance of 15 km to a turnaround 600 m north-east of intersection of Hermitage Road, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - h. South Geurie – Arthurville Road - Middle course, commencing 400 m south of the bridge over the Macquarie River for a distance of 21 km with the turnaround point being 3.2 km on Suntop Road east of the intersection with Arthurville Road, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - i. South Geurie - Arthurville Road - Long course commencing 400 m south of the bridge over the Macquarie River for a distance of 30 km to a turnaround 3.8 km on Suntop Road west of the intersection of Renshaw-McGirr Way, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.

- j. South Geurie - Terrabella Road - Time trial course, commencing 2.1 km west of the intersection of Terrabella and Arthurville Roads for a 6.4 km distance to a turnaround being 1.3 km east of the bridge over Little River, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - k. South Geurie - Arthurville Road - Strada long loop, commencing 400 m south of the bridge over the Macquarie River on Arthurville Road for a distance of 50.3 km incorporating River Road 10.6 km, Zaias Lane 3 km, Bennetts Road 6.5 km, Suntop Road 9 km, Arthurville Road 2.2 km, Hermitage Road 11.9 km, Terrabella Road 0.35 km, Arthurville Road 2.9 km to the finish line, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - l. South Geurie - Arthurville Road - Strada short loop, commencing 400 m south of the bridge over the Macquarie River on Arthurville Road for a distance of 42 km incorporating Arthurville Road 4.3 km, River Road 10.6 km, Zaias Lane 8.1 km, Arthurville Road 4.5 km, Hermitage Road 11.9 km, Terrabella Road 0.35 km, Arthurville Road 2.9 km to the finish, on Saturdays between 1 pm and 5 pm and on Sundays between 8 am and 2 pm.
 - m. North Geurie - Comobella Road, commencing 0.25 km north from the intersection of Paxton and Fitzroy streets for 13 km to a turnaround 0.15 km west of Cobbora Road, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - n. The approval for use of the roads will alternate between locations in accordance with the nominated block dates.
2. Dubbo Cycle Club racing events held on a Saturday afternoon will be undertaken so as not to clash with the Orana Veterans Cycle Club events.
 3. Dubbo Cycle Club shall provide a calendar of proposed race events at two (2) monthly intervals before commencement of the first event.
 4. Dubbo Cycle Club shall, following the uptake of development within the newly released industrial subdivision off Yarrandale Road north of Purvis Lane incorporating Allen Road and Tighe and Gill streets, liaise with the developer/businesses regarding any impacts or impediments that the criterium may have on operational functions or access and advise Council accordingly on such consultation and outcomes or contingencies developed to assist with the ongoing business and criterium activities.
 5. Submission of Traffic Control Plans to Council for approval to be submitted a minimum of three (3) weeks prior to the first event. All traffic control measures contained in the Plan are to be in accordance with Australian Standard AS1742.3 and the Road and Maritime Services NSW Guidelines for Bicycle Road Races and the Guide to Traffic Control at Worksites prepared by an accredited person.
 6. All traffic control including the placement and removal of barricades and/or regulation of traffic is to be carried out by Traffic Controllers appropriately trained in accordance with the requirements of Australian Standard AS1742.3 and the Roads and Maritime Services accreditation requirements for Traffic Control Planners or Controllers as required. In this respect there is a requirement that Traffic Controllers and not marshals are to be provided at the start/finish and turnaround to stop all traffic whilst riders are:
 - Starting and finishing within a 60 km/h or less speed zone.
 - Assembled on the road carriageway immediately prior to a mass or staggered start.
 - Undertaking the turnaround movement.
 - Sprint to the finish line.

7. The NSW Police Service consent and conditions for bicycle races permit under the NSW Road Transport Act 2013 – Section 115 is required.
8. Council's Manager Governance and Risk must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council and NSW Police Service are specifically noted to be indemnified against any action resulting from the cycle race.
9. The applicant is to submit to Council all the appropriate documentation required accepting the above conditions before final approval is granted.
10. Approval is for a 12 month period commencing at the time final authorisation of all documentation is granted.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Friday, 1 December 2017. The Committee had unanimous support in principal for the adoption of the recommendation shown below. RMS requested that further Traffic Control Plans be provided for all races being conducted, these are now provided and attached to this report, with the exception of the Sheraton Road Junior Course. Unfortunately the Traffic Control Company personnel are unavailable due to work commitments elsewhere and will provide a new Traffic Control Plan in due course.

RECOMMENDATION

1. **That the application of the Dubbo Cycle Club Inc Racing Season 2018 between 1 January 2018 and 23 December 2018, be approved and undertaken in accordance with the Event and Traffic Management Plan as conditioned by the NSW Police Service and the following conditions of Dubbo Regional Council:**
 - a. **Criterion – Implementation of a temporary road closure of Tighe and Gills streets and part of Allen Road, on Monday or Friday afternoons between 5 pm and 8.30 pm or alternate Saturday afternoons between 1 pm and 5 pm or Sunday mornings between 7.30 am and 2 pm or Sunday afternoons between 2 pm and 5 pm during daylight saving hours.**
 - b. **Sheraton Road – The southern section of Sheraton Road for Junior Racing commencing at the 60/100km/h speed signs (south of St Johns College), south for a distance of 1.9 km and return on Sundays between 1 pm and 4.30 pm.**
 - c. **Burroway Road – Commencing 500 m west of the Newell Highway at Brocklehurst for 18 km to 200 m east of Rawsonville Bridge Road intersection and return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.**
 - d. **Mogriguy Road - Time trial course commencing 650 m north of the Mendooran Road intersection for a distance of 10.5 km to Mogriguy Village. Long course commencing 650 m north of the Mendooran Road intersection for 19 km with turnaround being 5.1 km north of the Coolbaggie Road intersection and return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2.00 pm.**
 - e. **Wongarbon – Wongarbon/Westella roads - Short course, commencing in Barbigal Street 100 m north of Derribong Street for a distance of 15 km and**

- return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm. Long course along Westella Road and Ballimore/Geurie roads for 25 km to a turnaround 550 m south of the Golden Highway and return on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
- f. Benolong Road – Sprint course start and finish is on Nubingerie Road 1.2 km south of the Benolong Road intersection then west on Benolong Road to a turnaround 300 m east of the Wambangalang Creek Bridge on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - g. South Geurie - Arthurville Road - Short course, commencing 400 m south of the bridge over the Macquarie River for a distance of 15 km to a turnaround 600 m north-east of intersection of Hermitage Road, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - h. South Geurie – Arthurville Road - Middle course, commencing 400 m south of the bridge over the Macquarie River for a distance of 21 km with the turnaround point being 3.2 km on Suntop Road east of the intersection with Arthurville Road, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - i. South Geurie - Arthurville Road - Long course commencing 400 m south of the bridge over the Macquarie River for a distance of 30 km to a turnaround 3.8 km on Suntop Road west of the intersection of Renshaw-McGirr Way, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - j. South Geurie - Terrabella Road - Time trial course, commencing 2.1 km west of the intersection of Terrabella and Arthurville Roads for a 6.4 km distance to a turnaround being 1.3 km east of the bridge over Little River, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - k. South Geurie - Arthurville Road - Strada long loop, commencing 400 m south of the bridge over the Macquarie River on Arthurville Road for a distance of 50.3 km incorporating River Road 10.6 km, Zaias Lane 3 km, Bennetts Road 6.5 km, Suntop Road 9 km, Arthurville Road 2.2 km, Hermitage Road 11.9 km, Terrabella Road 0.35 km, Arthurville Road 2.9 km to the finish line, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - l. South Geurie - Arthurville Road - Strada short loop, commencing 400 m south of the bridge over the Macquarie River on Arthurville Road for a distance of 42 km incorporating Arthurville Road 4.3 km, River Road 10.6 km, Zaias Lane 8.1 km, Arthurville Road 4.5 km, Hermitage Road 11.9 km, Terrabella Road 0.35 km, Arthurville Road 2.9 km to the finish, on Saturdays between 1 pm and 5 pm and on Sundays between 8 am and 2 pm.
 - m. North Geurie - Comobella Road, commencing 0.25 km north from the intersection of Paxton and Fitzroy streets for 13 km to a turnaround 0.15 km west of Cobbora Road, on Saturdays between 1 pm and 5 pm or Sundays between 8 am and 2 pm.
 - n. The approval for use of the roads will alternate between locations in accordance with the nominated block dates.
2. Dubbo Cycle Club racing events held on a Saturday afternoon will be undertaken so as not to clash with the Orana Veterans Cycle Club events.
 3. Dubbo Cycle Club shall provide a calendar of proposed race events at two (2) monthly intervals before commencement of the first event.

4. Dubbo Cycle Club shall, following the uptake of development within the newly released industrial subdivision off Yarrandale Road north of Purvis Lane incorporating Allen Road and Tighe and Gill streets, liaise with the developer/businesses regarding any impacts or impediments that the criterium may have on operational functions or access and advise Council accordingly on such consultation and outcomes or contingencies developed to assist with the ongoing business and criterium activities.
5. Submission of Traffic Control Plans to Council for approval to be submitted a minimum of three (3) weeks prior to the first event. All traffic control measures contained in the Plan are to be in accordance with Australian Standard AS1742.3 and the Road and Maritime Services NSW Guidelines for Bicycle Road Races and the Guide to Traffic Control at Worksites prepared by an accredited person.
6. All traffic control including the placement and removal of barricades and/or regulation of traffic is to be carried out by Traffic Controllers appropriately trained in accordance with the requirements of Australian Standard AS1742.3 and the Roads and Maritime Services accreditation requirements for Traffic Control Planners or Controllers as required. In this respect there is a requirement that Traffic Controllers and not marshals are to be provided at the start/finish and turnaround to stop all traffic whilst riders are:
 - Starting and finishing within a 60 km/h or less speed zone.
 - Assembled on the road carriageway immediately prior to a mass or staggered start.
 - Undertaking the turnaround movement.
 - Sprint to the finish line.
7. The NSW Police Service consent and conditions for bicycle races permit under the NSW Road Transport Act 2013 – Section 115 is required.
8. Council's Manager Governance and Risk must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council and NSW Police Service are specifically noted to be indemnified against any action resulting from the cycle race.
9. The applicant is to submit to Council all the appropriate documentation required accepting the above conditions before final approval is granted.
10. Approval is for a 12 month period commencing at the time final authorisation of all documentation is granted.

Dennis Valantine
Senior Traffic Engineer

REPORT

The Roads and Maritime Services Guidelines for Bicycle Road Races provides a comprehensive overview of the approval process and requirements of statutory bodies and the cycling organisation. An approval by the NSW Police Service under Section 115 of the Road Transport Act 2013 is required to conduct a cycle race on public roads. The measures set down in this document explain to the applicants how to make application and the minimum expectations for managing traffic and conducting a cycle race. Bicycle road races are categorised into a Class 1 and 2 events with the differentiation being that one impacts on major traffic transport systems and the other does not.

The request by Dubbo Cycle Club Inc for the use of Tighe and Gill streets, Sheraton, Benlong, Allen, Burroway, Mogriguy and Wongarbon/Westella roads in the Dubbo area and in the Wellington area Arthurville, Suntop, Terrabella, River, Hermitage, Comobella roads and Zaias Lane is categorised as Class 2 events as follows:

criterium

For the criterium racing, the course is located in the newly released industrial subdivision off Yarrandale Road, north of Purvis Lane incorporating Allen Road and Tighe and Gill streets. The subdivision is a 'no through road' at present with no development and may accommodate criterium racing for some time. A temporary road closure and traffic management is required to facilitate the criterium. The criterium will be held on Mondays or Fridays between 5 pm and 8.30 pm, or alternate Saturday between 1 pm and 5 pm, or Sunday mornings between 7.30 am to 2 pm or Sunday between 2 pm and 5 pm (Australian eastern standard daylight savings time) from 1 January 2018 to 23 December 2018. Following the uptake of development within the industrial subdivision, the Dubbo Cycle Club is to liaise with the developer/businesses regarding any likely impacts, or impediments that the criterium may have on operational functions, or access and advise Council accordingly of such consultation and outcomes, or contingencies developed to assist with the ongoing business and criterium activities.

Junior Competition

The Junior competition is held in the southern section of Sheraton Road, the course commences at the 60/100 km/h speed zone signs south of St Johns College, then south for a distance of 1.9 km and return. Competition is undertaken on Sundays between 1 pm and 4.30 pm from 1 January 2018 to 23 December 2018. For the past seven seasons the local residents and quarry development have supported the Club's program with no adverse impacts on access. More recently there have been two new developments in Sheraton Road adjacent to the existing quarry, being a solar farm and a second quarry. Due to the nature of the developments there is no expected road safety impact on the Junior competition.

Senior Competition

The Senior competition will be run on either Saturdays between 1 pm and 5 pm or on Sundays between 8 am and 2 pm from 1 January 2018 to 23 December 2018 on the following courses:

- Mogriguy Road - commencing 650 m north of Mendooran Road for a course distance of 10.5 km (time trial) to Mogriguy Village and 19 km (long course) with turnaround being 5.1 km north of Coolbaggie Forest Road and return.
- Burroway Road - commencing 500 m west of Newell Highway for a distance of approximately 18 km to 200 m east of the Rawsonville Road intersection and return.
- Wongarbon/Westella road - commencing on Barbigal Street 100 m north of the intersection with Derringbong Street for a distance north of 15 km (short course) and approximately 25 km (long course) along Westella Road and Ballimore/Geurie road, to a turnaround 550 m south of the Golden Highway intersection and return.
- Benolong Road – Sprint course commencing on Nubingerie Road 1.2 km south of Benolong Road then north along Nubingerie Road, and west in Benolong Road for a distance of 10.5 km to the turnaround being 300 m east of Wambangalang Creek Bridge.
- South Geurie - Arthurville Road - Short course, commencing 400 m south of the bridge over the Macquarie River for a distance of 15 km to a turnaround 600 m north-east of intersection of Hermitage Road.
- South Geurie – Arthurville Road - Middle course, commencing 400 m south of the bridge over the Macquarie River for a distance of 21 km with the turnaround point being 3.2 km on Suntop Road east of the intersection with Arthurville Road.
- South Geurie - Arthurville Road - Long course commencing 400 m south of the bridge over the Macquarie River for a distance of 30 km to a turnaround 3.8 km on Suntop Road west of the intersection of Renshaw-McGirr Way.
- South Geurie - Terrabella Road - Time trial course, commencing 2.1 km west of the intersection of Terrabella and Arthurville roads for a 6.4 km distance to a turnaround being 1.3 km east of the bridge over Little River.
- South Geurie - Arthurville Road - Strada long loop, commencing 400 m south of the bridge over the Macquarie River on Arthurville Road for a distance of 50.3 km incorporating River Road 10.6 km, Zaias Lane 3 km, Bennetts Road 6.5 km, Suntop Road 9 km, Arthurville Road 2.2 km, Hermitage Road 11.9 km, Terrabella Road 0.35 km, Arthurville Road 2.9 km to the finish line.
- South Geurie - Arthurville Road - Strada short loop, commencing 400 m south of the bridge over the Macquarie River on Arthurville Road for a distance of 42 km incorporating Arthurville Road for a distance of 4.3 km, River Road 10.6 km, Zaias Lane 8.1 km, Arthurville Road 4.5 km, Hermitage Road 11.9 km, Terrabella Road 0.35 km, Arthurville Road 2.9 km to the finish.
- North Geurie - Comobella Road, commencing 0.25 km north from the intersection of Paxton and Fitzroy streets for 13 km to a turnaround 0.15 km west of Cobbora Road.
- All the roads within the Dubbo and Wellington area are considered low trafficked roads with minimal impact on the road network.

The Club will provide Council with a calendar at two (2) monthly intervals before the first event. The Orana Veterans Cycle Club races on a Saturday afternoon. The Club is seeking approval to undertake some events on Saturday afternoons. These events will not clash with the Orana Veterans Cycle Club.

Bicycle races of a repetitive nature can be approved on a 12 monthly basis. Conditions applicable to a cycle race of a minor impact can be undertaken in consultation with the NSW Police Service and/or Roads and Maritime Services as considered necessary and dependant on the road classification and class of the event. The process can be managed under delegated authority, however referral and concurrence of the Traffic Committee is required in accordance with the Cycle Race Guidelines.

General conditions that apply to organisations to conduct cycle races include compliance with the road rules, provision of traffic management and traffic control plans prepared by accredited persons together with accredited traffic controllers as considered necessary in respect of the road race, permit from the NSW Police Service and public liability insurance. The Club has undertaken traffic control training and now has 13 accredited Traffic Controllers. Dubbo Cycle Club are currently having their Traffic Control Plans (TCPs) updated and will submit when once completed, however the 2016 TCPs have been submitted for reference.

It is recommended that approval be granted to the Dubbo Cycle Club to conduct the 2018 Racing Season on the nominated roads within the Dubbo and Wellington area in accordance with the Event and Traffic Management Plan as conditioned by the NSW Police Service and Council.

Appendices:

- 1 [↓](#) Dubbo Cycle Club 2018 - Application - Event - Traffic and Risk Management Plans
- 2 [↓](#) Dubbo Cycle Club 2018 - Application - Event - Traffic Control Plans

APPLICATION BY DUBBO CYCLE CLUB TO CONDUCT CYCLE RACES IN THE WESTERN PLAINS REGIONAL COUNCIL AREA DURING 2018.

1. INTRODUCTION

The Dubbo Cycle Club is an incorporated club and seeks approval to conduct Class 2 Club level cycling events on various roads in the Dubbo Regional Council area.

EVENTS

The events would be conducted on Saturday afternoons between the hours of 1.00pm and 5.00pm or Sunday mornings between the hours of 8.00am and 2.00pm from 1st January to 23rd December 2018 (inclusive). These events would take place on the roads nominated on the days listed as per forwarded calendar table, 1 month before and in 2 month blocks as a minimum.

With Critérium racing to be conducted Monday or Friday afternoons 5.00pm to 6.30pm on alternate Saturdays
Saturday afternoons 1.00pm to 5.00pm or
Sunday mornings 7.30am to 1.00pm or Sunday afternoons 2.00pm to 5.00pm.

Jordan race on Shannan Road on Sunday's 1.00pm to 4.30pm.

Mogriguy Time Trial course

10.5 km from start line to the turn point.

Start and finish line is 650m north on Mogriguy road from the intersection with Mendooran road.

The turn point is 180m south on Mogriguy road from the intersection with Moonul street Mogriguy.

Mogriguy course

19 km from start line to the turn point.

Start and finish line is 650m north on Mogriguy road from the intersection with Mendooran road.

Turn point closest intersection is 5.1 km north of turn point which is Mogriguy road and Coobaggi Forrest road

Burroway course

17.5 km from start line to turn point.

Start line and finish line is on the Burroway road 500m west of the intersection with the Newell Hwy.

The turn point is 200m east on Burroway from the intersection with Rawsonville Bridge road.

Benalong road sprint course

10.5 km from start line to the turn point.

Start line and finish line is on Nubingerie road adjacent to the Benalong Rural Fire Brigade shed 1.2

km south of the intersection with Benalong road and Terrabella road. Turn point is 300m east of Wambalong Creek bridge on Benalong road.

Wongarbon short course

15km from start line to the turn point.

Start line is 100m north on Barbegal street from the intersection with Derribong street, with the

finish line 300m north on Barbegal street from the intersection with Derribong street.

The turn point is 175m east of the T intersection on Westella road.

Wongarbon long course

25 km from start line to the turn point.

Start line is 100m north on Barbegal street from the intersection with Derribong street, with the finish line 300m north on Barbegal street from the intersection with Derribong street. The turn point is 550m south on the Westella road from the intersection with Golden Hwy (Cobbora road).

Sheraton Road south (Junior course)

The start point is at The End of School zone sign south of St Johns high school entrance and is 1.9 km from the start line to the turn point which is a dead end when the races are conducted on Sunday afternoons.

FLETCHER'S INDUSTRIAL ESTATE

Criterion course

As I have no distances we would like to run CRITERION racing around the square block of Tigne street Gill street and Allen road so it would be all left turns.

With the start and finish point being half way along the north bound part of Tigne street and the race lengths would be between 15 minutes and 30 minutes # 2 Laps.

South Geurie short course.

15 km from start line to turn point.

Start line and finish line is 400m south of the bridge over the Macquarie river on the Arthurville road and 2.8 km north of the intersection with Terrabella road.

The turn point is 600m north east of the intersection of Arthurville road and Hermitage road.

South Geurie middle course.

21 km from start line to turn point.

Start line and finish line is 400m south of the bridge over the Macquarie river on the Arthurville road and 2.8 km north of the intersection with Terrabella road.

The turn point is 3.2 km on the Suntop road east of the intersection with Arthurville road.

South Geurie long course

30 km from start line to the turn point.

Start line and finish line is 400m south of the bridge over the Macquarie river on the Arthurville road and 2.8 km north of the intersection with Terrabella road.

Turn point is 3.8 km on the Suntop road west of the intersection with Renshaw-McCarr way.

South Geurie (Terrabella Road) Individual Time Trial Course

6.4 km from start line to the turn point.

Start line and finish line is 2.1 km west of the intersection of Terrabella road and Arthurville road. The turn point is 1.3 km east of the bridge over the Little River on Terrabella road.

South Geurie strada loop (long) 50.3klms

Start line and finish line is 400m south of the bridge over the Macquarie river on the Arthurville road and 2.8 km north of the intersection with Terrabella road.

The loop turns left onto River Road at 4.3klms from the start line and travels river road for 10.6km to the

Intersection with Zaias lane, tuning right on to Zaias Lane and travel 3klms to the intersection with Bennetts Road, turning left on to Bennetts Road and travelling 6.5km to the intersection of Suntop Road and turning right and travel 9klms to the intersection with Arthurville Road and turn right onto Arthurville Road and travel 2.2klms to the cross roads of Arthurville, Little River and Hermitage Roads, continuing onto Hermitage Road and travel 11.9km to Terrabella Road and turn right and travel 350 metres to the Arthurville Road and turn left and travel 2.9km to the finish line on Arthurville Road 400metres before the Macquarie river on the Arthurville Road.

South Geurie strada loop (short) 42klm

Start line and finish line is 400m south of the bridge over the Macquarie river on the Arthurville road and 2.8 km north of the intersection with Terrabella road.

The loop turns left onto River Road at 4.3klms from the start line and travels river road for 10.6km to the

Intersection with Zaias lane, tuning right on to Zaias Lane and travel 8.1km to the intersection of Arthurville Road turn left on to Arthurville Road and travel 4.5km to the cross roads of Arthurville, Little River and Hermitage Roads, continuing onto Hermitage Road and travel 11.9km to Terrabella Road and turn right and travel 350 metres to the Arthurville Road and turn left and travel 2.9km to the finish line on Arthurville Road 400metres before the Macquarie river on the Arthurville Road.

North Geurie

13 km from start line to the turn point.

Start line is 250m north from the intersection of Paxton street and Fitzroy street, with the finish line 500m north of Paxton street and Fitzroy street Geurie.

The turn point is 150m on the Commabella road west of the intersection with Cobbora road.

It should be noted that the roads used during Eastern Standard Time are quiet rural roads with very little vehicular traffic on Saturday afternoons and Sunday mornings at the times indicated.

A calendar has not been included at this stage. However, the Club will provide Council with a calendar at two (2) monthly intervals and before the first event. It should also be noted that this application seeks approval for use of the specific roads on Saturday afternoons. The Orana Veterans Cycle Club race on Saturday afternoons, however the club is seeking approval to undertake events on Saturday afternoons. These events will not clash with the events of the Orana Veterans Cycle Club.

NATIONAL TRANSPORT REGULATIONS

The Club is aware of the need to comply with the National transport regulations. In particular, we are cognisant of the requirement for consideration of public safety, convenience and consultation when conducting cycling events on public roads. In this regard, the Club believes that from experience gained over a number of years in conducting road events, combined with the process of consultation with State and Local Government authorities and the Police, we have sufficiently considered all potential risks and control measures when conducting cycle events.

2. PUBLIC SAFETY AND CONVENIENCE

- a) The Club has comprehensive Insurance Cover of which will be provided.
- b) Safety for both cyclists and road users is the paramount criterion when choosing venues and when conducting events. The proposed courses have been designed to minimise the number of intersections and turning points involved. There are no crossroads. Start/finish and turn points have been chosen to ensure minimum sight lines of 200m for other road users.
- c) There are no road closures required nor crossroads involved, and as noted above, the courses are on roads through rural areas carrying minimal traffic and cycling will not impinge upon residential amenity.
- d) The Club's commitment to rider safety is evidenced by the use of instructions read to riders prior to the start of an event to ensure all possible action is taken to maintain rider and public safety.
- e) RTA standard approved road signs displaying the words "CYCLISTS RACE IN PROGRESS" will be placed at strategic locations on the course to warn motorists approaching from either direction of the work site areas of start/finish and at the turn around point.
There will be work site traffic signs appropriate for the event being held placed at the start/finish area and turn point to inform approaching traffic of the event and reduced speed limits in place for the mentioned areas, the signs will be set out as per the TCP supplied by Dubbo Traffic Control and implemented by suitably qualified persons, there is also provisions to have traffic controllers in place if the need arises due to unexpected high traffic movements at the locations being used. Each location will have a SWMS for Erecting Temporary Traffic Control and if needed Traffic Control plus Site Specific Risk Assessment carried out by suitably qualified persons.
Signs will be placed at other points on the course. Escort vehicles, with signage, 2 flashing amber dome lights and UHF radio communication between vehicles, will precede and follow the riders.
- f) One qualified club member will be rostered as Commissaire (Referee), and another club members will be rostered as race Marshal for each event to ensure all requirements are carried out prior to and during the event. A senior and experienced club member who holds a current drivers licence will be stationed at the Start/Finish line, and at the turn around point to ensure cyclists are stopped if there is the likelihood of a rider interfering with vehicular traffic.

- g) Commissaire, Marshals and cyclist Controllers will be people with detailed knowledge and experience regarding the particular venue.
- h) The Commissaire will not permit any event to commence unless the required vehicles and signs are in place. The turn-around Controller will be in place well before cyclists reach the point.
- i) The Commissaire, Marshal and cyclist Controllers will wear identifiable safety vests and have a red flag to warn cyclists to stop if deemed necessary.
- j) Marshals clearly understand the road rules and if necessary will slow down and/or stop cyclists to give priority to other road users at turning points or Start/Finish lines.
- k) UHF radios are to be used for communication between lead and follow cars.
- l) Our cyclists and officials are all experienced in riding on open roads for both racing and recreation and have developed considerable bike handling skills and a keen sense of road traffic awareness when turning or when being overtaken by vehicles.
- m) All cyclists will be instructed to stay on the left hand side of the left hand carriage-way on all roads to enable vehicles to overtake in a safe manner. Any cyclist who crosses the road centre-line is automatically disqualified from the event and the Club officials may take further disciplinary action.
- n) The venues have been chosen to provide off-road parking at the Start/Finish area to ensure unhindered progress of other road users.
- o) Club members are aware of their responsibilities to avoid damage to local flora and fauna and the need to preserve the area as per government requirements.
- p) Any rubbish will be removed from the Start/Finish area and riders are forbidden to litter roadways during events.

8. SUMMARY

We endeavour at all times to foster a positive response to cycling in general from the local community, and we are willing to participate in any proposal that will further this cause. The Club requests that you give a favourable response to this submission.

The Locality maps together with start/finish and turnaround point diagrams, List of equipment, Traffic management plan, SWMS for Erecting Temporary Traffic Control and if needed Traffic Control, Site Risk Assessment Guidelines, Chief Marshal/Duty Official, Marshal's duties, Instructions to riders, and Insurance Certificate of Currency are in the attachments with this application.

List of Attachments:

Attachments other than this application.

Safe Work Method Statement

Site Specific Risk Assessment and Site Record Sheet.

Generic TCP Traffic Control Plan.

Site Specific TCP Traffic Control Plan.

Locality Maps of 2018 courses.

Fletchers Industrial Pdf map.

Special Event Transport Management Plan Template.

2018 Road Risk Management Plan.

Emergency and/or Accident Procedure (non first aid.)

List of Equipment.

Certificate of currency Insurance.

TRAFFIC MANAGEMENT PLAN

Courses:

Mogriguy/Eumungerie Road, Burraway Road, Benolong Road and Wongarbon/Westella Road, Benolong Road, Sheraton Road, Geurie South, Geurie North and Terrabella Road, South Geurie Strada loop (long and short).

Locations. As per locality maps attached.

Appropriate signage will be put in place at strategic points on the courses. These are indicated on the Start/Finish and Turn Around Point diagrams, to warn other road users of the presence of cyclists.

Car Parking:

Competitors will park on the verge in the vicinity of, but well clear of the Start/Finish line. The road at each location has plenty of parking area, clear of the roadway. There are sight lines in excess of 150m in each direction.

Times:

The events on the Mogriguy/Eumungerie Road, Burraway Road, and Wongarbon/Westella, Benolong Road, Sheraton Road, Geurie South, Geurie North, Terrabella Road, South Geurie Strada loop (long and short) Roads,

will be on Saturdays between 1.00pm and 5.00pm OR Sunday's 8.00am and 2.00pm.

Sheraton Road Sundays 1.00pm to 4.30pm.

With Criterium racing to be conducted Monday or Friday afternoons 5.00pm to 8.30pm daylight savings months only or alternate

Saturdays between 1.00pm and 5.00pm, Sunday mornings 7.30am to 1.00pm or Sunday afternoons 2.00pm to 5.00pm.

Traffic Management.

SEE ATTACHED DOCUMENTS

OF

Traffic Control Plans (TCP's)

Site Specific Risk Assessment and Site Record Sheet

Safe Work Method Statement (SWMS)

For: Erecting temporary traffic control and Traffic control.

The Riders.

The riders will be briefed on the start line to:

- (a) Adhere to the general road rules. In particular NOT to cross the centre line.
- (b) Ride no more than two abreast, stay in the LEFT lane and generally keep left.
- (c) To alert the group of any vehicles approaching from the rear.
- (d) To give way to other vehicular traffic and allow it to pass safely.

Escort Vehicles.

Escort vehicles with signage, flashing hazard lights and 2 rotating amber lights, UHF radio, mobile phone and First Aid kit will lead and follow riders.

GUIDE LINES FOR CHIEF MARSHAL/DUTY OFFICIALS and Traffic Control Persons

Your Priorities.

- a) Safely and effectively run events for riders.
- b) Cause minimum inconvenience to other road users.
- c) Comply with the Road Traffic legislation.

Prior to each Event.

- (a) Confirm which course is to be used.
- (b) Familiarise yourself with the NSW POLICE CONDITIONS for cycling events and the relevant Traffic Management Plans and ensure they are in place and ready before hand.
- (c) Familiarise yourself with the Emergency Procedures which layout exactly what you should do in the event of an accident at your event.
- (d) Ensure that the grading/handicap details have been updated and will be available at Sign On table.
- (e) Confirm that all signs, UHF radios, etc., as per Equipment List attached, will be at the event. Ensure any batteries are charged.

Prior to Event Start.

- (a) Confirm course length.
- (b) Confirm starting order and times from the handicapper.
- (c) If there is any doubt that the event will continue safely e.g. inclement weather, road works, traffic conditions, lack of marshals, etc., - discuss with committee members.
- (d) Brief Marshals and Traffic Controllers on their locations, communication (phone, radio use), positioning of warning signs, Accident Management guidelines.
- (e) Ensure escort vehicles are equipped with radios, signs, and flashing beacons, and that the drivers know the procedure

NOTE:

Only club members who hold a current driver's licence can act as Marshals.
If the minimum numbers of marshals or traffic control personnel are not available the event is to be cancelled.

- (a) Ensure all marshals are familiar with Marshal's Duties. Marshals' musts have read a copy of the NSW Police Conditions.
- (b) Besides the UHF radios, ensure officials have road worker's safety vests, red flags, TCP's are in place traffic cones and cyclist race signs to be positioned along the course.
- (c) Assign a location to each Marshal and explain particular responsibilities associated with that location, e.g., positioning of warning signs.
- (d) Brief all Marshals on limits of responsibility. Stress that if necessary, they are to stop riders to ensure other road are safe while using the roads.

- (e) Instruct the Marshal at the turn around point not to leave the location until the last rider has passed that point and to follow that rider back to the Start/Finish point, picking up, if necessary, any riders who have pulled out, or are unable to continue.

Communications.

Issue UHF radios to drivers and brief them on its operation.

Sign-on Table Procedures.

- (a) Ensure the following are available: Rider numbers (if necessary), Sign-on sheet, visitor's book, cash tin/bag.
- (b) Ensure all riders are financial Dubbo Cycle Club members and/or hold a current Cycling Australia race licence. This is particularly important for insurance purposes, especially at the start of each year. **NO LICENCE, NO RIDE.**
- (c) Ensure any visiting riders are registered in the Visitor's Book, so they can be followed up after the event.

Guidelines for Marshals.

Start line procedure.

- (a) Call grades/handicap groups to the starting line in agreed starting order.
- (b) Remind all riders waiting start to stay off the road. Ensure other traffic is safely managed and not inconvenienced.
- (c) Conduct a roll call of all riders for each grade/handicap group to ensure all are present at start to hear briefing and introduce any visitors to the bunch.
- (d) Brief each grade/group of riders on course details and safety issues, i.e:-
Total distance.
Crossing of centre line, if observed or reported, will result in **DISQUALIFICATION**.
Urge riders to remind each other of this during the event.
Location of turn around point.
Location of any known hazards – road works, gravel/sand patches, bad potholes, causeways, etc.
Keep to the left hand side of the left hand carriageway to enable any following vehicle to overtake the group safely. Riders at the rear of a group/bunch are to warn riders ahead of vehicles approaching from behind.

After the Event.

- (a) Ensure all road signs and traffic cones have been retrieved from the course.
- (b) Ensure site is left in a clean and tidy state. All rubbish to be properly disposed of in public rubbish bins (if available at site), or else returned to Club members' homes and disposed of there.

MARSHALS' DUTIES.

The **SAFETY** of riders and other road users is your primary concern.

Equipment.

Work site traffic control signs for TCP implementation

Reflective "Road Worker" vests.

Traffic Cones.

Vehicle signs, amber beacons

Red flags.

Warning Signs "warning cyclists ahead"

VHF radio and/or mobile phone.

Obtain briefing from Chief Marshal/Duty Official.

Safety, locations, warning signs, timing, radio use, emergency procedures per the Accident Management Guidelines.

INSTRUCTIONS TO RIDERS BEFORE EACH EVENT.

TODAYS RACE WILL BE RUN IN ACCORDANCE WITH DUBBO CYCLE CLUB
RULES, AND THE REQUIREMENTS OF OUR RACE PERMITS.

YOU ARE REMINDED THAT WE ARE RACING ON OPEN ROADS, AND THAT
CROSSING THE CENTRE OF THE ROAD WILL NOT BE TOLERATED.

RIDE NO MORE THAN TWO ABBREAST, STAY IN LEFT LANE AND GENERALLY
KEEP LEFT.

ALERT THE GROUP OF ANY VEHICLES APPROACHING FROM THE REAR.

GIVE WAY TO OTHER VEHICULAR TRAFFIC, AND ALLOW IT TO PASS SAFELY.

YOU MUST OBEY THE INSTRUCTIONS OF THE REFEREE, MARSHALS AND
OFFICIALS, AND IF ASKED TO STOP, YOU MUST DO SO.

UNOFFICIAL PRIVATE VEHICLES ARE NOT PERMITTED TO FOLLOW, AND ANY
VIOLATION WILL RESULT IN THE RIDER BEING PENALISED.

PUBLIC URINATION WILL NOT BE TOLERATED, AND OFFENDERS WILL BE
PENALISED.

ANY RIDER WITHDRAWING FROM THE RACE IS ASKED TO ADVISE AN
OFFICIAL SO WE CAN ACCOUNT FOR ALL RIDERS AT THE FINISH.

RIDERS ARE REMINDED TO CLAIM PLACINGS.

FOLLOWING THE ABOVE, GIVE DETAILS OF ANY DANGER SPOTS, ETC TO THE
RIDERS IN EACH GROUP.

2 RISK MANAGEMENT - TRAFFIC

CLASS 1 CLASS 2 CLASS 3	2.1 Occupational Health & Safety - Traffic Control	<input checked="" type="checkbox"/> Risk assessment plan for 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 type="checkbox"/> Parking not required
	3.3 Construction, traffic calming and traffic generating developments	<input checked="" type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic generating developments attached <input type="checkbox"/> There are no construction activities, traffic calming devices or traffic generating developments at the location in question 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 checked="" type="checkbox"/> This is a non-moving event <i>Event promptly reverts end of activity period</i>
	3.7 Traffic management requirements unique to this event	<input checked="" type="checkbox"/> Description of unique traffic management requirements attached <input type="checkbox"/> There are no unique traffic requirements for this event
	3.8 Contingency plans	<input type="checkbox"/> Contingency plans attached

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Class 1	Class 2	3.9 Heavy vehicle impacts	
		<input type="checkbox"/> Impact 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 7	Class 3	4.1 Access for local residents, businesses, hospitals and emergency vehicles
			<input checked="" type="checkbox"/> Plans to minimise impact on non-event community attached <input type="checkbox"/> This event does not impact the non-event community either on the main route (or location) or detour routes
			4.2 Advertise traffic management arrangements
			<input type="checkbox"/> Road closures or restrictions - advertising medium and copies 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 checked="" type="checkbox"/> No road closure, restrictions or special event clearways - advertising not required
			4.3 Special event warning signs
Class 1	Class 7	Class 3	<input checked="" type="checkbox"/> Special event information signs are described in the Traffic Control Plan <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			
<p>The "Personal Information" contained in the details of the proposed traffic management plan is collected and held by the NSW Police, NSW Roads and Traffic Authority (NSWRTA) and the event organiser.</p> <p>It is used for the following purposes:</p> <ul style="list-style-type: none"> The police monitor the event for the purpose of the Transport Management Plan to ensure safety of the event. To ensure the event is managed in a safe and secure manner in accordance with the NSWRTA's Road Rules 2014. To ensure the event is managed in a safe and secure manner in accordance with the NSWRTA's Road Rules 2014. The "Personal Information" is passed to the NSWRTA for the purpose of the event management plan. The "Personal Information" is passed to the NSWRTA for the purpose of the event management plan. The "Personal Information" is passed to the NSWRTA for the purpose of the event management plan. The "Personal Information" is passed to the NSWRTA for the purpose of the event management plan. <p>The "Personal Information" is passed to the NSWRTA for the purpose of the event management plan.</p>			
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6 APPROVAL

TMP Approved by: _____ Event Organizer _____ 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 _____

* "The applicant" means the person or persons who are responsible for the event or activity for which this TMP is prepared and RTA means the State regulated as described in the risk management plans with the grants made under the direction of the RTA person.

Schedule 1 Form - Notice of Intention to Hold a Public Assembly

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police:

Mathew Gilbert
of 21 Coral Crescent Dubbo
organiser: Dubbo Cycle Club

I, the Commissioner of Police, that 12 November 2018
on the Tuesday day of November month, it is intended to hold
Monday or Friday afternoon Day half Swing at least
either Saturday afternoon
Sunday morning or afternoon

(A) a public assembly not being a procession of approximately
30-40 persons,
which will assemble at the listed location of the attached locality maps
at approximately Monday or Friday 8:00am - 8:30pm
and disperse at approximately Saturday 1:00pm - 1:30pm
or Sunday 10:00am - 4:30pm.

or

(B) a public assembly being a procession of approximately
30-40 persons,
which will assemble at approximately 8:00am and at
approximately 8:00pm the procession will commence and shall proceed

The purpose of the proposed assembly is
marshalling road of State Fair and
for Cycle Racing

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, if necessary to be implemented:

(a) There will be 4 quantity of vehicles and/or 0 quantity of boats involved.
 The special dimensions are as follows:
Ducati 1200 Motor Cycle, April Motor Cycle, April Motorcycle, Kawasaki (Haffner), First Aid Vehicle, Trail/Follow Vehicle

(b) There will be 0 number of bands, musicians, entertainers etc. which will attend or address the assembly.

(c) The following number and type of animals will be involved in the assembly:
0

(d) Other special characteristics of the proposed assembly are as follows:
0

I take responsibility for organising and conducting the proposed assembly.

Notices for the purposes of the Summary Offences Act 1988 may be served upon me at the following address:
21 Canal Crescent
Dubbo NSW
2830 Postcode.
 Telephone No: 0400 894 512

Signed: M. G. G. G.
 Capacity: Club President
 Date: 7/11/17

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TRAFFIC AND RISK MANAGEMENT PLAN

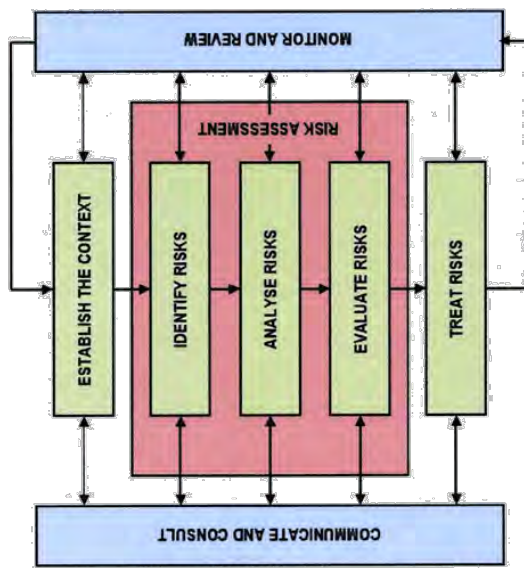
Version 1.0 - 2017



Instructions:

The purpose of this guide is to outline the Australian/New Zealand Risk Management Standard ISO 31000:2009. Your identification of risks and the recommendation of control measures to reduce the level of risk to an acceptable or tolerable level are therefore crucial in the planning process for your on road event.

The risk management process consists of a series of steps that, when undertaken in sequence, enable continual improvement in decision-making. The elements of the risk management process are summarised in the following diagram:



What is risk? The Australian/New Zealand Risk Management Standard ISO 31000:2009 describes risk as follows:

Risk is the chance of something happening that will affect objectives – it is measured in terms of event likelihood and consequences.

Risk is measured in terms of:

- Vulnerability (weakness that can be exploited)
- Event Likelihood (frequency)
- Event Consequences (outcome possibilities)

Ask yourself:

- What could happen?
- How could it happen?
- Who could be harmed?
- What could be harmed?
- When could it happen?

The level of risk is determined by considering:

LIKELIHOOD and CONSEQUENCE

The purpose of risk evaluation is to make decisions, based on the outcomes of risk analysis, about which risks need treatment and treatment priorities.

Risks deemed 'tolerable' are monitored in accordance with the risk management plan until treatment measures have been implemented.

Once the risks have been identified and rated (Initial Risk level) Treatments (counter measures, Control Measures, Proposed Controls) need to be considered. Treatments must be appropriate to the level and type of risk. A risk treatment plan (Proposed controls) documents the actions that are proposed to treat the risk. It usually lists the following information:

- Actions to be taken and the risks they address.
- Responsibilities for implementing the plan.
- Resources to be utilised.
- Timetable for implementation.

- Mechanism and Frequency of review.

The design of the risk treatment measures should be based on a comprehensive understanding of the risks concerned; this understanding comes from an appropriate level of risk analysis.

REMEMBER RISK IS IDENTIFIED AS FOLLOWS

LIKELIHOOD X CONSEQUENCE = RISK

PROPOSED CONTROLS -- What will be put in place

The risk table will provide you with a Risk Rating. This risk rating could be anything from Very Low to Extreme. The proposed controls section of your risk register is where you will outline your recommendations and plans to reduce the risk level if that is possible.

To change the risk level you want to come up with control measures which may do the following in relation to your identified risks:

- **REDUCE THE LIKELIHOOD**
- **REDUCE THE CONSEQUENCES**

Remember that it may not always be possible to reduce the consequences of a risk. Sometimes you can do both. But depending on the risk you have identified you may be only able to implement control measures that will reduce the likelihood.

The following scenario is a good way to think about this concept.

The risk: Death or Serious Injury as a result of crossing a roadway

A group of 10 people want to cross a roadway. They plan to walk together slowly in a group during afternoon peak when the roadway is very busy. The consequences of this action would mean that most of the group would be killed or seriously injured.

Likelihood: Likely
Consequence: Major
Risk Rating: Extreme

Implementing control measures,

A group of 10 people cross the roadway. They walk in single file with a few seconds space between them. They cross on a pedestrian crossing.

The consequences of this action would mean that if a car doesn't stop, then perhaps only one person will be killed or seriously injured.

Likelihood: Possible
Consequences: Minor
Risk Rating: Low

In both outcomes the consequence is **DEATH or SERIOUS INJURY**. However the control measures have been able to reduce both likelihood and consequences.

If this scenario was only one person wanting to cross the road, the consequences would be the same, it would only be the likelihood that you could change.

Writing up Proposed Control Measures

Control measures should be detailed. They should be specific to the identified risk and be actions that will either reduce the likelihood and/or the consequence of the identified risk. Remember that the risk register is a skeleton on which you are building your operational orders and venue operating plans. The treatment measures should avoid being generic statements. Where possible they should be clear and succinct and not lengthy. You can use dot points or short paragraphs in relation to your proposed controls. Avoid lengthy paragraphs that don't clearly articulate your proposed controls.

Key Risk Management Terms

The following terms and ratings are used in risk management. It is recommended that readers become acquainted with them, to better understand the basis of comments and recommendations made.

Likelihood – A description of how likely a risk is to occur.

Consequences – The harm to, or impact on the organisation's goals.

Controls – The processes that are used to address the identified risks.

Risk – A harmful event that could occur, measured in terms of both its consequences and likelihood.

Risk rating – An overall assessment of a risk, achieved by combining the consequences and the likelihood ratings of a risk. Such rating enables risks of differing consequences and likelihood to be comparatively assessed in terms of the relative seriousness and priority of treatment.

Risk consequence – The outcome of an event. For example the loss, injury, disadvantage or gain. It can be expressed qualitatively or quantitatively.

Risk level – An overall assessment of a risk, achieved by combining the consequences and the likelihood ratings of a risk. Such rating enables risks of differing consequences and likelihood to be comparatively assessed in terms of the relative seriousness and priority of treatment.

Risk likelihood – The probability of a risk occurring.

Risk treatments – See Controls

1. Qualitative Measure of Consequence

Risk	Consequence	Description
1	Insignificant	No injury
2	Minor	Non lost time injury - disruption to working systems - financial loss - systems review
3	Moderate	Lost time injury - disruption to users - high financial loss - possible litigation, systems review - management concerns
4	Major	Permanent injury - major loss of service to users - major financial loss - possible litigation and fines - systems review by external agency - possible industrial action - public concern, ministerial media attention
5	Catastrophic	Death - complete loss of service or output - huge financial loss - possible fine and compensation, likely litigation - systems reviewed by external agency - impact on morale - industrial intervention - loss of public support - media attention

2. Qualitative Measure of Likelihood

Risk	Likelihood	Description
A	Almost Certain	Is expected to occur in most circumstances
B	Likely	Will probably occur in most circumstances
C	Possible	Might occur at some time
D	Unlikely	Could occur at some time
E	Rare	May occur only in exceptional circumstances

Level of Risk Tolerance

E	Extreme Risk	Not tolerated IMMEDIATE action required to reduce risk
H	High Risk	If elimination is not possible the risk must be constantly monitored by Command staff
M	Moderate Risk	If acceptable monitor using standard operating procedures
L	Low Risk	Manage by routine procedures

Risk Matrix

Based on AS/NZS 4360:2004 and HB 436:2004.

		Consequences				
		Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Likelihood	Almost Certain (5)	LOW (5)	MEDIUM (10)	HIGH (15)	EXTREME (20)	EXTREME (25)
	Likely (4)	LOW (4)	MEDIUM (8)	HIGH (12)	EXTREME (16)	EXTREME (20)
	Possible (3)	LOW (3)	LOW (6)	MEDIUM (9)	HIGH (12)	HIGH (15)
	Unlikely (2)	VERY LOW (2)	LOW (4)	LOW (6)	MEDIUM (8)	HIGH (10)
	Rare (1)	VERY LOW (1)	VERY LOW (2)	LOW (3)	MEDIUM (4)	MEDIUM (5)

ON ROAD EVENTS RISK REGISTER

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
1	Vehicular Traffic	B	4/5	E	<ul style="list-style-type: none"> Use of the TCP Marshalls, Escorts vehicles And possibly the riding formation (number of cyclists abreast) etc Ensure all riders obey all the road rules. Ensure riders have approved helmets. Ensure both support vehicles have a first aid kit. Call emergency services if needed. Public Liability Insurance obtained 	C	4/5	H
2	Severe Weather Conditions eg Rain – Hail – Heavy Fog – Severe Winds – Excessive Heat encountered at the commencement/during event.	C	3	M	<ul style="list-style-type: none"> Check Weather forecasts. Advise riders of any adverse weather conditions. Keep riders up to date of weather conditions. Have a guideline set out on what to do when extreme weather will delay or cancel the ride, and when and who will enact this. 	D	2	L

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
3	Participant's health deteriorates during the event as a result of dehydration – sunburn – frostbite.	C	3	M	<ul style="list-style-type: none"> Ensure each rider has adequate water. Ensure that the support vehicles have back up supplies of water. Ensure adequate sunscreen is available. Monitor riders during the ride for signs of fatigue or dehydration or stress at the rest points. Ensure both support vehicles have a first aid kit. 	D	2	L
4	Participant involved in an incident during the event resulting in serious injury.	C	3	M	<ul style="list-style-type: none"> Utilise the support vehicles to warn oncoming motorists of an incident up ahead. Ensure all participants are made aware of possible road conditions such as traffic, road debris, animals, pot holes etc. Ensure all riders obey all the road rules. Ensure riders have approved helmets. Ensure both support vehicles have a first aid kit. Call emergency services if needed. Public Liability Insurance obtained. Advise police of event. 	C	3	M

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
5	Participant involved in an incident during the event resulting in a non-serious injury that requires some degree of attention.				<ul style="list-style-type: none"> Utilise the support vehicles to warn oncoming motorists of an incident up ahead. Ensure all participants are made aware of possible road conditions such as traffic, road debris, animals, pot holes etc. Ensure all riders obey all the road rules. Ensure riders have approved helmets. Ensure both support vehicles have a first aid kit. Utilise the support vehicle to carry the injured rider and bike if possible. Call emergency services if needed. Public Liability Insurance obtained. Advise police of event. 			
		C	3	M		D	2	L

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS

REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK			
6	Participants come across poor road conditions – road blocked/impassable during the event.				<ul style="list-style-type: none"> All riders to obey road rules. All riders to be made aware of the road conditions by the support team. Lead Riders to use standard calls to advise of road conditions. The Support team to keep abreast of road conditions and road works or road incidents and communicate to the riders. Support vehicles to assist with their flashing lights and warning signs and protect riders on tight bends etc. Guideline in place as to what will stop, or delay the ride and who will enact it. 	D	2	L	E	I	L

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
7	Participants come across severe ascent/descent on the road network during the event.	D	2	L	<ul style="list-style-type: none"> All riders obey road rules. All riders to be made aware of the road conditions by the support team. The Support team to keep abreast of road conditions and road works or road incidents and communicate to the riders. Support vehicles to assist with their flashing lights and warning signs and protect riders on tight bends etc. Guideline in place as to what will stop or delay the ride and who will enact it. 	E	1	L
8	Participants have limited/no experience in participating in an event.	D	2	L	<ul style="list-style-type: none"> All participants will be provided with the requirements and conditions likely to be expected during the ride. Riders encouraged to be realistic about their ability to continue. 	E	1	L
9	Participants loose their way during the event.	E	1	I	<ul style="list-style-type: none"> Support vehicle is to be behind the last rider so if they have not caught up with the group, the support vehicle can pick them up and bring them in. Extra support vehicle provided during this event which will help manage this. 	E	1	L

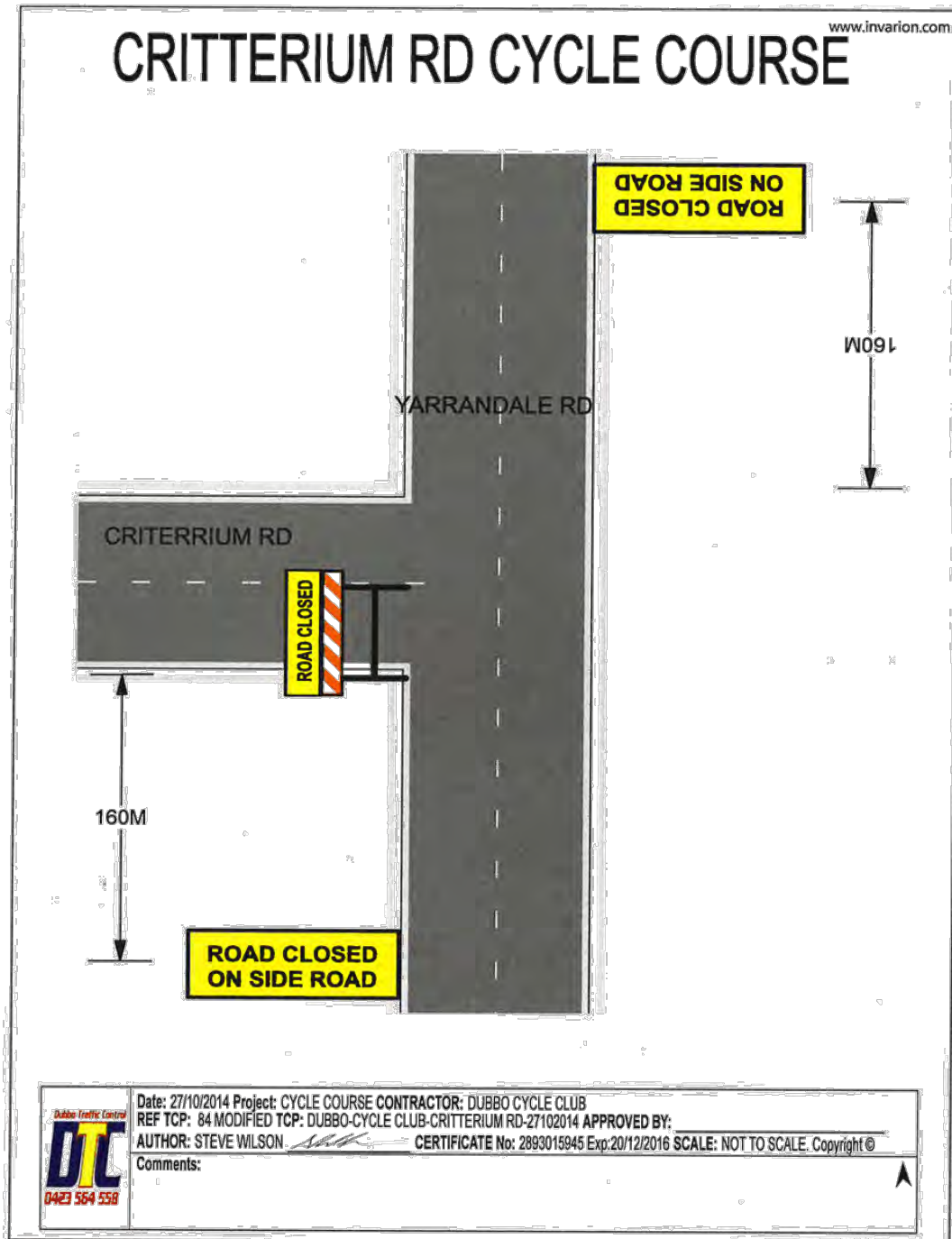
RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L _i	C	INITIAL RISK	RISK CONTROL PLAN	L _r	C	RESIDUAL RISK
10	Participant's equipment/vehicle becomes unserviceable or unroadworthy during the event.	D	2	L _i	<ul style="list-style-type: none"> All riders are to provide a bike in appropriate condition Riders encouraged to service bike pre-event – clean and lubricate chain, derailleur, and other components. Ensure brakes and gearing in good working order and fitted correctly. Limited spares to be carried by the support team. Bikes in inadequate condition to be excluded from participation. 	D	2	L _r

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
11	Participants suffer a mechanical/equipment breakdown/failure during the event.	D	2	L	<ul style="list-style-type: none"> All riders are to provide a bike in appropriate condition. Riders encouraged to service bike pre-event – clean and lubricate chain, derailleurs, and other components. Ensure brakes and gearing in good working order and fitted correctly. Limited spares to be carried by the support team. Bikes in inadequate condition to be excluded from participation. Rider to pull off to a safe location to attend to the breakdown. If unable to repair on the side of the road, support vehicle to load the bike and rider and take to the next town. 	D	2	L
12	Pilot/rear escort vehicle/s suffers mechanical breakdown during the event.	D	3	M	<ul style="list-style-type: none"> Communicate immediately to other support vehicles for back up. Spare vehicle to provide assistance and then take up the position of the vehicle that has broken down. 	D	2	L

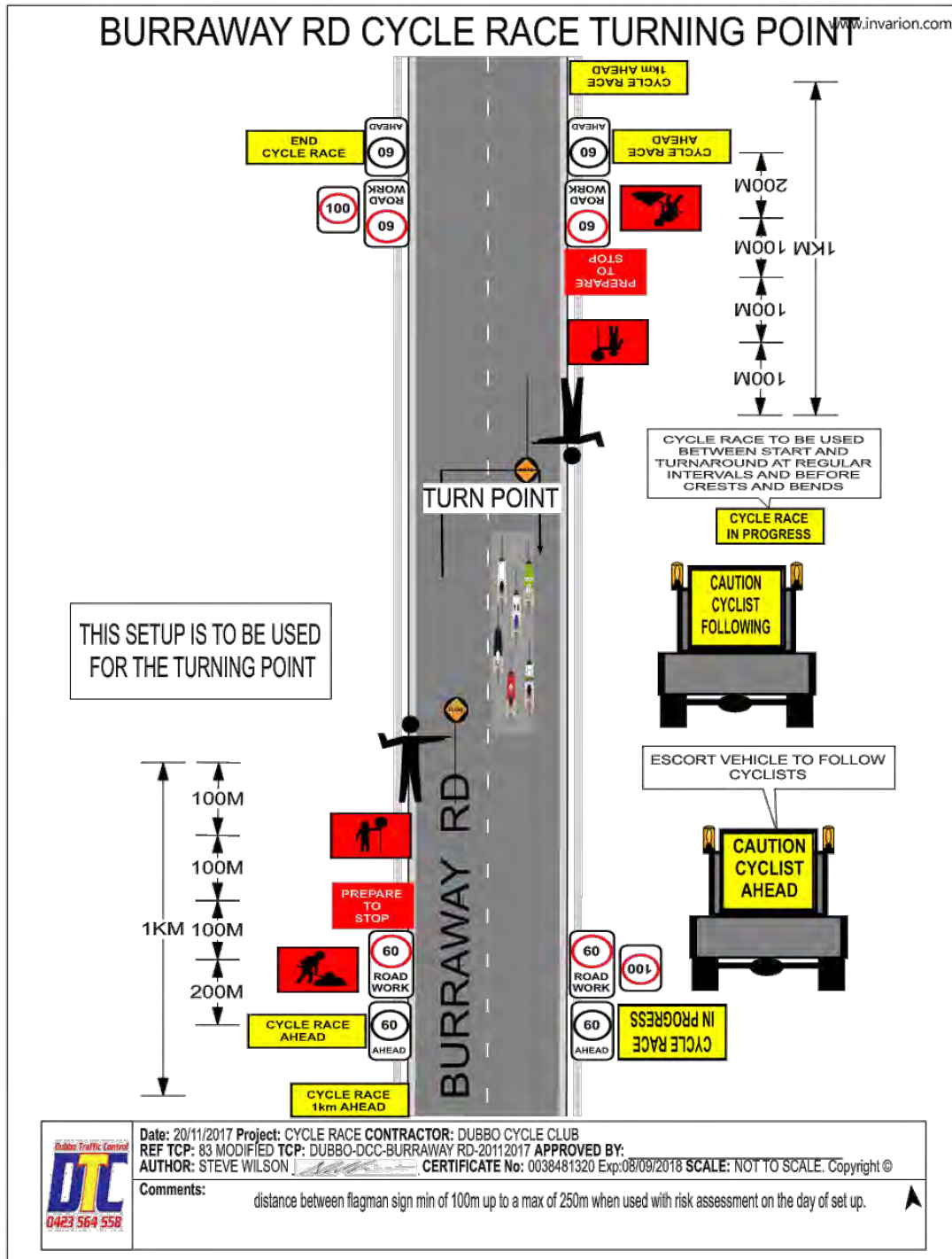
RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
13	Support vehicle/s suffers mechanical breakdown during the event.	D	3	M	<ul style="list-style-type: none"> Communicate immediately to other support vehicles for back up. Spare vehicle to provide assistance and then take up the position of the vehicle that has broken down. Have a list of all emergency services at each location and call for assistance if needed. All riders are to provide a bike in appropriate condition. All riders and support crew will have all appropriate licences and gear checked prior to riding in the event. 	D	2	L
14	Participant attempts/participates in event when not authorised/licensed to drive/ride a vehicle, motor bike or boat.	E	2	L	<ul style="list-style-type: none"> All riders are to provide a bike in appropriate condition. All riders and support crew will have all appropriate licences and gear checked prior to riding in the event. 	E	2	L
15	Approved route unable to be travelled upon.	E	2	L	<ul style="list-style-type: none"> Check the route prior to ride starting to ensure that there are no major roadworks or roads cut due to flooding, etc. Seek alternate way around. If unable to go around the blockage, find out if it will only be for a short period of time and delay the ride. If for longer, ride will have to be called off. 	E	1	L

RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS								
REF	HAZARD	L	C	INITIAL RISK	RISK CONTROL PLAN	L	C	RESIDUAL RISK
16	Event cancelled prior/during the event.	E	2	E	<ul style="list-style-type: none"> All participants, Police and Insurance will be advised of the cancellation and the reasons why. 	E	1	E

L = LIKELIHOOD
C = CONSEQUENCE

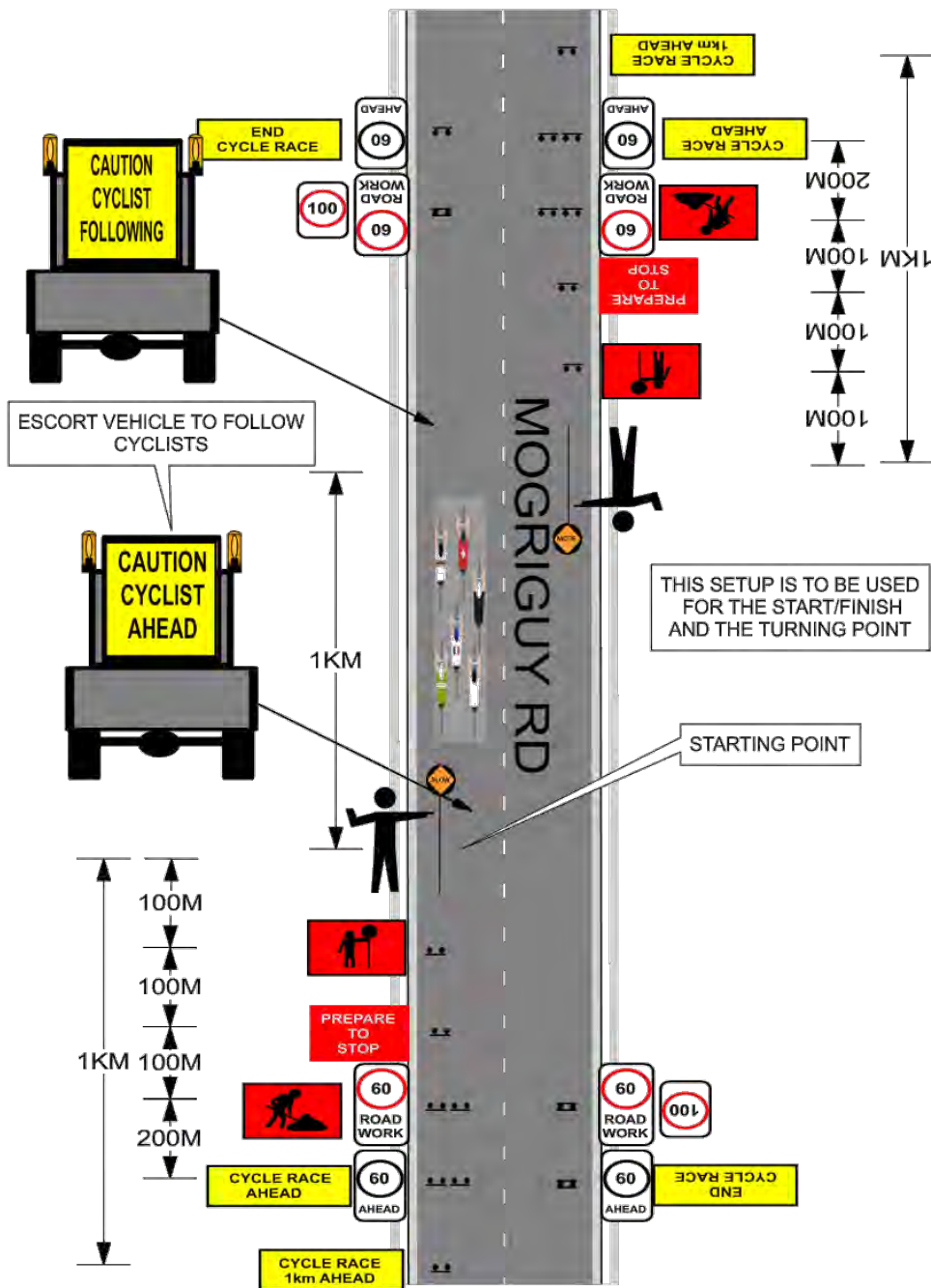






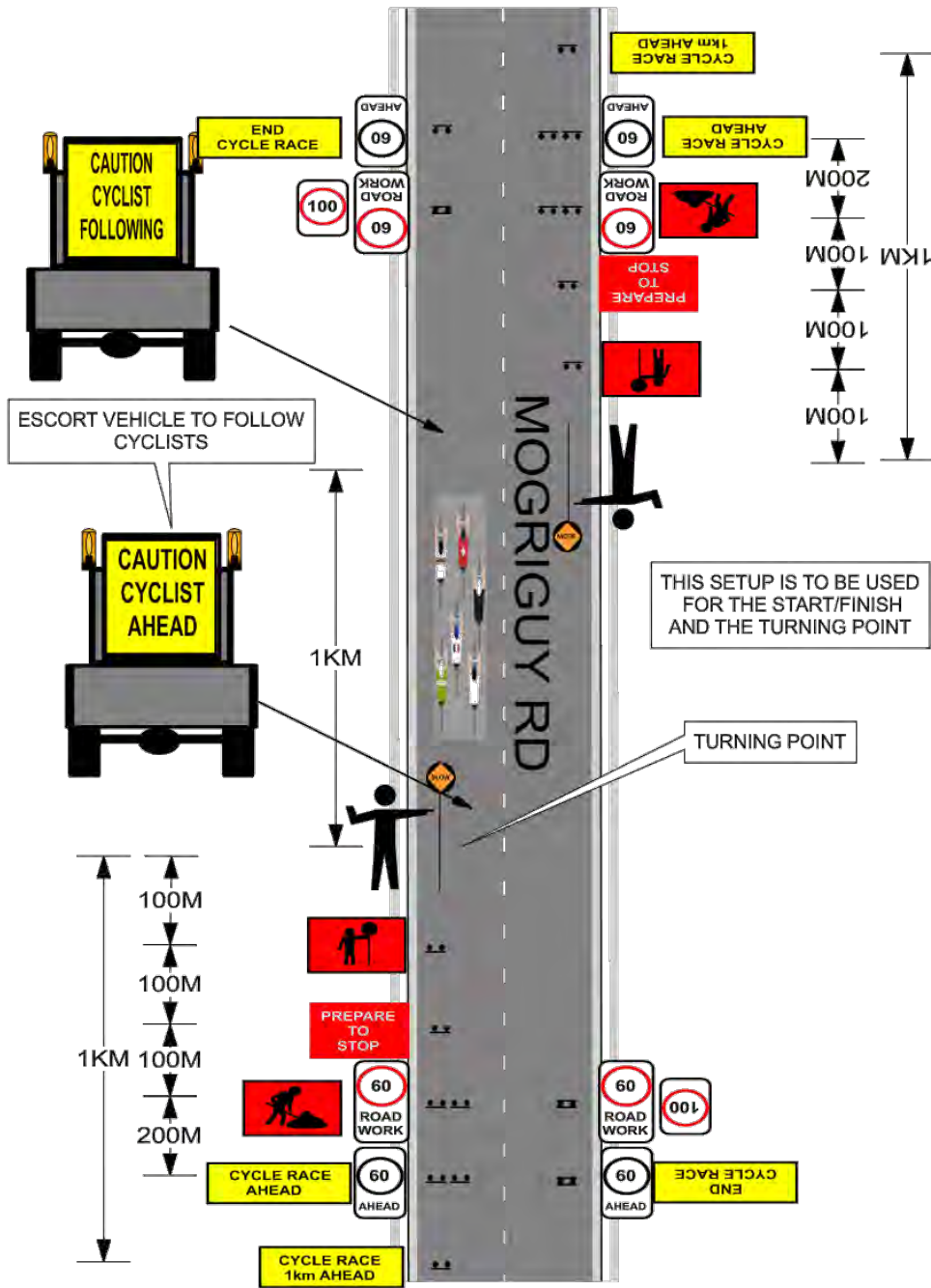
MOGRIGUY RD CYCLE RACE START AND FINISH

www.invarion.com

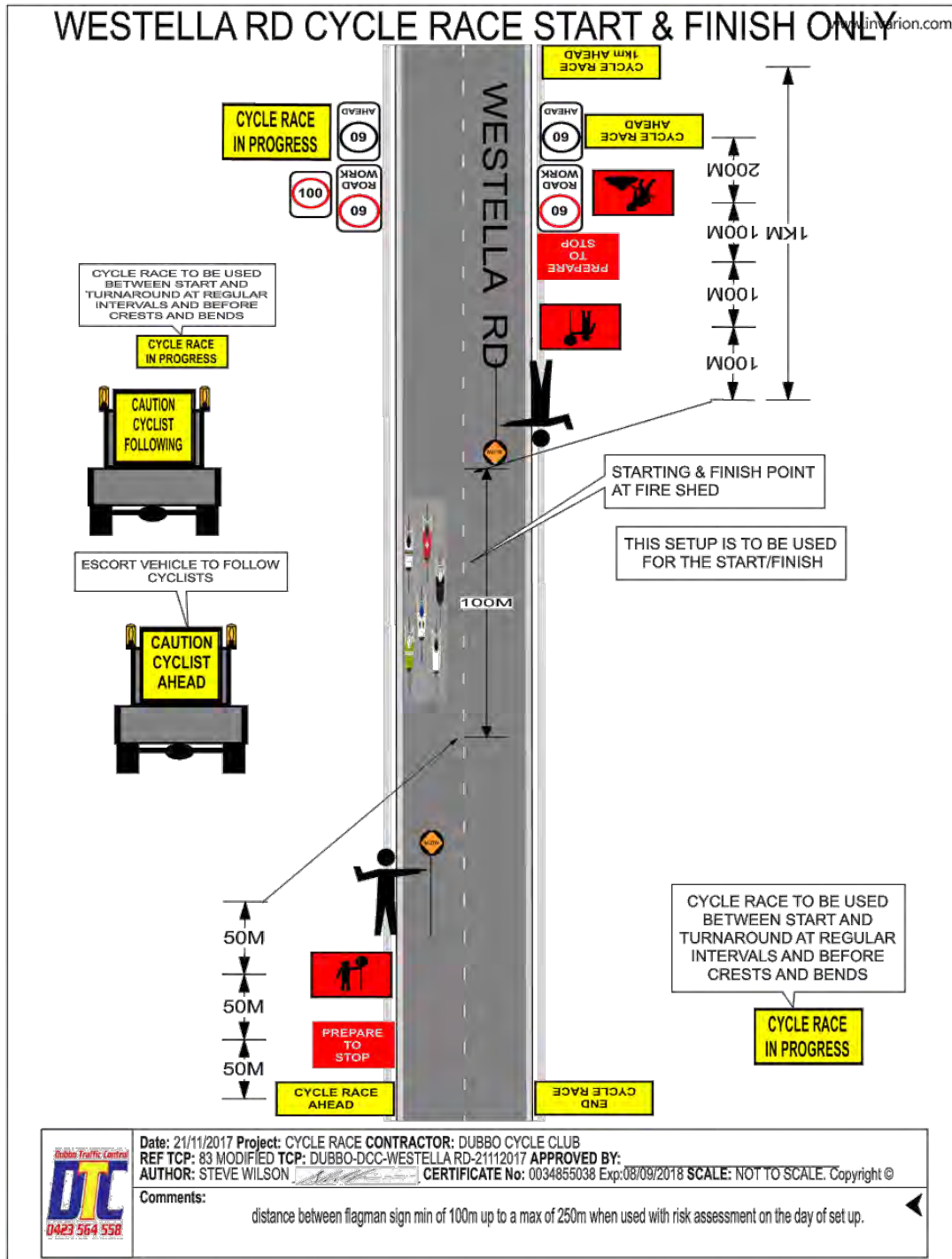


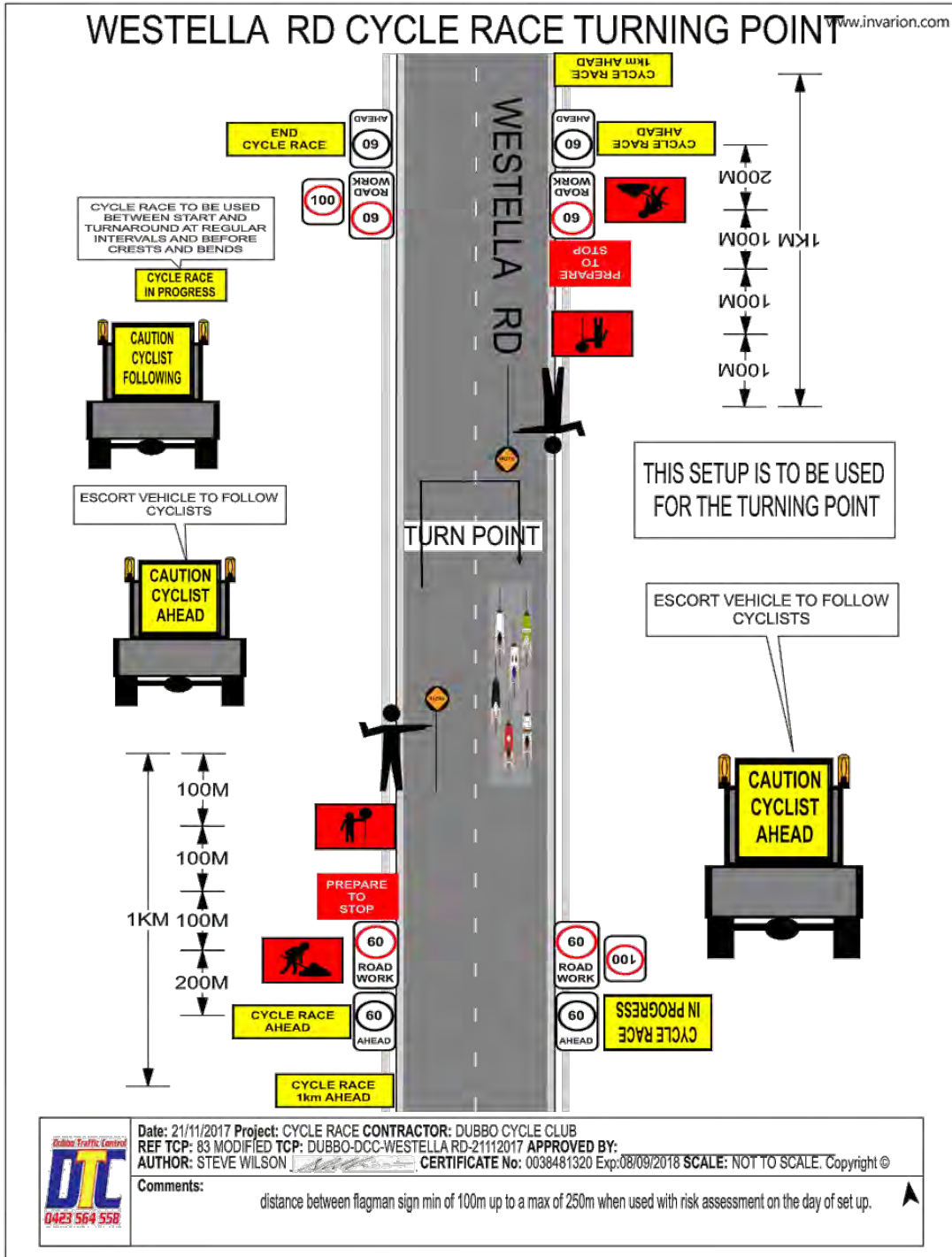
	Date: 5/5/2017 Project: CYCLE RACE CONTRACTOR: DUBBO CYCLE CLUB REF TCP: 83 MODIFIED TCP: WELLINGTON-DCC-MOGRIGUY RD-05052017 APPROVED BY:
	AUTHOR: STEVE WILSON CERTIFICATE No: 2893015945 Exp:20/12/2016 SCALE: NOT TO SCALE. Copyright ©
	Comments:

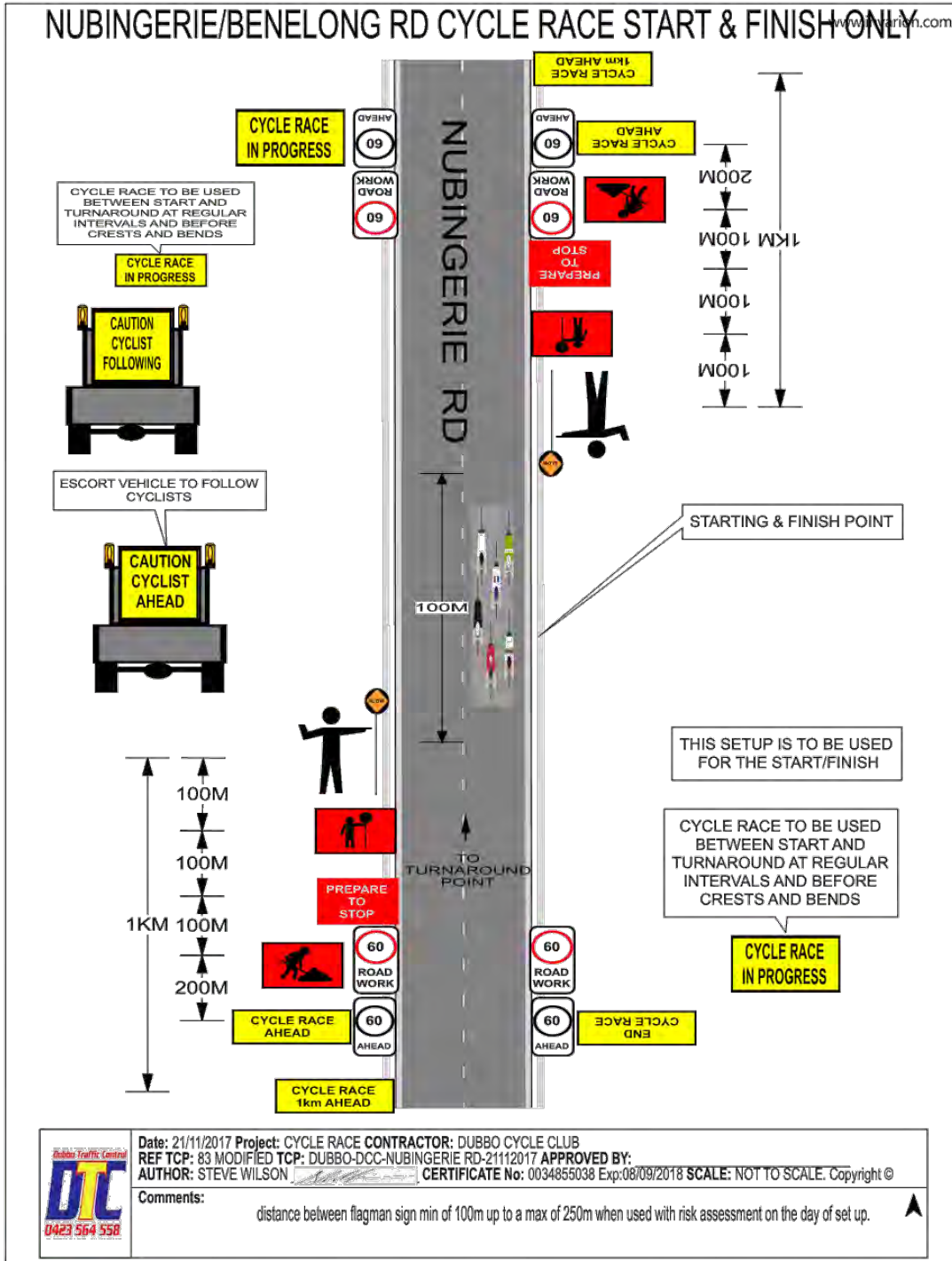
MOGRIGUY RD CYCLE RACE TURNING POINT




Date: 5/5/2017 **Project:** CYCLE RACE **CONTRACTOR:** DUBBO CYCLE CLUB
REF TCP: 83 **MODIFIED TCP:** WELLINGTON-DCC-MOGRIGUY RD-05052017 **APPROVED BY:**
AUTHOR: STEVE WILSON **CERTIFICATE No:** 2893015945 **Exp:** 20/12/2016 **SCALE:** NOT TO SCALE. Copyright ©
Comments:

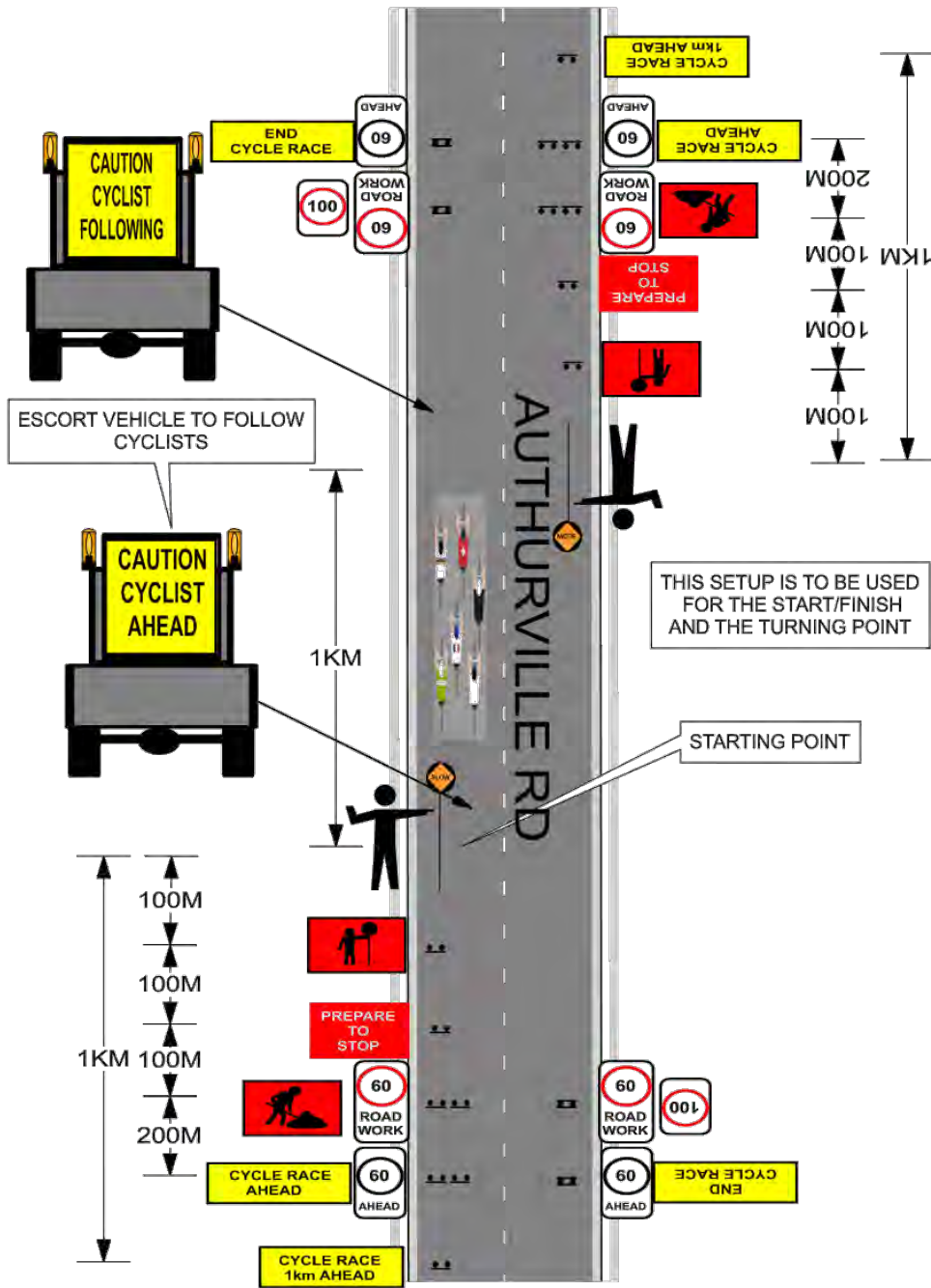




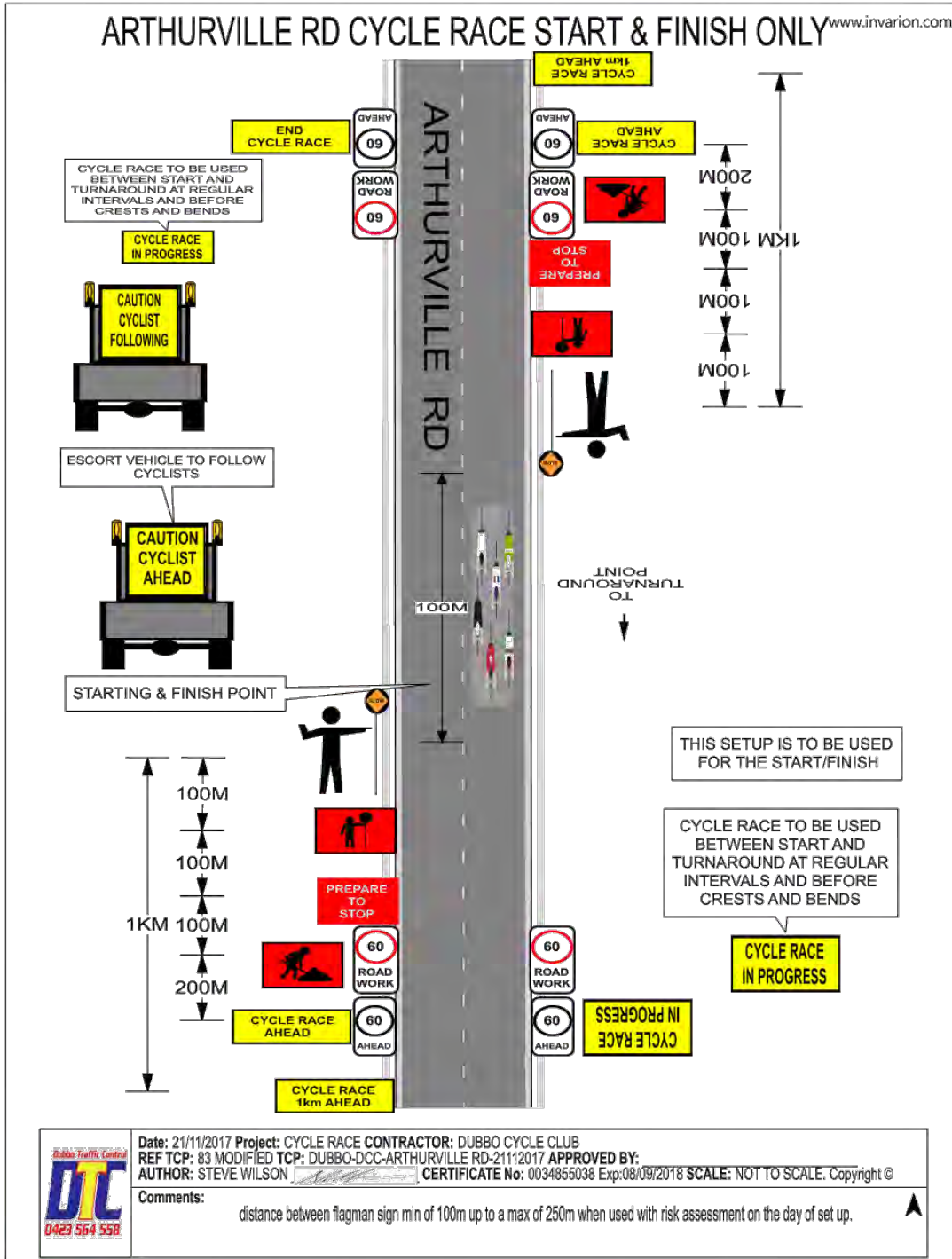


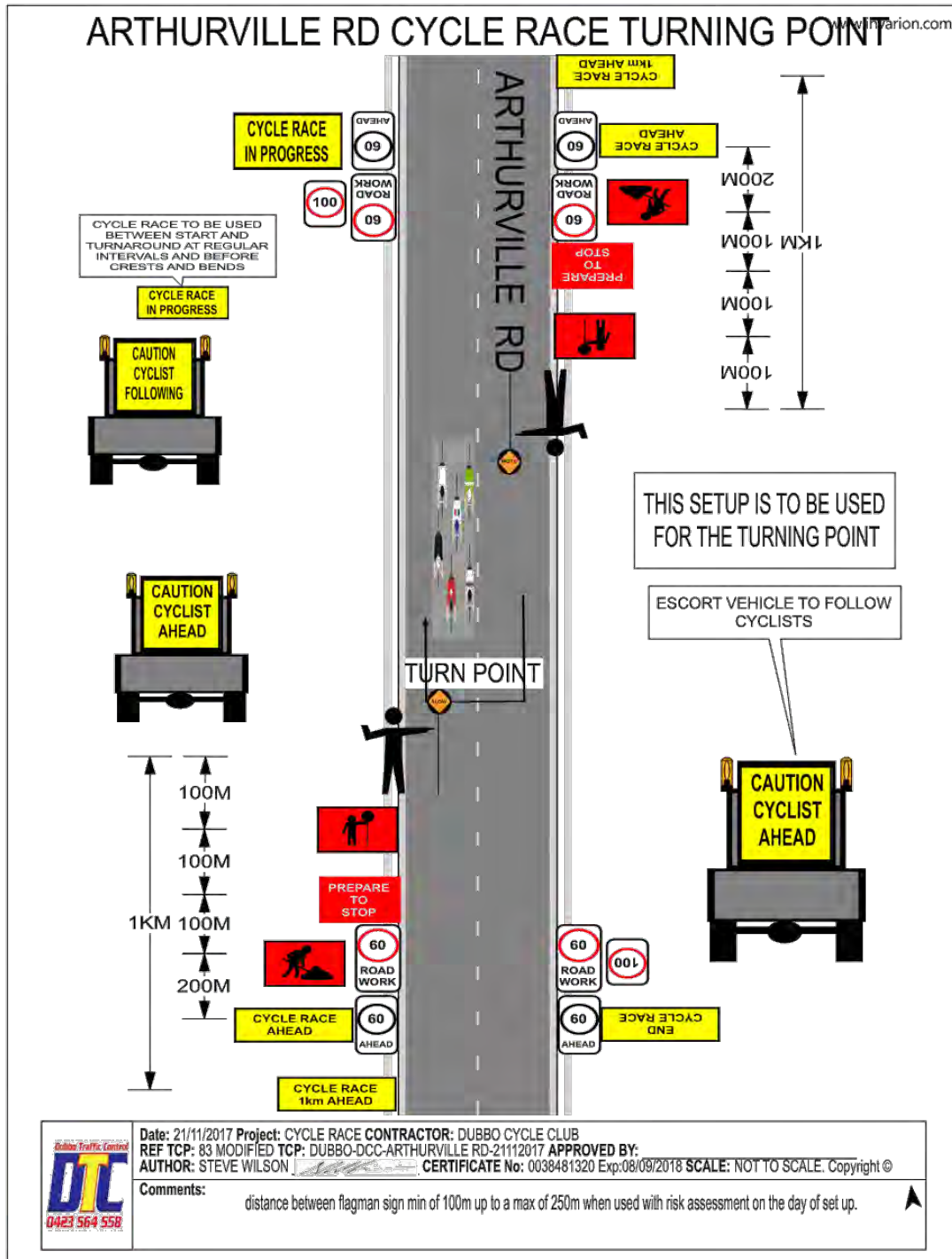
ARTHURVILLE RD CYCLE RACE START AND FINISH

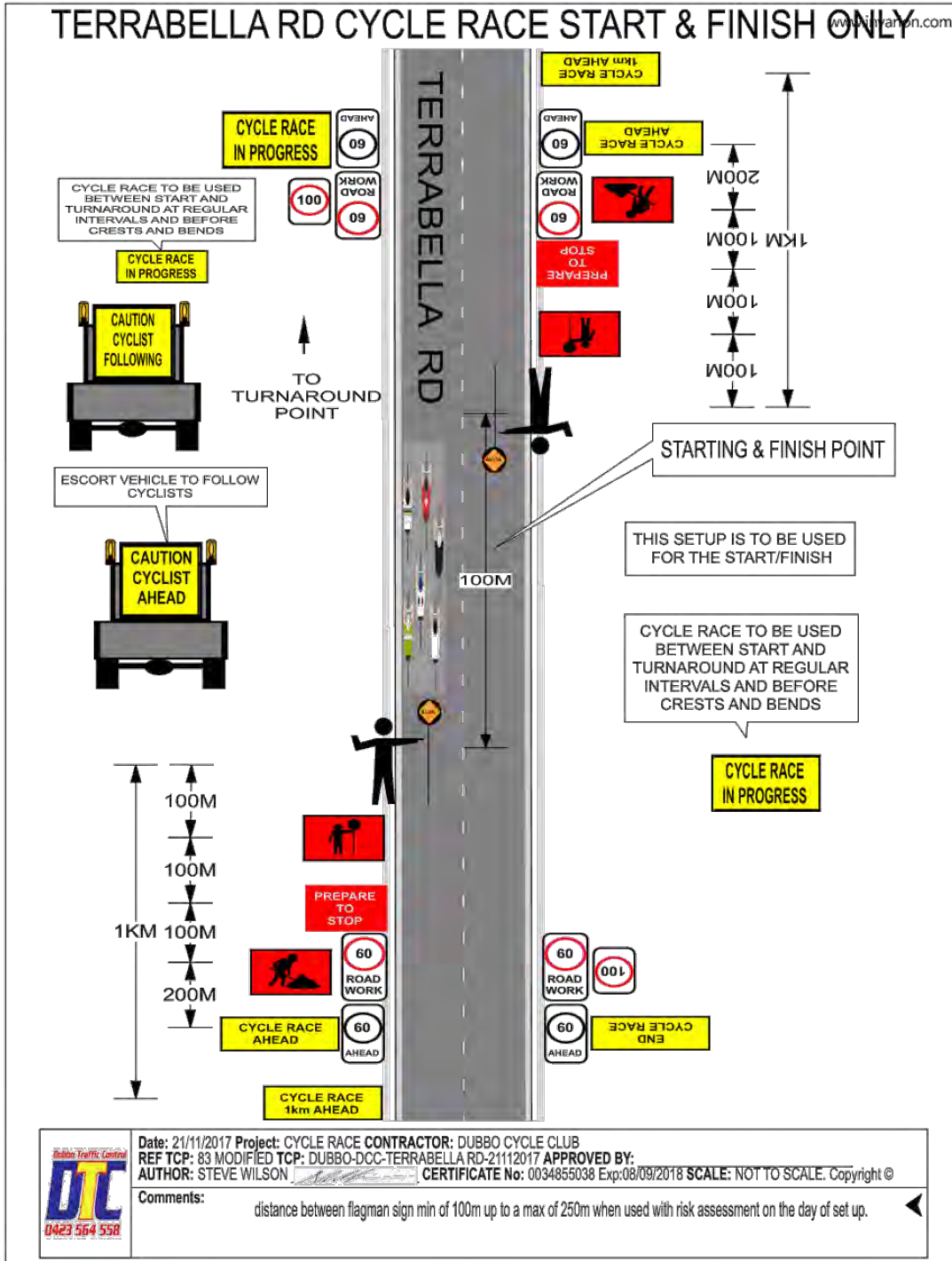
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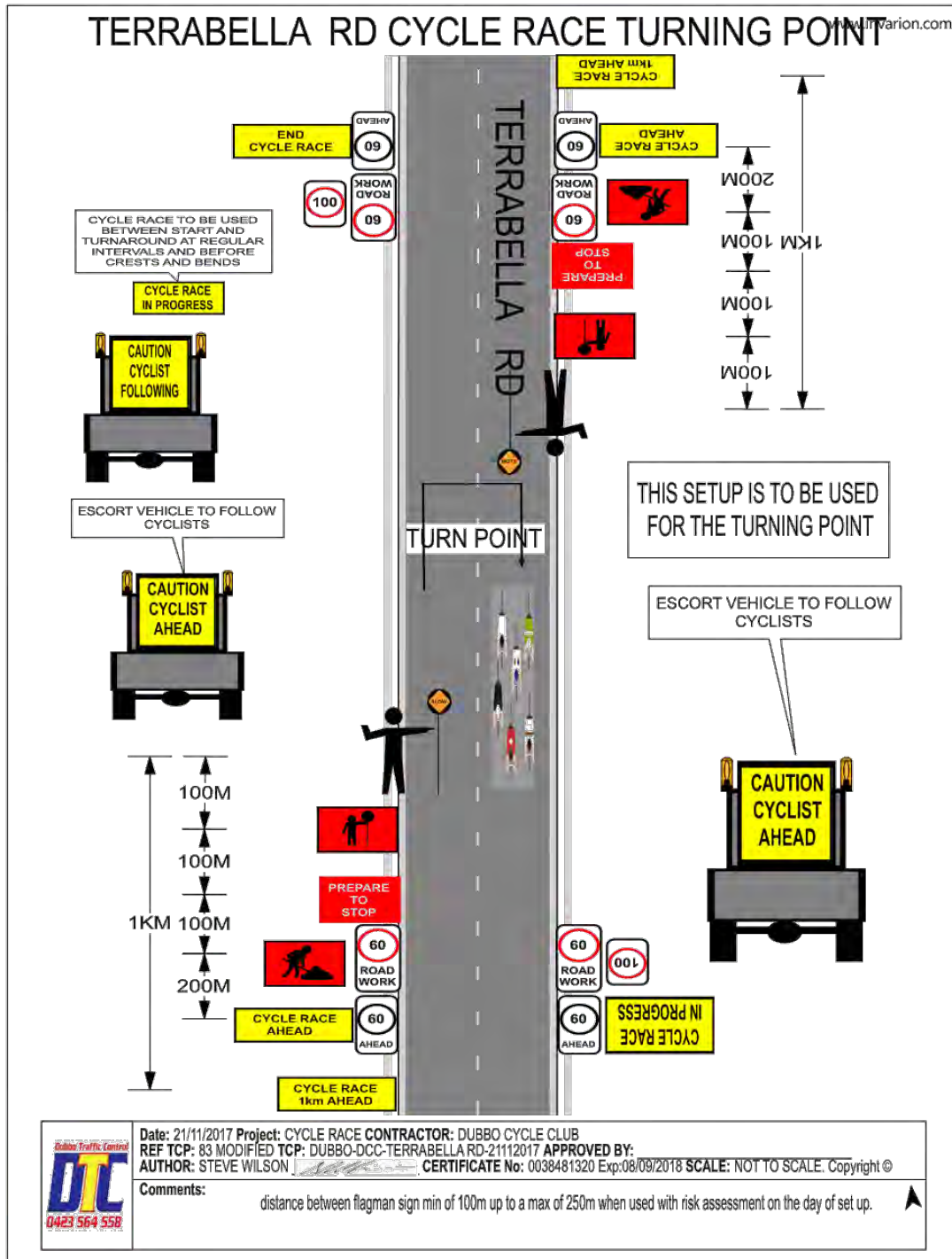


	Date: 5/5/2017 Project: CYCLE RACE CONTRACTOR: DUBBO CYCLE CLUB REF TCP: 83 MODIFIED TCP: GEURIE-DCC-ARTHURVILLE RD-05052017 APPROVED BY:
	AUTHOR: STEVE WILSON CERTIFICATE No: 2893015945 Exp:20/12/2016 SCALE: NOT TO SCALE. Copyright ©
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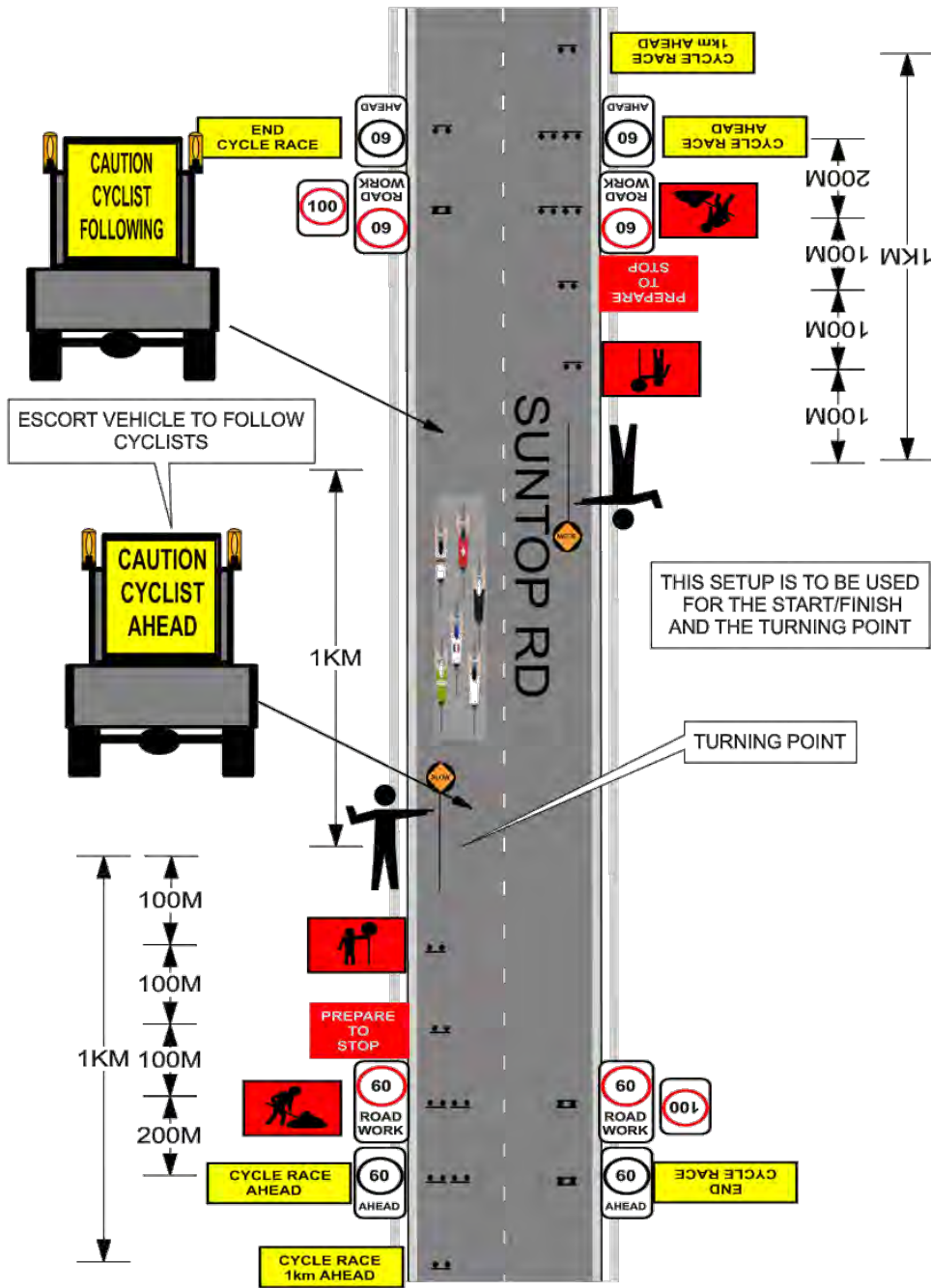








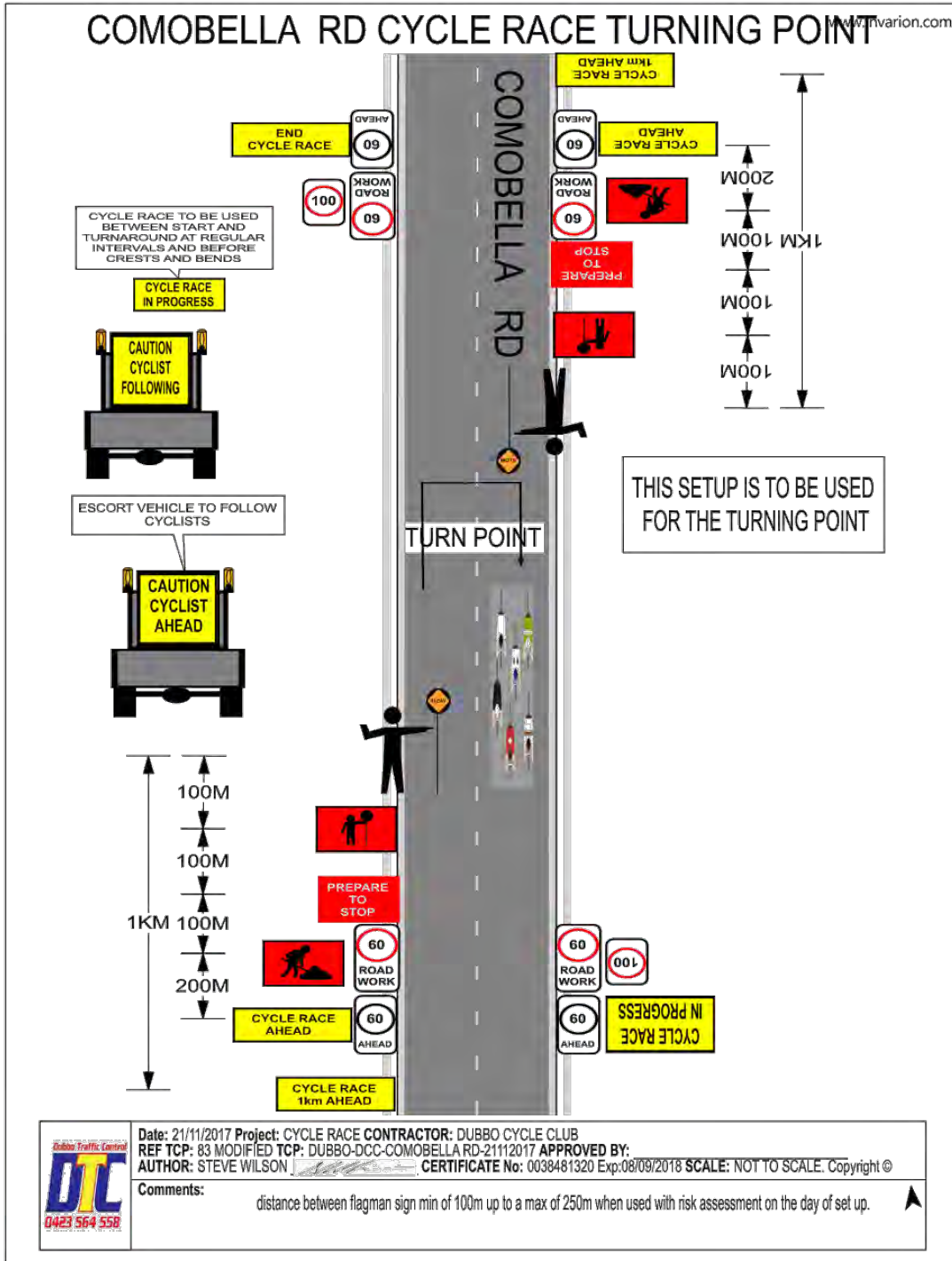
SUNTOP RD CYCLE RACE TURNING POINT ONLY



THIS SETUP IS TO BE USED FOR THE START/FINISH AND THE TURNING POINT

TURNING POINT

	Date: 5/5/2017 Project: CYCLE RACE CONTRACTOR: DUBBO CYCLE CLUB REF TCP: 83 MODIFIED TCP: GEURIE-DCC-SUNTOP RD-05052017 APPROVED BY:
	AUTHOR: STEVE WILSON CERTIFICATE No: 2893015945 Exp:20/12/2016 SCALE: NOT TO SCALE. Copyright ©
	Comments:





REPORT: Commonwealth Games Queen's Baton Convoy and Baton Bearer Relay Route Dubbo and Wellington

AUTHOR: Senior Traffic Engineer
REPORT DATE: 5 December 2017
TRIM REFERENCE: ID17/2175

EXECUTIVE SUMMARY

In 2018 the Commonwealth Games will be held at the Gold Coast that will incorporate a Queen's Baton Relay (QBR) throughout Australia over 100 days, visiting 250 communities and capital cities leading up to the commencement of the Games on 4 April 2018.

The Queen's Baton Relay (QBR) convoy will traverse through the Dubbo Regional Council's local government area (LGA) on Tuesday 30 January 2018, with Dubbo and Wellington chosen to participate in the QBR. The convoy will travel between communities with the Relay proper undertaken in selected towns. The QBR will be on route from Orange with a lunch break and baton bearer mode to Cameron Park before proceeding to Dubbo for a regroup and satellite Queen's Baton visit to Taronga Western Plains Zoo and QBR along several outer and inner CBD streets, concluding with festivities in Victoria Park. The QBR will commence in Wellington at approximately 1.30 pm and in Dubbo at approximately 4.30 pm from Caltex Oval to Victoria Park.

To assist with the safe and efficient movement of the QBR Council has developed a Traffic Management Plan (TMP) incorporating Traffic Control Plans for Dubbo and Wellington for the QBR. The TMP is attached to the report (**Appendix 1**).

The QBR will be undertaken and escorted by official vehicles including police. Council and the NSW Police Force Dubbo will be providing intersection control along the relay route. Darling Street will be temporarily closed from 4.15 pm to 6.30 pm, with a detour in place to accommodate the arrival of the convoy and QBR to Victoria Park and festivities.

The Traffic Management Plan is submitted as a final draft for consideration of the Committee with the implementation strategy as presented, however as the event planning continues there may be some fine tuning of the Traffic Control Plan relevant to Council and NSW Police resourcing.

It is recommended that the Committee approve the implementation of the event management for the Commonwealth Games Queen's Baton Relay 2018 for Dubbo and Wellington in accordance with the Traffic Management Plan and Traffic Control Plans (TM7154).

ORGANISATIONAL VALUES

Customer Focused: Approval for the conduct of the Commonwealth Games Queen's Baton Relay within the LGA is a significant and important event particularly for the residents of Wellington, Dubbo and visitors.

Integrity: The approval meets all statutory requirements of other government agencies.

One Team: Not applicable.

FINANCIAL IMPLICATIONS

The allocation of funds for the implementation of the traffic management for the Commonwealth Games Queen's Baton Relay 2018 will be made available from within Council's budget in order to facilitate the event.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

It is recommended that the Committee approve the implementation of the Event Management for the Commonwealth Games Queen's Baton Relay 2018 for Dubbo and Wellington in accordance with the Council prepared Traffic Management Plan and Traffic Control Plans (TM7154) attached to the report.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Friday, 1 December 2017. The Committee had unanimous support for the adoption of the recommendation shown below. RMS has raised a few concerns that are now addressed in the recommendation below.

RECOMMENDATION

- 1. It is recommended that the Committee approve the implementation of the Event Management for the Commonwealth Games Queen's Baton Relay 2018 for Dubbo and Wellington in accordance with the Council prepared Traffic Management Plan and Traffic Control Plans (TM7154) attached to the report.**
- 2. That Roads and Maritime Representative make enquiries with the RMS State Planning office with regard to the closure of the Mitchell Highway in Wellington for the rolling convoy and that Council be made aware of this advice.**
- 3. That the Traffic Control Plans be updated on sheet 6 to place a No Left Turn sign on the LH Ford Bridge and sheet 8 to place End of Detour signs in all relevant areas.**

Dennis Valentine
Senior Traffic Engineer

REPORT

The 2018 Commonwealth Games will be held on the Gold Coast commencing on the 4 April 2018 with a Queen's Baton Relay (QBR) preceding the event for 100 days nationally from December 2017, visiting all states, territories and all capital cities. The QBR will traverse 250 communities including the Dubbo Regional Council LGA on Tuesday 30 January 2018 where Dubbo and Wellington will host baton bearers and associated festivities. There will be some 4,000 baton bearers nationally. The QBR will travel in convoy mode and comprises of some 13 vehicles including police, large buses, mini buses and security. The baton bearer relay mode will also incorporate cyclists and personal on foot.

The Baton is one of the most important elements of the QBR being an icon of the Games where the Queen's message to the athletes is carried from Buckingham Palace through 70 nations and territories to the Opening Ceremony. The Baton represents the host nation to the many millions of people on route connecting the Commonwealth with Australia, Queensland and the Gold Coast showcasing our culture, heritage and traditions. The QBR entices communities across the nation to share the Baton's journey.

Queen's Baton Convoy and Baton Bearer Relay Route

For full details see the attached Traffic Management Plan (**Appendix 1**).

Orange to Wellington:

The convoy will enter Dubbo Regional Council along the Burrendong Way from Orange, passing through the villages of Stuart Town and Mumbil, then onto the Mitchell Highway to the Wellington Civic Centre via Arthur and Swift streets for a lunch break with a satellite team then dispatched via Swift Street and Nanima Crescent (Mitchell Highway) to Cameron Park for a Baton Bearer Mode.

Wellington to Dubbo:

The convoy will continue to Dubbo via the Mitchell Highway passing through the village of Geurie and on to Caltex Oval Dubbo for a regroup via Wheelers Lane, Birch Avenue, Brigalow Avenue, Coral Crescent and rear access to Caltex Oval. A satellite team will transfer to Taronga Western Plains Zoo for promotional opportunity and return to Caltex Oval via Wingewarra Street, Fitzroy Street, Mitchell and Newell highways and Obley Road.

The Relay will then commence from Caltex Oval to Victoria Park via Kokoda Place, Wingewarra, Hopetoun, Bultje, Macquarie, Talbragar and Darling streets to Victoria Park.

Queen's Baton Convoy and Baton Bearer Relay schedule

The QBR convoy will arrive in Wellington and Dubbo on Tuesday 30 January 2018 on route from Orange via Burrendong Way and the Mitchell Highway where there will be a Baton Bearer Relay in both Wellington and Dubbo.

QBR Schedule

	Name	Time	Venue	Notations
Wellington	Arrive	1:18	Wellington Civic Centre	
	Lunch	1:18 - 2:16	Wellington Civic Centre	
	Transfer	1:18 – 1.20	Wellington Civic Centre to Cameron Park (Satellite crew only)	
	Load	1:20 – 1.45	Cameron Park	
	Baton Bearer Mode	1:45 – 1.47	Cameron Park	
	Community Stop	1:47 – 1.57	Cameron Park	10 minutes
	Unload	1.57 - 2:22	Cameron Park	
	Transfer	2:22 – 2.26	Cameron Park to Wellington Civic Centre	
	Convoy Mode	2:26 - 3:11	Wellington Civic Centre (Wellington) to Dubbo Junior Rugby League, Caltex Oval	Wellington to Dubbo

	Name	Time	Venue	Notations
Dubbo	ATAB	3:11 - 4:33	Dubbo Junior Rugby League, Caltex Oval	31 minutes
	Unload	3.11 – 3.21	Dubbo Junior Rugby League, Caltex Oval	
	Transfer	3:21 - 3:34	Dubbo Junior Rugby League, Caltex Oval to Taronga Western Plains Zoo (Satellite crew only)	
	Photo Op	3:34 - 4:19	Taronga Western Plains Zoo	15 minutes
	Baton Bearer Mode	4.19 – 4.19	Taronga Western Plains Zoo	
	Transfer	4:19 - 4:33	Taronga Western Plains Zoo to Dubbo Junior Rugby League, Caltex Oval	
	Load	4:33 - 4:41	Dubbo Junior Rugby League, Caltex Oval	
	Baton Bearer Mode	4:41 - 5:27	Dubbo Junior Rugby League, Caltex Oval to Victoria Park	
	Baton Bearer Split	5:27 - 5:30	Victoria Park	
	End of Day	5:30 - 6:00	Victoria Park	30 minutes
	Transfer	6.00 – 6.04	Victoria Park to Cattlemans Motor Inn	

The QBR Event is categorised as a Class 4 Event requiring police escort, however given the expected participant numbers there will be the need to introduce traffic management for a rolling road closure along the relay routes in Wellington and Dubbo. The QBR convoy incorporates permanently assigned pilot and police vehicles, as such local police are not proposed to be involved with the convoy. However, local police will be required to assist with the convoy's arrival into the City's urban limits for the purposes of major intersection control. Council staff will be required to facilitate with the majority of the rolling road closures. Council's Traffic Control Plan (TM7154) attached (**Appendix 2**) to the report details the extent of the baton bearer relay route and traffic control required to ensure the safe and efficient movement of the convoy and Baton Bearer Relay.

To assist with the arrival of the QBR and festivities to Victoria Park in Dubbo, Darling Street will be closed from 4.15 pm to 6.30 pm with the parking lane on the eastern side of Darling Street closed for the day. Council's Civic Administration Building will be utilised for the baton bearer collection point and undertaken by a mini bus shuttle that will require the Council's Darling Street car parking area to be closed.

The 2018 Commonwealth Games Queen's Baton Relay in January 2018 is a significant event for the LGA with baton bearer mode occurring in Wellington and Dubbo.

To ensure the QBR is undertaken in a safe, secure and efficient manner there is the need to implement broad traffic management within the urban areas for the convoy and baton bearer mode relay. A Traffic Management Plan incorporating a Traffic Control Plan has been prepared by Council to facilitate the event.

Comment

It is recommended that the Committee approve the implementation of the event management for the Commonwealth Games Queen's Baton Relay 2018 for Dubbo and Wellington in accordance with the Council prepared Traffic Management Plan and Traffic Control Plans (TM7154).

Appendices:

- 1 [↓](#) Traffic Management Plan
- 2 [↓](#) Traffic Control Plan



QUEEN'S BATON RELAY

TUESDAY 30 JANUARY 2018

TRAFFIC AND TRANSPORT MANAGEMENT PLAN



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Traffic & Transport Management Plan (TMP) Event Overview

Event Name:	QUEENS BATON RELAY
Event Date:	TUESDAY 30 JANUARY 2018
Duration (Time/Day):	11.54am - 6.00pm, 1 DAY
Location:	WELLINGTON and DUBBO NSW
Host Council:	DUBBO REGIONAL COINCIL
TMP Version:	Ver 1
Revision Date:	2 OCTOBER 2017
Document Author:	Dennis Valantine

This Traffic & Transport Management Plan (TMP) is approved by:

Organisation	Date	Name
NSW Police: Dubbo		Inspector Dan Skelly
TfNSW¹ Transport Management Centre		Jasmine Yeow
Roads & Maritime Services		Sharon Grierson
Dubbo Regional Council		Dennis Valantine

¹TfNSW – Transport for NSW

² Local Council Area and the approval for the event, from start to finish point along the relay route

1.1 Authority of the TMP

This Transport Management Plan (TMP), when sighted and signed by the relevant authorities, becomes the primary document detailing the traffic and transport arrangements under which Commonwealth Games Queen's Baton Relay will proceed.

Changes to the TMP requires the approval of the NSW Police Force, Roads & Maritime Services (RMS), Transport Management Centre (TMC), Dubbo Regional Council and where necessary the appropriate local organisation. All functional or single agencies supporting the plans are to recognise the primacy of this TMP and nothing contained in those plans may contravene any aspect of the TMP.

Signatories to this TMP should normally be the agency's senior officer appointed to the operational command team for the event on the day.

In case of emergencies, or for the management of incidents, the NSW Police Force are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of the incident and the Police response.

1.2 Event brief details

Event will start on Tuesday 30 January 2018 and finish on Tuesday 30 January 2018 at two locations in the Dubbo Regional Council LGA: Wellington, Start and finish within Cameron Park and Dubbo, Start at

Caltex Park and finish at Victoria Park. Due to the nature, duration and complexity of the event, the following table will indicate location, distance, start and finish time of the host councils' events and traffic control requirements.

Day/ Time#	Time and location		Relay Distanc e	Council Area	Events and traffic control / requirements along routes *
	Start	Finish			
Day 1	11.50am	1.17pm	97km	Orange City and Dubbo Regional Councils	Convoy Mode Orange to Wellington Civic Centre
	1.30pm	2.00pm		Dubbo Regional Council	Community Celebration Cameron Park Wellington
	1.27pm	1.39pm	0.31km	Dubbo Regional Council	Transfer (Satellite) Convoy Civic Centre to Cameron Park Wellington
	1.34pm	1.56pm	0.18km	Dubbo Regional Council	Batonbearer Mode and Community Stop within Cameron Park Wellington
	2.11pm	2.15pm	0.06km	Dubbo Regional Council	Transfer (Satellite) Convoy Cameron Park to Civic Centre Wellington
	2.25pm	3.10pm	49km	Dubbo Regional Council I	Convoy Mode Wellington to Dubbo
	3.20pm	3.33pm	6.80km	Dubbo Regional Council	Transfer (Satellite) Convoy Apex Oval to Taronga Western Plains Zoo
	3.48pm	4.03pm	Stationary	Dubbo Regional Council	Batonbearer Mode Photo opportunity Taronga Western Plains Zoo
	4.18pm	4.32pm	6.95km	Dubbo Regional Council	Transfer (Satellite) Convoy Taronga Western Plains Zoo to Apex Oval
	4.41pm	5.27pm	3.85km	Dubbo Regional Council	Batonbearer Mode Apex Oval to Victoria Park
	5.00pm	7.00pm		Dubbo Regional Council	Community Celebration Victoria Park Dubbo
	5.27pm	5.30pm	0.03km	Dubbo Regional Council	Batonbearer Split Victoria Park

	5.30pm	6.00pm	Stationary	Dubbo Regional Council	Victoria Park Baton on public display End of Day
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Examples, Road Closures, Speeches/ Presentation, Festival

1.3 Definitions

Term	Definition
Local Working Group	As per the 2018 Commonwealth Games Corporation Local Working Group Terms of Reference.
Event	Refers to the Queen's Baton Relay Event.

2 PLANNING CONTACTS

NSW POLICE FORCE		Name:	Dan Skelly
Address:	143 Brisbane Street Dubbo NSW 2830	Position:	Inspector
Phone:	02 68831550	Email:	skel1dan@police.nsw.gov.au
Mobile:	0437520012	Fax:	02 68831511

NSW POLICE FORCE		Name:	
Address:		Position:	
Phone:		Email:	
Mobile:		Fax:	

ROADS & MARITIME SERVICES		Name:	Jasmine Yeow
Address:	Suite 8101, 2 Locomotive Street, Eveleigh	Position:	Manager Special Events and Operations Planning
Phone:	(02) 8396 1684	Email:	Jasmine.yeow@rms.nsw.gov.au
Mobile:	N/A	Fax:	N/A

ROADS & MARITIME SERVICES (LWG RMS REP)		Name:	
Address:		Position:	
Phone:		Email:	
Mobile:		Fax:	

TRANSPORT MANAGEMENT CENTRE		Name:	Stephen Elliott
Address:	25 Garden St, Eveleigh	Position:	Manager Major Government Events
Phone:	02 8396 1441	Email:	Stephen.Elliott@tmc.transport.nsw.gov.au
Mobile:	N/A	Fax:	N/A

TRANSPORT MANAGEMENT CENTRE		Name:	Edward Tai
Address:	25 Garden St, Eveleigh	Position:	Senior Transport Operations Planner
Phone:	02 8396 1416	Email:	Edward.Tai@tmc.transport.nsw.gov.au
Mobile:	N/A	Fax:	N/A

DUBBO REGIONAL COUNCIL		Name:	Dennis Valantine
Address:	Cnr Church and Darling Streets Dubbo NSW 2830	Position:	Senior Traffic Engineer
Phone:	02 68014930	Email:	dennis.valantine@dubbo.nsw.gov.au
Mobile:	0418244350	Fax:	02 68014259

INSERT ORGANISATION NAME		Name:	
Address:		Position:	
Phone:		Email:	
Mobile:		Fax:	

3 MISSION

This document – Special Event Traffic and Transport Management Plan (TMP) - aims to provide a plan for the event to safely and efficiently proceed for event participants, event vehicles, non-vehicles and pedestrians. Safety measures to assist in delivering safe logistical support of the Commonwealth Games Queen's Baton Relay planned to take place in Wellington and Dubbo on Tuesday 30 January 2018. The underlining objective is to minimise safety conflicts between vehicles and pedestrians and disruption to normal vehicular and pedestrian traffic.

The objectives of this TMP are:

- To provide a high level description of the various traffic management elements needed to make the event a success,
- Ensure effective separation between event patrons and participants from vehicular traffic,
- To provide a framework for each agency to use to develop their own lower level plans,
- To serve as the key document that is agreed to by all parties and is the final approval to conduct the event, and
- Minimise impact on non-event community and emergency services.

4 SITUATION ANALYSIS

On Tuesday 30 January 2018 there will be Commonwealth Games Queen's Baton Relay event held in Wellington and Dubbo that will require altered traffic arrangements.

The Relay will proceed from Orange to Dubbo with a Community Stop in Wellington for lunch in the Civic Centre and Batonbearer Mode within Cameron Park. Altered traffic arrangements for Wellington will incorporate temporary rolling road closures of intersections to allow the unimpeded traffic flow of the Convoy to enter and exit the township with on street parking areas to be secured for the Convoy adjacent the Civic Centre and Transfer (Satellite) adjacent Cameron Park. The Baton bearer Mode will occur within Cameron Park prior to proceeding on route to Dubbo.

In Dubbo altered traffic arrangements will incorporate temporary rolling intersection road closures for the Convoy to enter Dubbo for unimpeded traffic flow to the staging location at Apex Oval and will also be implemented for the Batonbearer Mode from Apex Oval, through the CBD to the finish at Victoria Park. A Transfer (Satellite) convoy will take place prior to the Batonbearer Mode to Taronga Western Plains Zoo for a short promotion and will not require any traffic arrangements. An on street car parking area will be required in Darling Street adjacent Victoria Park for the convoy with Councils Civic Administration Building car park closed for the Batonbearer staging.

Traffic Control measures included in this document is a result of consultation undertaken by, TMC, RMS, NSW Police and Dubbo Regional Council.

Traffic control measures include simple hard and soft road closures, use of traffic control devices (traffic signs) to warn motorists of the changes in traffic conditions. It is noted that per NSW Workplace Health & Safety (WHS) law the Event Organiser – Dubbo Regional Council and Land Owners – RMS, bear individual and shared risks related to the safety of event patrons and motorists. The Dubbo Regional Council is identified as responsible for event related safety risks which are associated with non-transferable WHS statute-posed obligations and Common Law Duty of Care provisions. In this context, Dubbo Regional Council and NSW Department of Premier and Cabinet should continue to actively consult and take all reasonable measures to practically exercise their duty of care obligations.

These traffic arrangements are detailed in Appendix B

5 EXECUTION

5.1 General Outline

The event planning requires highly coordinated efforts from a number of agencies.

QUEEN'S BATON RELAY LOCAL WORKING GROUP

GOLDOC

- Oversee the Local Working Group for the Event.

DUBBO REGIONAL COUNCIL

- In accordance to the Local Government Agreement and Planning Paper between the host council and GOLDOC.
- Undertake a lead role in the Local Working Group for the Event.
- Coordinates the logistics for holding the event, Venue Management, Event Production, Stage Management and Programming
- Develop event route accordingly to an approved event route by QBR organisers, NSW Police, and Roads & Maritime Services.
- Prepare a Town Traffic & Transport Management Plan (TMP) using this template (including Traffic Control Plans (TCPs) if required)
- Organise approval of the event through the Local Traffic Committee and advises on or implements appropriate conditions to conduct the event
- Advertising for road closures locations, times and alternative route information in the Local News & newspaper if required.

- Prepare documentation, collaborating with the event organiser, with relevant event details in towns the Commonwealth Games Queen's Baton Relay is travelling through; this may include ceremonies, farewells, organized parades and/or community involvement, local Traffic Control Plans and any activities that will have an impact on the community.

NSW ROADS AND MARITIME SERVICES

- Attend regional Local Working Group meetings for this event.
- Provide event organizer with professional and technical advice in regards to the management of the on-road special events, the event route, TMP and TCP.
- Review and comment on the Special Event Traffic & Transport Management Plan template.
- Attend State Working Group meetings for this event.

NSW POLICE

- Attend regional Local Working Group meetings for this event.
- Provide resources to manage road closures and point duty when required subject to police discretion.
- Assists with the deployment of road closures and crowd control barriers when required subject to police discretion.

TRANSPORT MANAGEMENT CENTRE

- Develop of the Traffic & Transport Management Plan template, standardized for all Commonwealth Games Queen's Baton Relay.
- Development of the draft and the final route map for each Commonwealth Games Queen's Baton Relay.

6 PHYSICAL SURVEY OF QUEEN'S BATON RELAY ROUTE

Note: If YES is verified – identify and list what action will be to manage the issue (some examples are written in the table)

Item	Verified		Action Taken
	Yes	No	
All one way streets are as described		[x]	
Block access to Church on Sunday		[x]	
Block access to local businesses	[x]		Access will only be restricted to businesses in the CBD during the short term duration of the temporary rolling road closures for the Baton bearer Mode in Dubbo that close just prior to and opens just after the relay passes. Extensive media and public awareness will be undertaken 2 weeks prior to and leading up to the event.
Block Ambulance access		[x]	
Block fire station access		[x]	
Block heavy vehicle access		[x]	

Item	Verified		Action Taken
	Yes	No	
Block hospital access		[x]	
Block local resident access	[x]		Access will only be restricted to residents along the route during the short term duration of the temporary rolling road closures for the Batonbearer Mode in Dubbo that close just prior to and opens just after the relay passes. Extensive media and public awareness will be undertaken 2 weeks prior to and leading up to the event.
Block Police vehicle access		[x]	
Block Public facility (football oval, carpark etc)		[x]	
Block public transport access	[x]		There will be restricted movements of the commercial bus and taxi services during the short term duration of the temporary rolling road closures for the Baton bearer Mode in the Dubbo CBD that close just prior to and opens just after the relay passes. Public Transport Services will be contacted individually and advised of the restrictions. Bus Services may need to be delayed for a short period. Taxis can operate outside the relay route through the CBD. Extensive media and public awareness will be undertaken 2 weeks prior to and leading up to the event
Construction – existing, proposed that may conflict		[x]	
Distance measured is correct		[x]	
Lane widths		[x]	
Local access		[x]	
Numbers of lanes are as described		[x]	
Restricted movements – banned turns, heavy/high vehicles		[x]	
Road signage – existing/temporary	[x]		Temporary road barriers and road closed signs will be used at strategic intersections along the route.
Route impeded by traffic calming devices?		[x]	
Signalised intersections (flashing yellow? Point duty?)	[x]		NSW Police and Council Traffic controllers will manage the signalised intersections.
Tidal flows		[x]	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	[x]		Access will only be restricted to businesses in the CBD during the short term duration of the temporary rolling road closures for the Batonbearer Mode in Dubbo that close just prior to and opens just after the relay passes. Extensive media and public awareness will be undertaken 2 weeks prior to and leading up to the event.

Item	Verified		Action Taken
	Yes	No	
Traffic movement contrary to any Notice		[x]	
Traffic signals are as described		[x]	
Turning lanes are as described		[x]	

7 ROUTE AND EVENT

As the Commonwealth Games Queen's Baton Relay is not a static event, each and every day will have a different agenda, course, schedule and participants' involvement. The following text will describe day by day relay routes and stops along the course (e.g. duration of ceremony), local street closures and traffic disruption/changes during the relay.

Safety analysis and measurements regards safety of participants along route, such as running along high speed road, will be covered in this section.

On Tuesday 30 January 2018 the Queens Baton Relay will leave Orange City Council on route to Dubbo Regional Council where there will be events held in two locations Wellington and Dubbo.

WELLINGTON

The Convoy route will head north from Orange at approx.11.54am along the Burrendong Way into the Dubbo Regional Council LGA passing through the Villages of Stuart Town and Mumbil then right onto the Mitchell Highway and continues north to the Wellington Civic Centre in Swift Street for a Community Stop and lunch arriving at 1.17pm and departing for Dubbo at 2.25pm. The Convoy will have secured parking along Swift Street. Whilst in Wellington a Batonbearer Mode and 10minute Baton Display will be undertaken in Cameron Park requiring a Transfer (Satellite) to the Park and parking space on the adjacent Mitchell Hwy. The event is wholly contained within Cameron Park. There will be the need for minor traffic management on three intersections by the NSW Police and Council to temporarily stop traffic to enable the free flow of the convoy on entry to and exit to the Civic Centre along the local Arthur and Swift Streets. The on street parking areas will be secured the night before.

DUBBO

Following the Community Stop in Dubbo the Convoy then continues north along the Mitchell Highway passing through the Village of Geurie for arrival at 3.10pm to Apex Oval being the staging area and location for the commencement of the Dubbo Baton Relay. On entry to the Dubbo urban area the NSW Police and Council will temporarily stop traffic at several intersections to enable the free flow of the convoy along the Mitchell Highway, Wheelers Lane , Birch Ave, Brigalow Ave and Coral Crescent to the entry point of Apex Oval.

Prior to the Dubbo Baton bearer Relay a Transfer (Satellite) will occur between 15.20pm – 16.32pm to the Taronga Western Plains Zoo for a promotional event. The route proposed encompasses Kokoda Place, Wingewarra Street, Fitzroy Street Mitchell Highway (Cobra Street) Newell Highway, Obley Road and return. There will be no need for any traffic arrangements for this activity.

The Baton bearers relay will commence from Apex Oval at 4.41pm incorporating a rolling road closure along the route arriving at Victoria Park at 5.27pm a distance of 3.84km. The Queens Baton will be on display between 5.30pm and 6.00pm The Baton Relay celebrations in Victoria Park are planned between 5 – 7.00pm. The Relay route will traverse the inner residential and CBD locations from Apex Oval into Kokoda Place then Wingewarra St, Hopetoun Street, Bultje Street, Macquarie Street, Talbragar Street and Darling Street. The convoy will predominately travel on the left hand side of the carriageway or as directed by the Police Traffic Command. The relay route is within a 50kmh speed zone. The proposed Traffic Management will incorporate a rolling road closure of intersections along the route requiring traffic controllers, police, marshals, barrier boards and road closure signs. Intersections will be closed 5 minutes prior to the convoy approach and

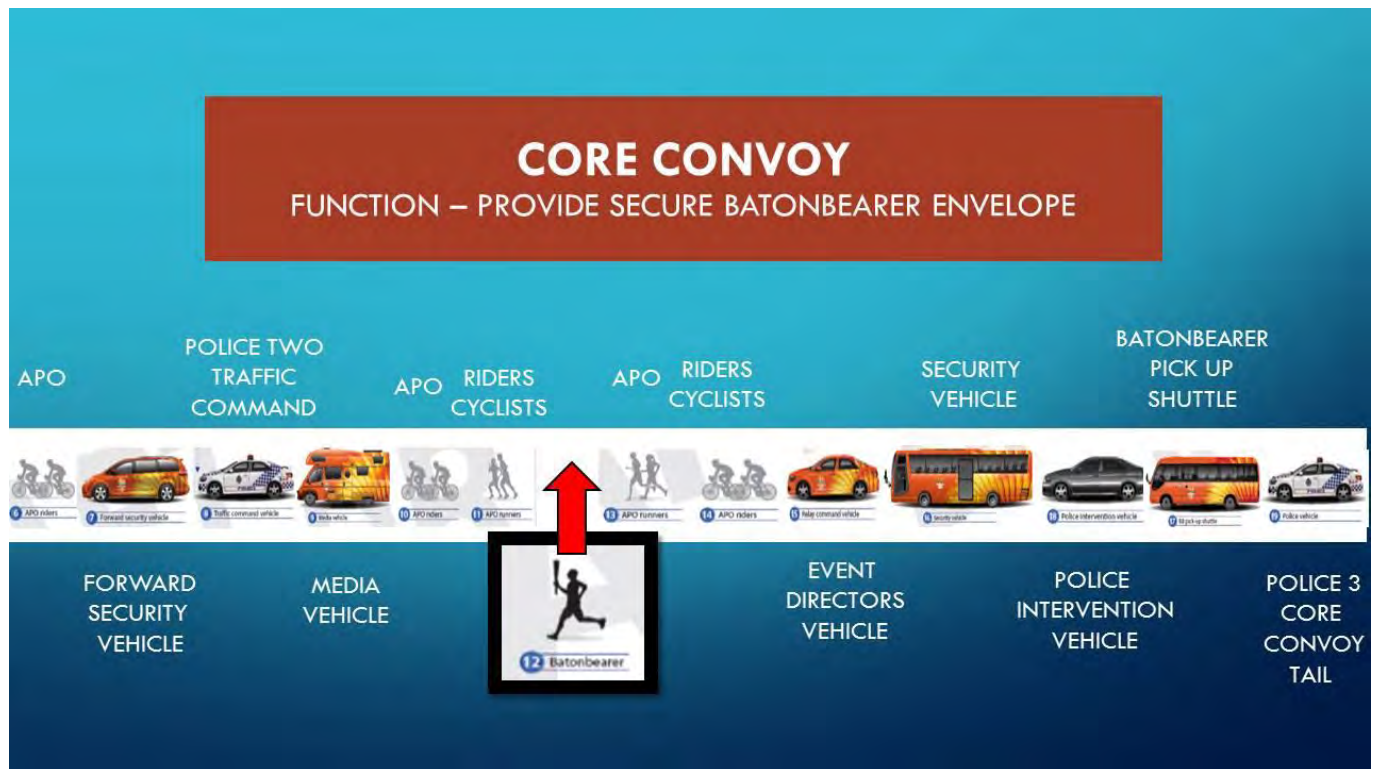
opened when the convoy has travelled 200m past the intersection. Police will be required at the signalised intersections of Bultje and Darling Streets and Talbragar and Darling Streets.

To accommodate the convoy parking at the conclusion of the relay and departure from Victoria Park at the end of the day a temporary road closure of Darling Street between Talbragar and Wingewarra Streets will be implemented between 4.15pm to 6.30pm. The parking lane adjacent Victoria Park between Talbragar and Church Streets will be closed off at 6.00am on Event day. Authorised entry to Darling Street will be retained for the Batonbearers bus transport access to the Collection point in Councils Civic Administration Building. A temporary detour will be required for the Darling Street closure via Talbragar, Gipps and Wingewarra Streets.

8 CONVOY CONFIGURATION

The Commonwealth Games Queen’s Baton Relay Drop Off/ Core convoy configurations will depend on the number of the participants in each of the relay segments. The Baton Relay convoy will be determined by the Local Working Group in consultation with Council, Police as security and TMC suggestions, to empower safety of the relay for the batonbearers and the safety of the spectators viewing the relay.





8.1 Convoy Details

- Date:** Tuesday 30 January 2018
- Start Point:** Burrendong Way (Orange City Council)
- End Point:** Victoria Park Dubbo with Community Stop in Wellington
- Council:** Dubbo Regional Council
- Event Details:** Convoy Mode from Orange to Wellington Civic Centre for Lunch Break and Community Stop arriving at 1.17pm
- Satellite Transfer to Cameron Park Wellington for Batonbearer Mode/relay within the parkland and Community Stop 1.27 – 2.11pm.
- Satellite Transfer to Wellington Civic Centre 2.11 – 2.25pm
- Convoy Mode Wellington Civic Centre to Dubbo Junior League, Apex Oval Dubbo 2.25 - 3.10pm.
- Crew Break Apex Oval 3.10 – 4.32pm
- Satellite Transfer Apex Oval to Taronga Western Plains Zoo 3.20pm
- Photo Opportunity / Baton mode at Taronga Western Plains Zoo 3.48 – 4.03pm
- Satellite Transfer Taronga Western Plains Zoo to Apex Oval 4.18pm
- Commence Darling Street road closure at 4.15pm
- Baton Relay commences from Apex Oval 4.41pm
- Baton Relay concludes at Victoria Park 5.27pm
- Baton bearer split into Victoria Park 5.30pm
- Baton on public display, end of day 5.30 – 6.00pm
- Commence road closure at 9am and remain closed till 3pm
- Baton Bearer Drop Off commence
- Baton Relay commence
- Baton Relay stop at Memorial Park
- Baton Relay continue to beach

Baton Bearer Pick Up Shuttle

Event Route: Start Orange to Wellington:

Continue north on the Burrendong Way passing through the Villages of Stuart Town and Mumbil.

Right at Mitchell Highway

Straight on at Maughan Street Roundabout into Arthur Street

Left turn into Swift Street to Wellington Civic Centre Finish

Start Satellite Transfer from Wellington Civic Centre

Straight on to Mitchell Highway and adjacent Cameron Park for Baton Relay and return to Civic Centre

Wellington to Dubbo:

Straight on from Wellington Civic Centre

Right at Mitchell Highway

Continue north on the Mitchell Highway passing through the Village of Geruie

Continue straight on at the Sheraton Road roundabout

Right at Wheelers Lane

Left at Birch Avenue

Left at Brigalow Avenue

Right at Coral Crescent

Right into the rear access to end at Apex Oval

Satellite Transfer Taronga Western Plains Zoo :

Exit Apex Oval onto Kokoda Place

Left at Wingewarra Street

Left at Fitzroy Street

Right at Mitchell Highway

Left at Newell Highway

Left at Obley Road

Right at Taronga Western Plains Zoo

Return from Taronga Western Plains Zoo to Apex Oval via the return route.

Dubbo Baton relay;

Exit Apex Oval onto Kokoda Place

Left at Wingewarra Street

Left at Hopeton Street

Right at Bultje Street

Right at Macquarie Street

Right at Talbragar Street

Right at Darling Street

End at Victoria Park

9 CONTINGENCY PLANS

This section of the Traffic Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event. Any contingency plans will be managed by the Local Working Group in consultation with all relevant stakeholders.

10 ON ROAD EVENT INFRASTRUCTURES

Responsibility	Plan
N/A	<p>Ambulances and Medical Emergency access lanes and medical details will be presented in the Health Plan prepared by event organiser for each day.</p>
	<p>Port- a-loos Prepare plan for port-a loos / during the march</p>
	<p>Water and food stations Water and food stations will be cover in Heath Plan prepared by event organiser.</p>
N/A	<p>Cleaning/removal/disposal - During the town ceremonies There will be wheelie bins and skips positioned at Location. During the event there will be waste staff servicing the picnic area of rubbish. At the commencement of the picnic an emu bob will occur at the Location. All wheelie bins will be pushed to the Location for collection. The skips will go off Location and Location.</p>
	<p>Cleaning/removal/disposal - In a overnight camp There will be wheelie bins and skips positioned at Location. During the event there will be waste staff servicing the picnic area of rubbish. At the commencement of the picnic an emu bob will occur at the Location. All wheelie bins will be pushed to the Location for collection. The skips will go off Location and Location.</p>

Responsibility	Plan
N/A	<p>Media / Television</p> <p>Media will be accredited and assemble at Location at Time. They will then be based to the Location for the start of the event.</p>
Dubbo Regional Council	<p>Barricades</p> <p>Road closure barriers will be installed by Dubbo Regional Council Works personell as per Traffic Control Plans prepared and signed by Dennis Valantine.</p>

11 HEAVY VEHICLE MANAGEMENT

N/A

Note: in case that heavy vehicles are common in area (due to industrial sites or worksite) ; Prepare plan for access and /or overtaking manoeuvres during the convoy proceeding through the area.

12 EVENT SIGNAGE

12.1.1.1 The host council (in conjunction with the Traffic Control Company) is responsible for the installation and the removal of the signage (advance, detours, wayfinding, etc) prior and after the completion of the event in the area.

N/A

13

APPENDIX A - CONTACTS**14**

Name	Agency	Telephone No.	Mobile No.	Emails
Insert Name	Insert Agency	Insert Landline No.	Insert Mobile No.	Insert Email as Hyperlink

15

APPENDIX B - TRAFFIC ARRANGEMENT

15.1 Road Closures

Road closures will be implemented on Tuesday 30 January 2017

The following roads will be Closed during the event:

DUBBO

FROM 4.15PM TO 6.30PM

Darling Street	between Talbragar Street and Wingewarra Street	direction/sides
Street name	between Street name and Street name	direction/sides
Street name	between Street name and Street name	direction/sides
Street name	between Street name and Street name	direction/sides

Traffic Control Plans are presented in Appendix C Traffic Control Plans. All closures will be implemented according to TCPs by Dubbo Regional Council

Maps showing road closures are in Appendix D

15.2 Detour Signage Plan

Darling Street Detour required (See Appendix C)

16

APPENDIX C - TRAFFIC CONTROL PLANS

Insert relevant traffic control plans *if required

17

APPENDIX D - MAPS

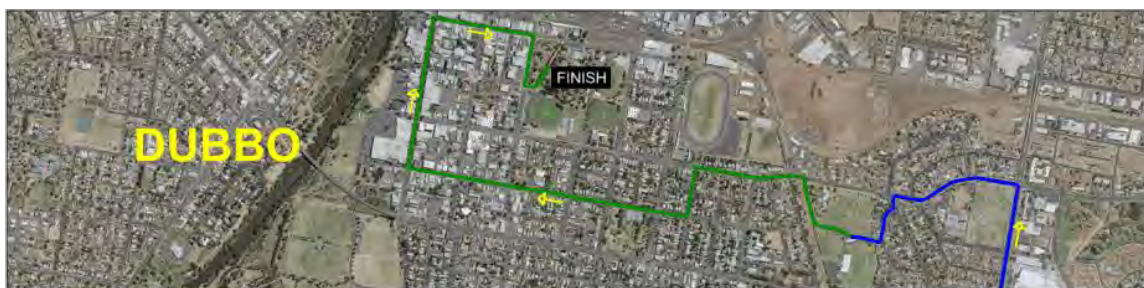
Insert maps. Maps will be supply by TMC

18

APPENDIX E - OPERATIONAL MANUAL

Insert daily event schedule

COMMONWEALTH GAMES QUEENS BATON RELAY TRAFFIC CONTROL PLAN WELLINGTON AND DUBBO TUESDAY 30 JAN 2018



NOTES

1. COMMONWEALTH GAMES BATON RELAY PARADE ROLLING ROAD CLOSURES OPERATE IN DUBBO BETWEEN 4:30PM-5:30PM. ROAD CLOSURES TO COMMENCE 5 MINUTES BEFORE THE RELAY.
2. TRAFFIC CONTROLLERS / MARSHALS TO BE IN PLACE 30 MINUTES PRIOR TO THE RELAY ARRIVAL.
3. TRAFFIC TO BE CONTROLLED AT INTERSECTIONS (AS SHOWN).
4. TRAFFIC CONTROLLERS / MARSHALS TO REMAIN IN PLACE UNTIL THE RELAY HAS PASSED & CLEARANCE GIVEN BY COUNCIL'S RELAY ROUTE SUPERVISOR TO DISMANTLE AND VACATE THE ROUTE.
5. MARSHALS TO BE PROVIDED AT ALL ROAD CLOSURE POINTS AND ALONG THE ROUTE FOR THE PURPOSE OF CROWD/PARTICIPANT CONTROL.
6. ONLY EMERGENCY AND AUTHORISED VEHICLES ARE PERMITTED ACCESS WITH IN A ROAD CLOSURE AREA.
7. NSW POLICE TO PROVIDE TRAFFIC CONTROL FOR THE CONVOY AT THOSE NOMINATED INTERSECTIONS INVOLVING THE ARRIVAL IN WELLINGTON AT THE MAUGHAN & ARTHUR STREETS INTERSECTION AND TO APEX OVAL IN DUBBO (THAT BEING THE MITCHELL HWY/WHEELERS LANE AND WHEELERS LANE/BIRCH AVE ROUTE).
8. DURING THE BATON RELAY, PARKING IN THE DUBBO REGIONAL COUNCIL CARPARK AND ON THE EASTERN SIDE OF DARLING ST BETWEEN CHURCH AND TALBRAGAR ST IS PROHIBITED.
9. A TEMPORARY ROAD CLOSURE OF DARLING ST BETWEEN TALBRAGAR AND WINGEWARRA ST WITH A DETOUR VIA TALBRAGAR, GIPPS AND WINGEWARRA ST WILL BE IMPLEMENTED FROM 4:15PM TO 6:30PM.

LEGEND

- ROAD CLOSURE AREA
- POLICE-CONTROLLED INTERSECTION
- TRAFFIC SIGNAL
- STATIC BARRIER
- MARSHALL X 44
- COUNCIL-APPROVED TRAFFIC CONTROLLER X 4
- BATON RELAY ROUTE
- CONVOY ARRIVAL ROUTE

DRAFT

TRAFFIC MANAGEMENT PLAN AUTHORITY	DESIGNER/PLAN NAME	DATE	SURVEY DATE	FIELD BOOK/SURVEY FILES	SCALES
APPROVED BY	DESIGN DATE	DESIGN FILES	NOT TO SCALE		
ACCREDITATION NUMBER	DRAWING DATE	DRAWING DATE	ORIGINAL SIZE: A1		
APPROVED	ENGINEER	DATE	DRAWING FILES		
MANAGER/TECHNICAL SUPPORT	SCHEMATIC DESIGN ENGINEER	DATE	DRAWING FILES		

PERMANENT MARK: N/A	REL: N/A	DATE: AHD & MGRSD	
STATUS: DRAFT ISSUE	PRINT DATE: 23/11/2017		
No.	DATE	APPD	DETAILS OF AMENDMENTS
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BRANDING TITLE
**QUEENS BATON RELAY
ROUTE -
WELLINGTON
& DUBBO**

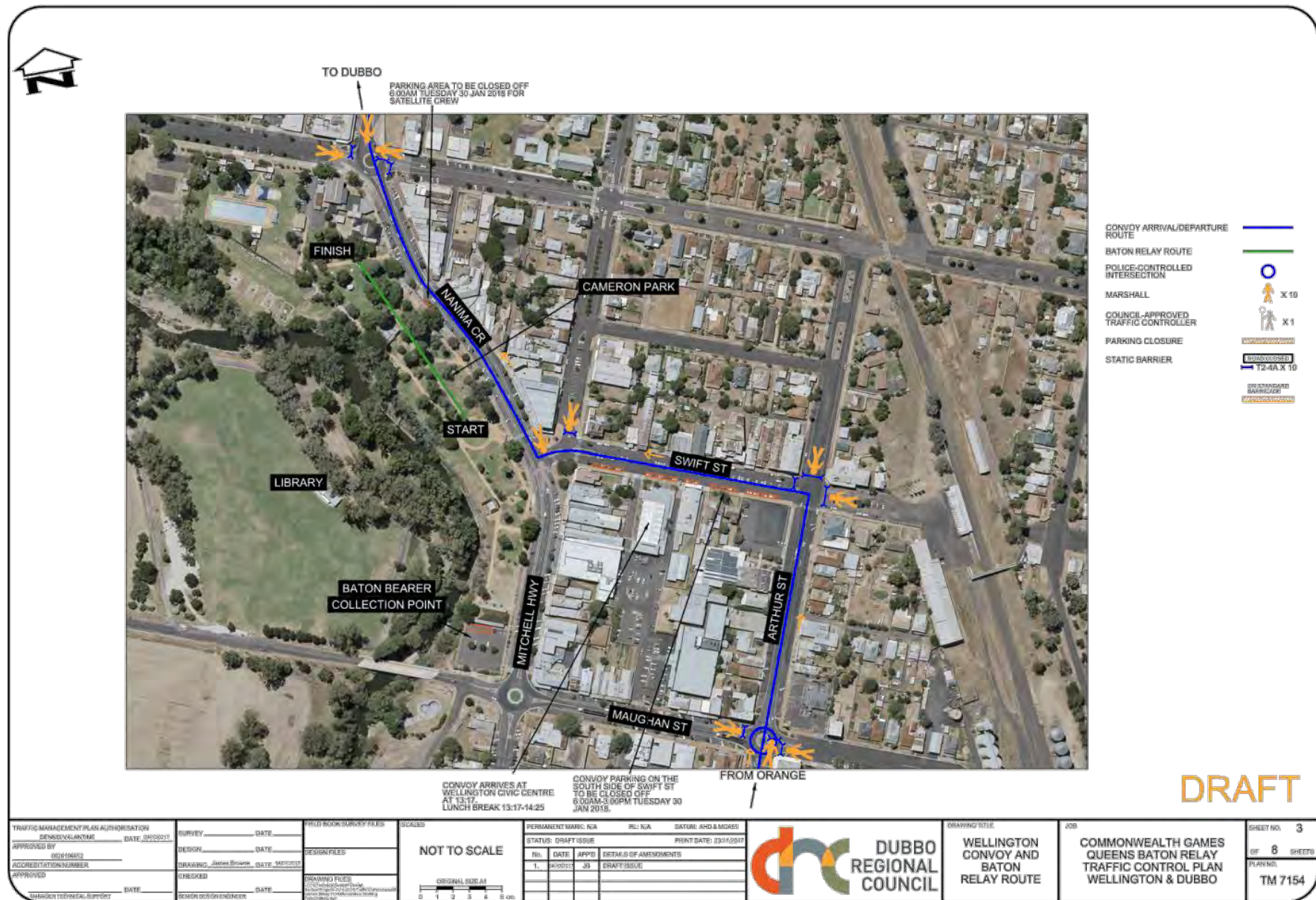
JOB
**COMMONWEALTH GAMES
QUEENS BATON RELAY
TRAFFIC CONTROL PLAN
WELLINGTON & DUBBO**

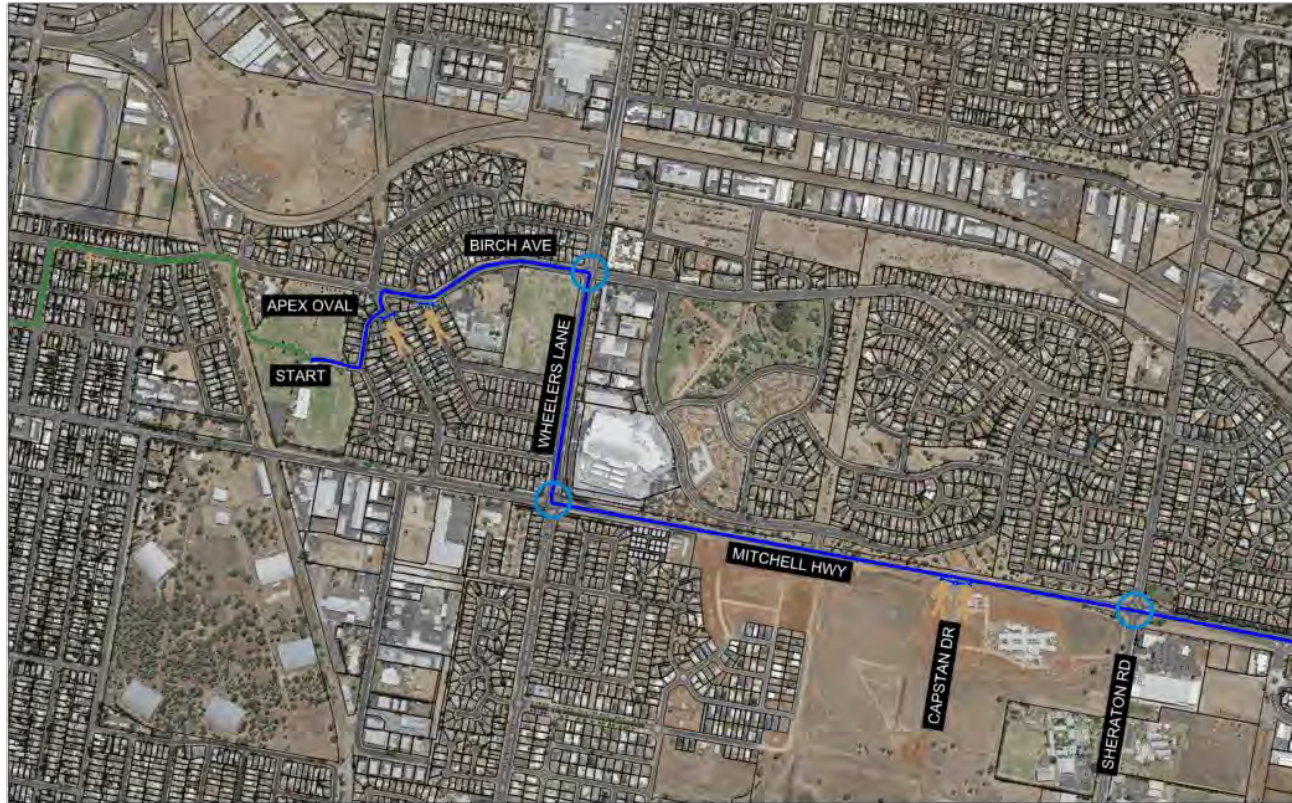
SHEET NO.	1
OF 8 SHEETS	
PLAN NO.	TM 7154

Day Schedule Tuesday 30 Jan 2018		
Time	Activity	Time
13:17	Arrive Wellington Civic Centre from Orange	13:17
13:17-13:27	Unload at WCC	Lunch at WCC 13:17-14:15
13:27-13:29	Satellite transfer to Cameron Park	
	Load at Cameron Park	
13:44-13:46	Baton bearer to Cameron Park	
	Stop at Park	
	Pickup baton bearer	
	Convoy drive to Dubbo Apex Oval	14:25-15:10
15:10-16:32	Crew break at Apex Oval Dubbo	15:10-16:32
15:20-16:32	Satellite transfer to Taronga Western Plains Zoo	15:20-16:32
16:41-17:27	Baton bearer relay from Apex Oval to Victoria Park	16:41-17:27
17:30-18:00	Queens Baton on Public Display	17:30-18:00

DRAFT

TRAFFIC MANAGEMENT PLAN AUTHORIZATION DESIGNED BY: _____ DATE: _____ CHECKED BY: _____ DATE: _____ APPROVED BY: _____ DATE: _____ DRAWING NUMBER: _____	SURVEY: _____ DATE: _____ DESIGN: _____ DATE: _____ DRAWING: _____ DATE: _____ CHECKED: _____ DATE: _____ DESIGNED BY: _____	FIELD BOOKS/RISE SHEETS _____ _____ _____	SCALES NOT TO SCALE ORIGINAL SIZE: A1 0 1 2 3 4 5 6 7 8 9 10	PERMANENT MARK: N/A STATUS: DRAFT ISSUE No. DATE APPD DETAILS OF AMENDMENTS 1. DATE: JS DRAFT ISSUE	RE: N/A DATE: AND & MODS PRINT DATE: 15/1/2017	DRAWING TITLE EVENT SCHEDULE	JOB COMMONWEALTH GAMES QUEENS BATON RELAY TRAFFIC CONTROL PLAN WELLINGTON & DUBBO	SHEET NO. 2 OF 6 SHEETS PLAN NO. TM 7154
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- NOTE**
 1. NSW POLICE TO PROVIDE TRAFFIC CONTROL FOR ALL INTERSECTIONS INVOLVING THE ARRIVAL TO APEX OVAL FROM WELLINGTON AS SHOWN.
- CONVOY ARRIVAL ROUTE —
 - BATON RELAY ROUTE —
 - POLICE-CONTROLLED INTERSECTION
 - MARSHALL X 4
 - COUNCIL-APPROVED TRAFFIC CONTROLLER X 0
 - COUNCIL TRAFFIC CONTROL BIRGALOW AVE, CORAL CR T2-4A X 4

FROM WELLINGTON

DRAFT

TRAFFIC MANAGEMENT PLAN AUTHORIZATION APPROVED BY: _____ DATE: 20/10/2017 ACCREDITATION NUMBER: 000116693 APPROVED: _____ DATE: _____ MANAGER TECHNICAL SUPPORT	SURVEY: _____ DATE: _____ DESIGN: _____ DATE: _____ DRAWING: _____ DATE: 20/10/2017 CHECKED: _____ DESIGNER/ENGINEER	FIELD BOOK/SURVEY FILES SCALES <p style="text-align: center;">NOT TO SCALE</p> <p style="text-align: center;">ORIGINAL SIZE: A1</p> <p style="text-align: center;">0 1 2 3 4 5 6 cm</p>	PERMITS/MARKS: N/A STATUS: DRAFT ISSUE <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>No.</th> <th>DATE</th> <th>APP'D</th> <th>DETAILS OF AMENDMENTS</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>20/10/17</td> <td>JS</td> <td>DRAFT ISSUE</td> </tr> </tbody> </table>	No.	DATE	APP'D	DETAILS OF AMENDMENTS	1.	20/10/17	JS	DRAFT ISSUE	DUBBO REGIONAL COUNCIL DRAWING TITLE: DUBBO CONVOY ROUTE	JOB: COMMONWEALTH GAMES QUEENS BATON RELAY TRAFFIC CONTROL PLAN WELLINGTON & DUBBO	SHEET NO: 4 OF 8 SHEETS PLAN NO: TM 7154
No.	DATE	APP'D	DETAILS OF AMENDMENTS											
1.	20/10/17	JS	DRAFT ISSUE											

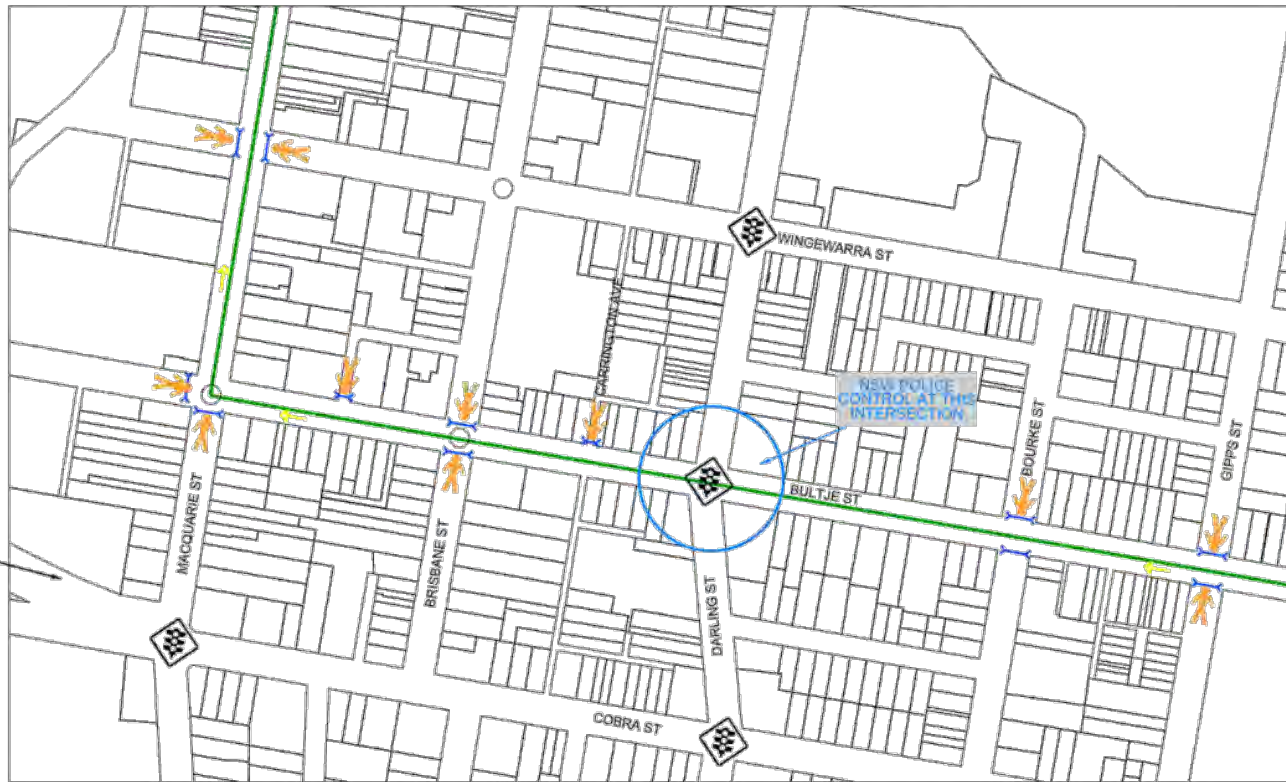


- BATON RELAY ROUTE
- COUNCIL-APPROVED TRAFFIC CONTROLLER X 0
- MARSHALL X 14
- STATIC BARRIER 12-4A X 19

RELAY START AT APEX OVAL

DRAFT

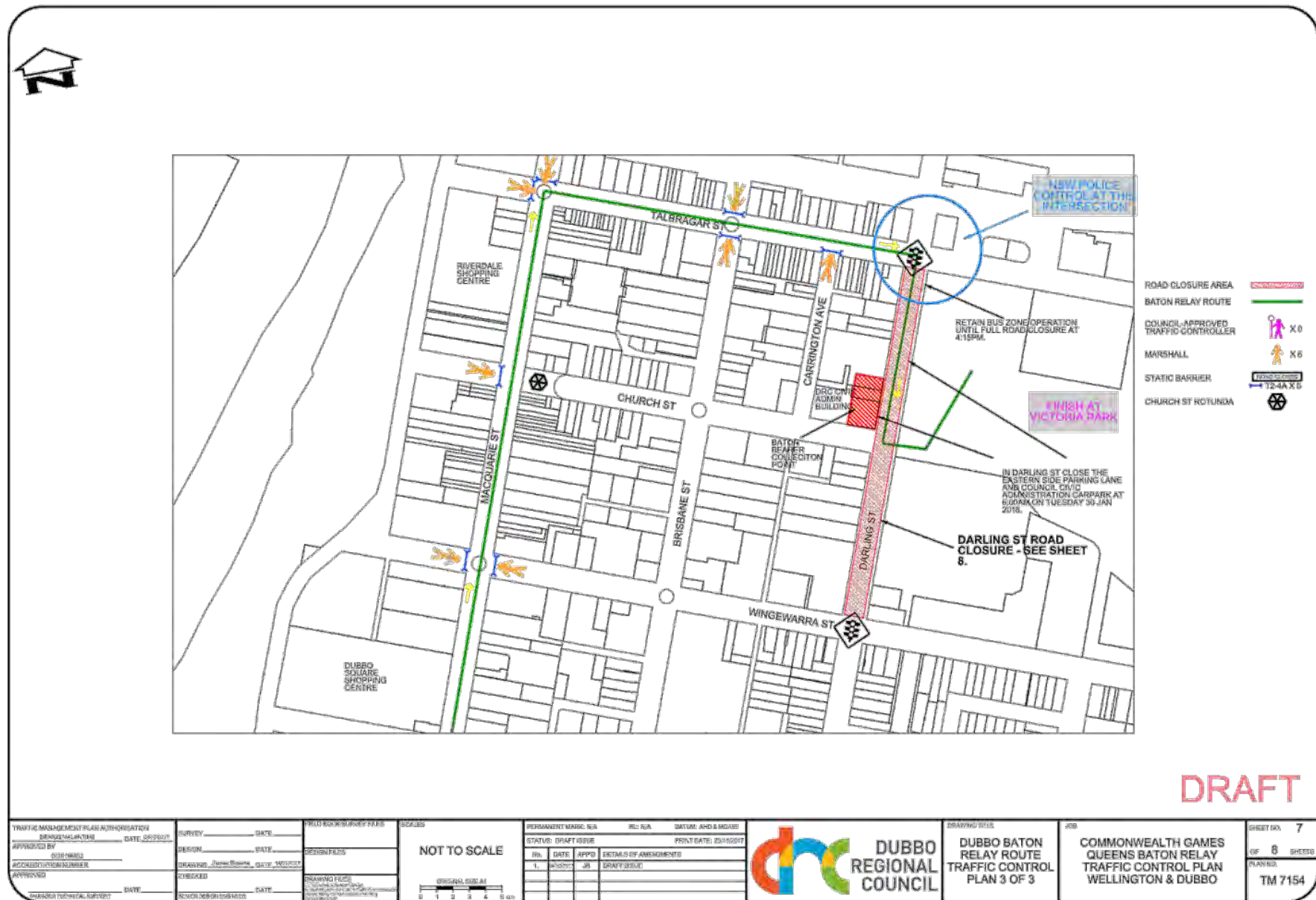
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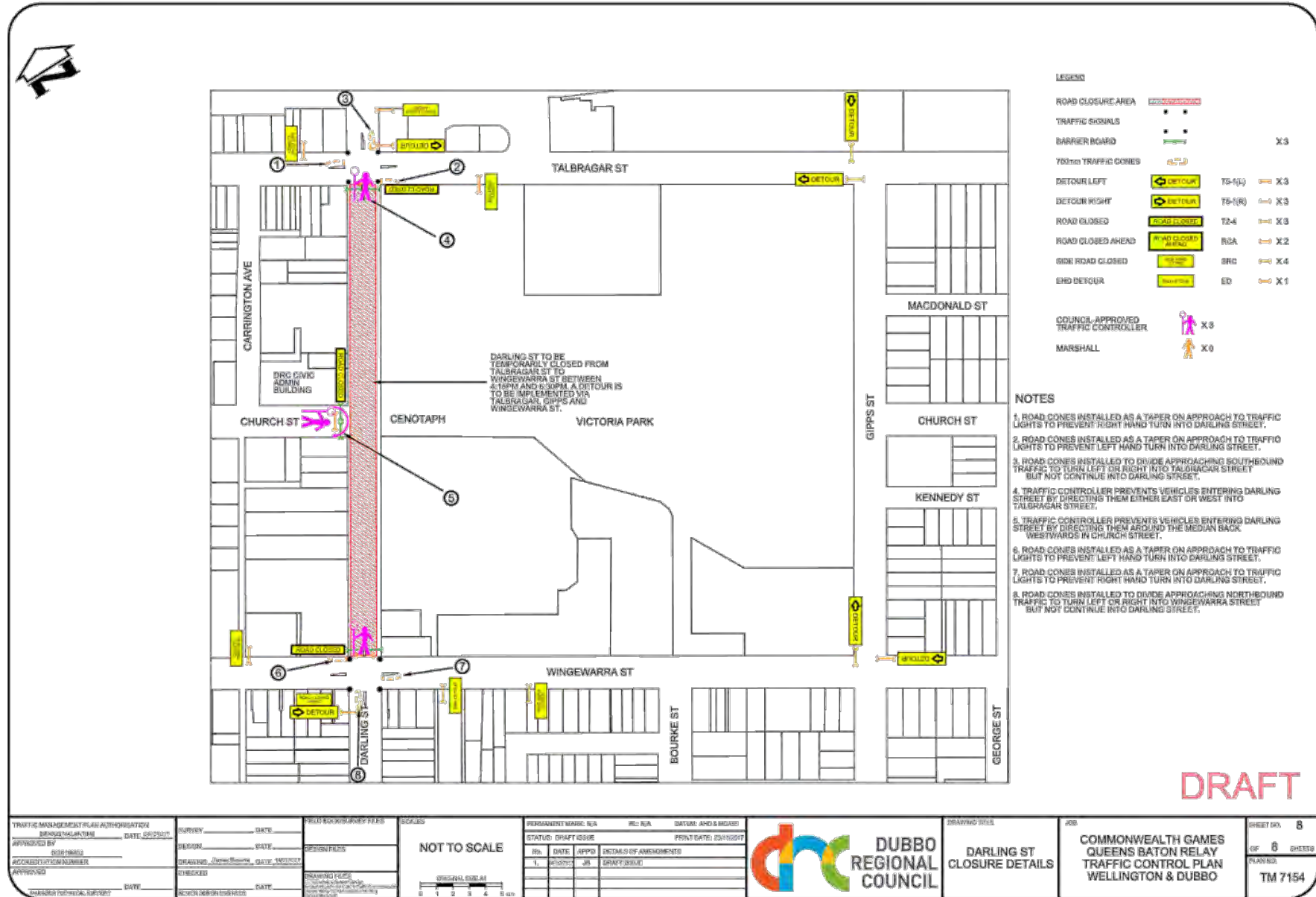
- BATON RELAY ROUTE —
- COUNCIL-APPROVED TRAFFIC CONTROLLER 👤 X 0
- MARSHAL 👤 X 10
- STATIC BARRIER 🚧 12-4A X 10

DRAFT

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TRAFFIC MANAGEMENT PLAN AUTHORIZATION APPROVED BY: _____ DATE: 25/03/2017 APPROVED: _____ DATE: _____		SURVEY: _____ DATE: _____ DESIGN: _____ DATE: _____ DRAWING: _____ DATE: _____		FIELD BOOK/SURVEY FILES SCALES NOT TO SCALE ORIGINAL SIZE: A1 0 1 2 3 4 5 6 7 8 9 10		PERMANENT MARK: N/A STATUS: DRAFT ISSUE PRINT DATE: 25/03/2017		DRIVING ROLE DUBBO BATON RELAY ROUTE TRAFFIC CONTROL PLAN 3 OF 3		JOB COMMONWEALTH GAMES QUEENS BATON RELAY TRAFFIC CONTROL PLAN WELLINGTON & DUBBO		SHEET NO: 7 OF 6 SHEETS PLAN NO: TM 7154	
APPROVED BY: _____ APPROVED: _____		DESIGNER: _____ CHECKED: _____		DESIGNER: _____ CHECKED: _____		No. DATE APPD DETAILS OF AMENDMENTS 1. 2017/03/25 JB DRAFT ISSUE		DUBBO REGIONAL COUNCIL		COMMONWEALTH GAMES QUEENS BATON RELAY TRAFFIC CONTROL PLAN WELLINGTON & DUBBO		SHEET NO: 7 OF 6 SHEETS PLAN NO: TM 7154	





REPORT: Proposed School Bus Zone - Central West Leadership Academy Wingewarra Street, Dubbo

AUTHOR: Senior Traffic Engineer
REPORT DATE: 5 December 2017
TRIM REFERENCE: ID17/2176

EXECUTIVE SUMMARY

This report deals with a proposed school bus zone in Wingewarra Street Dubbo to facilitate a proposed new school within the Western Plains Cultural Centre. The NSW Education Standards Authority has given authorisation for the Central West Leadership Academy (CWLA) to commence operations in 2018.

The Principal of CWLA has requested Council to consider the provision of a school bus zone with the Roads and Maritime Services proceeding to arrange for the implementation of a School Zone. The CWLA will only be a temporary facility for 1 to 2 years within the Community Arts Centre of the Western Plains Cultural Centre, as it will need to establish a permanent site. The CWLA will facilitate 30 students and share the Community Arts Centre facility.

An investigation, in consultation with the Manager Dubbo Buslines, has considered that a school bus zone should be located adjacent the school frontage in Wingewarra Street being the existing school bus service route. There will only be one bus servicing the school. The on-street parking condition is parallel with angle parking to the Disabled Parking Zone. There is insufficient length to accommodate the school bus zone without encroaching into the disabled zone. It is recognised that the disabled zone is intermittingly used at this location.

It is considered that a school bus zone could be established in Wingewarra Street incorporating the disabled parking zone as a split zone during school am and pm peak times.

It is recommended that a school bus zone be implemented in Wingewarra Street to facilitate the new Central West Leadership Academy within the Western Plains Cultural Centre in accordance with Council's Plan TM 7170.

ORGANISATIONAL VALUES

Customer Focused: Public transport is a vital service for all residents of Dubbo Regional Council. Council demonstrates its commitment to ensuring the safe and efficient delivery of school students along the road environment that has been addressed with the installation of school bus zones.

Integrity: Council shows commitment to making the road environment safer for all residents of Dubbo Regional Council.

One Team: Council is working with the public to deliver this project and improve the school student bus transport service throughout the City.

FINANCIAL IMPLICATIONS

Allocation of funds will be made available from the Minor Traffic Improvements Vote – Signs and Markings, within the Traffic Management Function.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

It is recommended that the Committee approve the implementation of a school bus Wingewarra Street to facilitate the new Central West Leadership Academy within the Western Plains Cultural Centre in accordance with Council's Plan TM7170.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Friday, 1 December 2017. The Committee had unanimous support for the adoption of the recommendation shown below.

RECOMMENDATION

- 1. It is recommended that a school bus zone be implemented in Wingewarra Street to facilitate the new Central West Leadership Academy within the Western Plains Cultural Centre in accordance with Council's Plan TM7170.**
- 2. That Council's Plan TM7170 be updated to remove the eastern disabled parking space and implement a bus zone 21 metres west from Gipps Street.**

Dennis Valentine
Senior Traffic Engineer

REPORT

A new school has been authorised to commence operations in 2018 within the Community Arts Centre of the Western Plains Cultural Centre. The building is located adjacent the intersection of Wingewarra and Gipps street. The Principal of the Central West Leadership Academy (CWLA) has made representation to Transport for NSW for a school bus service to the school, with subsequent request to Council, for consideration to the provision of a school bus zone.

Council has not received any formal documentation from the Principal, however the Safety Around Schools Project Officer for the Roads and Maritime Services (RMS) has advised that they have received official notification from NSW Education Standards Authority that the School will commence operations in 2018.

The CWLA has signed a venue hire agreement with the WPCC to take permanent use of the Maths Room and adjoining storage space within the Community Arts Centre from 23 January to 14 December 2018. The space is to be used as a registered school for pupils in years 3 to 6. The CWLA has indicated that it may wish to continue these terms in 2019, however this is not yet confirmed. It is understood that the School must seek a permanent site within two years. The RMS have advised that a School Zone will be implemented for the CWLA.

The CWLA will operate Monday to Friday from 9.00 am to 3.15 pm, on the same calendar as the NSW public schools. The School will have 30 students in 2018 in years 3 to 6. Students are able to arrive on Campus for supervised play from 8.45 am. It is expected that the set-down and pick-ups will occur in Gipps Street. This activity will be monitored following school operations. It is not expected that there would be parking accessibility issues at the am school time as there is minimal parking activity at this time. The pm time could experience some parking conflict, as there is some parking activity associated with the intermittent users of the Community Arts Centre.

Discussions have been held with the Manager of Dubbo Buslines on the provision of the school bus service and location for a school bus zone. The School will be serviced by one bus, with students that require transfers to other services dropped off at the existing interchange locations, such as operates in Sheraton Road. The existing school bus services utilise Wingewarra Street. Access to the school will be off Wingewarra Street. The main entry to Western Plains Cultural Centre (WPCC) is some 50 m west of the Community Arts Centre and School access. Immediately adjacent the access is a Disabled Parking Zone accommodating two parking spaces. Unrestricted angle parking is available west of the Disabled Parking Zone with 15 m of unrestricted Parallel Parking Zone, east to the No Stopping Zone at the Gipps Street intersection.

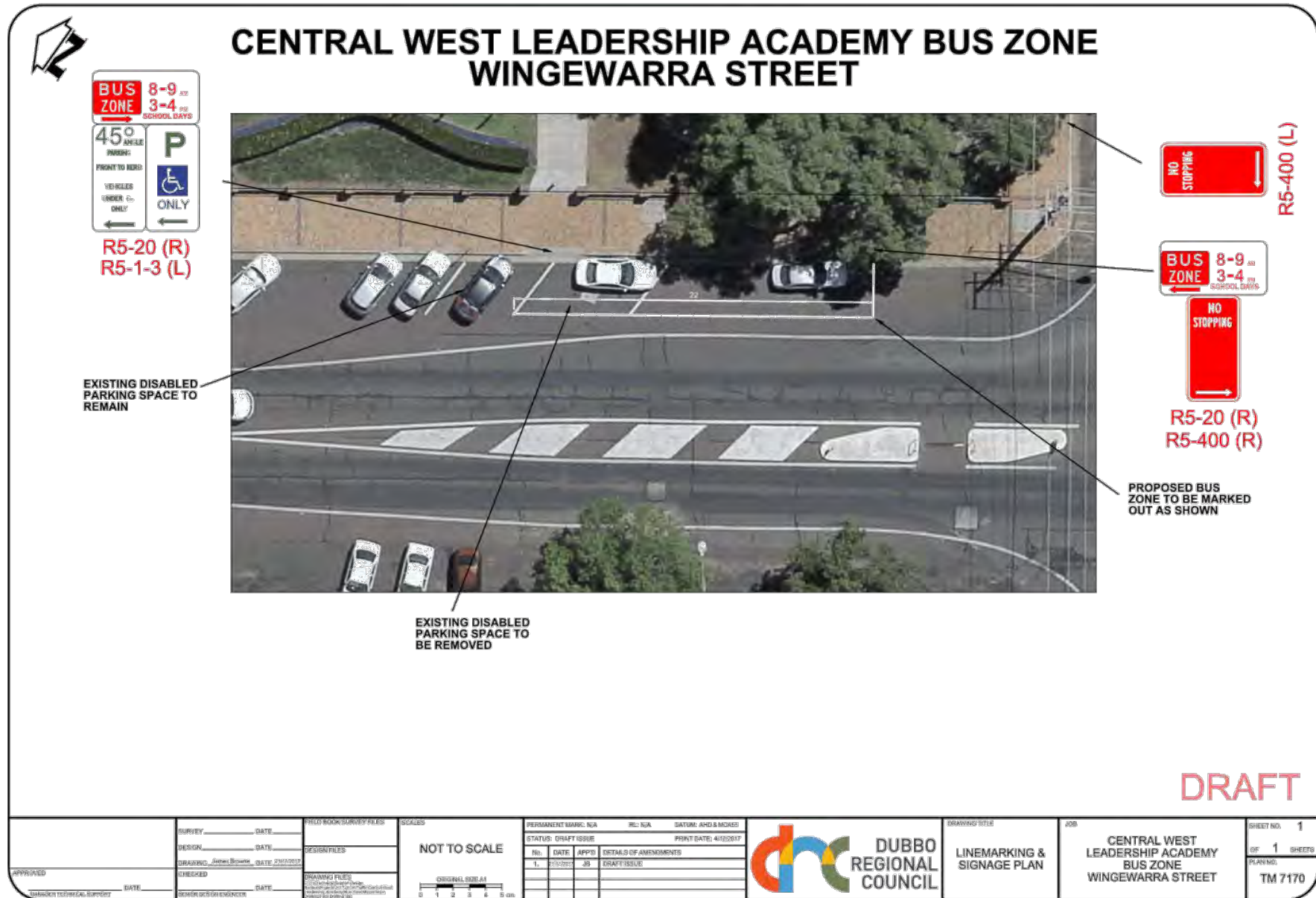
In consultation with the Manager of Dubbo Buslines it has been considered that the preferred location for the school bus zone is along the adjacent frontage to Wingewarra Street. Unfortunately, there is insufficient length within the Parallel Parking Zone to accommodate the bus entry and set down activity.

As the School will only be a temporary arrangement it was determined that the Disabled Parking Zone could be split zoned to enable peak am and pm school bus services. Given that there is only one bus accessing the school it was considered that there would be minimal impact on the disabled spaces with the School Bus Zone operational between 8 am to 9 am and 3 pm and 4 pm. The Manager of the WPCC has indicated that the disabled spaces are infrequently used, and there would be a notable dissemination of information provided to the users of the Community Arts Centre of any changes to the on-street parking environment to accommodate the CWLA. The Disabled Parking Zone is 12.5 m long restricted as angle parking and combined with the 15 m Parallel Parking Zone provides a 27.5 m School Bus Zone. Council's Plan TM7170 attached to the report details the school bus zone proposal.

It is recommended that a school bus zone be implemented in Wingewarra Street to facilitate the new CWLA within the WPCC in accordance with Council's Plan TM7170.

Appendices:

- 1 [↓](#) Central West Leadership Academy Bus Zone Plan





REPORT: Programs Addressing Inter-Generational Disadvantage in Regional Centres

AUTHOR: Director Community and Recreation
REPORT DATE: 4 December 2017
TRIM REFERENCE: ID17/2160

EXECUTIVE SUMMARY

At its Ordinary Meeting held on 23 October 2017, Council resolved the following:

"4. That Council endorse the principles of the 'justice reinvestment' concept and notes the trial currently being conducted in Bourke.

5. That Council notes the work being undertaken by local government in Burnie, Tasmania in identifying and addressing social problems.

6. That the General Manager be requested to provide a report to Council in December 2017 on the 'Burnie Works' initiative, and other similar regional initiatives, underway, summarising and analysing

- What work is occurring,*
- What role local government is playing; and*
- Whether and how the initiative could be adapted to the Dubbo region.*

7. That a Social Justice and Crime Prevention Working Party comprising the Mayor, five Councillors and relevant staff be established to formulate a draft policy document detailing how Council can lead in addressing entrenched social problems in our community."

Arising from the resolution Council staff have introduced Councillors to non-government stakeholders who have had influence, interest or involvement in programs such as Burnie Works, 'Logan Together' and Bourke's 'Justice Reinvestment' program. In addition Council were presented with information in regards to the Family Investment Model by the Member for Dubbo the Hon. Troy Grant MP. Furthermore staff from the Community and Recreation Division were hosted by Burnie City Council on 27th November 2017 and introduced to the major stakeholders involved in Burnie Works.

Successful community efforts such as Burnie Works are the result of long term and entrenched collaborative activity designed to assist the community to address complex and entrenched social issues. Typically a community has an event or circumstance that galvanise the broader community to act in a collaborative manner. In the case of Burnie the issue that created the sense of urgency for the Burnie community was when the pulp mill shut down in 2010, meaning approximately 2000 people lost their jobs. The issue in Logan that triggered collaboration, so Council has been informed, were riots in areas of social disadvantage within Logan City.

For the successful community led programs, they are described as using the 'collective impact' model. Collective impact uses five core principles to create change in communities:

1. Common Agenda
2. Shared measurement systems
3. Mutually reinforcing activities
4. Continuous communication
5. Backbone support organisations.

A major learning from the Burnie experience is that the common agenda for change needs to be driven by community rather than be 'owned' by Council. In this regard senior staff of Burnie City Council strongly recommended that Council not run any committee type body or program rather they have enabled success by providing administrative support and having a presence on the backbone team known as the Local Enabling Group. The various groups that sit within Burnie Works are chaired by business and community leaders. It is structured this way so that it is driven by those in the community that can influence and drive sustainable outcomes.

From the Logan experience the relevant Dusseldorp Foundation (a major funder of Bourke Justice Reinvestment) case study identified five key enabling factors. They are:

1. Community driven, agency and ownership
2. Use collective models to draw together all players to develop shared vision and goals
3. Focused on the systemic structural reform required for lasting change
4. Rigorous commitment to data and outcomes measurement
5. Long-term strategy and investment

Logan Together like Burnie Works has a standalone 'Backbone' team independent of any one organisation. Indeed it has been able to attract funding from a range of local business, not-for-profit groups, educational facilities and faith based organisations, as well as local, state and federal government.

Another major learning was the need to build trust across community and stakeholders such as government agencies and NGOs. This was described by Kerry Graham of Collaboration for Impact as critical in future success and potentially taking 18 to 24 months before all stakeholders are truly collaborating with a genuinely shared agenda. Furthermore creating sustainable inter-generational change in outcomes for community and community members was described by independent experts as a long term process of up to 10 -15 years. Part of the success of collective impact models is building understanding across all stakeholders that funding cycles and electoral cycles across all levels of government are not necessarily consistent with achieving long term outcomes.

ORGANISATIONAL VALUES

Customer Focused: The focus on addressing inter-generational disadvantage addresses customers of Council who may not typically be able to proactively raise concerns with the organisation beyond the positive interactions they have with frontline staff.

Integrity: Council has focused on gathering relevant and up to date industry information in

considering how to move forward with social change.

One Team: Council has involved state government, federal government, Non-Government Organisations (NGOs) and the not for profit sector in the learning phase of the social justice platform agenda.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report. At this time Council is working through a 'discovery' phase of the social justice project as defined in the Council resolution CCL17/151 of the October 2017 Ordinary meeting of Council. There is the potential for staff resources particularly in the provision of administrative support to collective impact activities to be required into the future. That is likely to be a future consideration of Council when allocating resources in future Operational Plans and Budgets.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That Council notes that the utilisation of the principles of 'collective impact' have been shown to empower successful social change and economic development programs in regional centres of Australia.**
- 2. That the draft policy document required to be put before Council's February 2018 Ordinary Meeting by the Social Justice and Crime Prevention Committee shall consider the endorsement of the collective impact model as the means to empower the community to determine its own priorities and objectives.**
- 3. That Council continue to work towards the goal that the community of Dubbo develops a common agenda for social change between residents, local business, not-for-profit groups, Non-Government Organisations (NGOs), educational organisations, faith based organisations, local, state and federal governments.**
- 4. That Council staff continue to provide Councillors with exposure and access to relevant industry experts, practitioners and government agencies as they relate to beneficial social change.**

Murray Wood

Director Community and Recreation

BACKGROUND

At its Ordinary Meeting held on 23 October 2017, Council resolved the following:

4. *That Council endorse the principles of the ‘justice reinvestment’ concept and notes the trial currently being conducted in Bourke.*
5. *That Council notes the work being undertaken by local government in Burnie, Tasmania in identifying and addressing social problems.*
6. *That the General Manager be requested to provide a report to Council in December 2017 on the ‘Burnie Works’ initiative, and other similar regional initiatives, underway, summarising and analysing*
 - *What work is occurring,*
 - *What role local government is playing; and*
 - *Whether and how the initiative could be adapted to the Dubbo region.*
7. *That a Social Justice and Crime Prevention Working Party comprising the Mayor, five Councillors and relevant staff be established to formulate a draft policy document detailing how Council can lead in addressing entrenched social problems in our community.”*

Arising from the resolution Council staff have introduced Councillors to non-government stakeholders who have had influence, interest or involvement in programs such as Burnie Works, ‘Logan Together’ and Bourke’s ‘Justice Reinvestment’ program. In addition Council were presented with information in regards to the Family Investment Model by the Member for Dubbo the Hon. Troy Grant MP.

Mr John Watts, Manager Social Services and Mr Jason Yelverton, Youth Development Officer visited Burnie, Tasmania on 27 November 2017 to meet with Burnie City Council and community representatives to discuss Burnie Works, a collective impact initiative in the community of Burnie.

REPORT

Burnie Works is the result of long term and entrenched collaborative activity designed to assist the community to address complex and entrenched social issues initially targeted at addressing unemployment in young people. The issue that created the sense of urgency for the Burnie community was when the pulp mill shut down in 2010, meaning approximately 2000 people lost their jobs. The culture in Burnie at that time was that young people didn’t need to finish year 12 but would leave at employment age and get an apprenticeship at the mill. There has been a lot of work done in the community arising from Burnie Works to change this mindset and motivate young people to finish year 12, proceed to University and be able to participate in the modern economy of the region.

Burnie Works is described as using the ‘collective impact’ model. Collective impact uses five core principles to create change in communities:

1. Common Agenda
2. Shared measurement systems

3. Mutually reinforcing activities
4. Continuous communication
5. Backbone support organisations.

Burnie Works is currently made up of a central Local Enabling Group providing backbone support and the Every Day Counts, Employment Partnership Group and BIG collective impact working groups.

Burnie is a very different community to Dubbo being a city of approximately 19,000, with the median age being 41, the 0-14 cohort is 18.3% and the Aboriginal population is 6.9%. Burnie suffers from an unemployment rate of 8.9% which is 1.9% higher than the Tasmanian and Australian rate and significantly higher than Dubbo city's 2.7%. The median rent for Burnie is \$200 per week whilst Australia is \$335 per week. Burnie was described by the local community representatives as having no entrenched crime problem and no ongoing significant anti-social issues.

Despite those differences a major learning from the Burnie experience is that the common agenda for change needs to be driven by community rather than be 'owned' by Council. In this regard senior staff of Burnie City Council strongly recommended that Council not run a committee or program beyond providing administrative support and having a presence on the backbone team known as the Local Enabling Group. The administrative support was able to be dedicated by reallocating staff from existing positions.

The various groups that sit within Burnie Works are chaired by business and community leaders. It is structured this way so that it is driven by those in the community that can influence and drive sustainable outcomes.

Councillors and relevant staff heard from the Dusseldorp Forum and the Collaboration for Impact organisations – both major stakeholders in enabling communities to make positive changes in regional Australia. They have had interests in Burnie Works, Bourke's Justice Reinvestment and the Logan City 'Logan Together' program to name a few.

In regards to Logan City, that community's major creator of a common agenda for change were described as being riots that occurred a several years ago. It should also be noted that Logan City is different to the Dubbo Regional Council community as it has a population of 300,000 from over 215 different cultures south west of Brisbane. A range of statistics revealed a significantly disadvantaged community. Ultimately the community gathered around the common agenda of:

Logan children at age 8 will be, overall, as healthy and full of potential as any other group of Australian children. Their goal is that within 10 years we will have closed the gap in rates of healthy development for Logan children at age 8.

"If we can change the development trajectory of about 4,000 kids under 8 over the next 10 years, we will have closed the gap." (Logan Together, Case Study –Place-based Investment Workshop. Dusseldorp Forum. Attachment 2).

From the Logan experience the Dusseldorp Forum case study identified key enabling factors. They are:

1. Community driven, agency and ownership
2. Use collective models to draw together all players to develop shared vision and goals
3. Focused on the systemic structural reform required for lasting change
4. Rigorous commitment to data and outcomes measurement
5. Long-term strategy and investment

Logan Together is, like Burnie Works, modelled on the Collective Impact model and like Burnie has a standalone 'Backbone' team independent of one organisation. Logan Together is funded by a range of local business, not-for-profit groups, educational facilities and faith based organisations, as well as local, state and federal government.

The Logan Together Case Study (Dusseldorp Forum, p5) describes a commencement of operations in July 2015 with the appointment of a Director heading up the 'backbone' team. The key responsibilities of the 'backbone' team are described as being to facilitate, coordinate, engage and report on progress of the priority initiatives from the Logan Roadmap, to bring about long term sustainable changes at the systems level and for children, families and the community. The team is located at Griffith University in Logan and this hosting arrangement is described as providing in-kind support (expert IT, HR, facilities and resources), access to research and potential research partnerships.

The Case Study also describes the largest single funding component for the seed capital for the initial two year establishment of Logan Together as coming from philanthropic and non-government sources and these figures are reproduced in italics below.

Establishment Phase

<i>Source 2015-2017</i>	<i>Amount per annum</i>
<i>Federal Government (DSS)</i>	<i>\$255,000</i>
<i>State Government</i>	<i>\$255,000</i>
<i>Local Government</i>	<i>\$80,000</i>
<i>Philanthropic and non-government sources</i>	<i>\$300,000</i>
<i>TOTAL</i>	<i>\$890,000</i>

"This funding share analysis does not take into account in-kind contributions from Griffith University and Logan City Council, approximately \$200,000 (total)"

The funding data for the implementation phase shows that for the 2017/2018 financial year funding contributions were dominated by the Australian Government, state government and a smaller proportion from Philanthropic organisations.

Implementation Phase

<i>Source 2017-2018</i>	<i>Amount per annum</i>
<i>Australian Government (DSS)</i>	<i>\$629,000</i>
<i>State Government (Qld)</i>	<i>\$629,000</i>
<i>Philanthropic</i>	<i>\$200,000</i>
TOTAL	\$1,458,000

In regards to Justice Reinvestment in Bourke, it was identified that the data collection and mapping required to understand how young people interact with government agencies was a body of work that took between 18 and 24 months. The Bourke program was described as the more mature in the country in terms of a collective impact body of work and is being assessed by the NSW Government as to its effectiveness in reducing the need to fund the criminal justice system and allocate funding to prevent criminality developing in young people. It should be noted that justice reinvestment has not been evaluated as to its effectiveness anywhere in Australia to date and the outcome of the NSW government review in Bourke is not finalised.

There are no financial implications arising from this report. At this time Council is working through a 'discovery' phase of the social justice project. There is the potential for staff resources particularly in the provision of administrative support to collective impact activities to be required into the future as it is the experience of Burnie City Council that staff resources were reallocated from elsewhere in the organisation to provide administrative support as an in-kind contribution.

A key learning from the discussions and documentation review is that sustainable intergenerational change for people suffering social disadvantage requires between 12 to 24 months to create a genuinely shared common agenda with all stakeholders. This is achieved by creating safe spaces to explore what people and organisations are currently doing and perhaps how they can change to work in collaboration with others. Without high levels of trust, sharing and learning between ALL parties the likelihood for sustainable change is significantly reduced.

It was also a feature of discussions that the implementation phase should be considered a 10 year plus timeframe in order to see substantial positive changes in community outcomes. In this regard a collective impact approach to addressing intergenerational social advantage is strategic in nature and is outside standard electoral and funding cycles of government at all three levels.

One potential means by which to generate trust and a common agenda was for community and stakeholders in the short term to agree on one outcome the community defined as important and that they couldn't achieve as individuals/individual organisations. This would, if successfully addressed through a collective impact framework, generate confidence for community and stakeholders to move forward with the larger task of building an overarching model such as Logan Together or Burnie Works that leads to sustainable positive change for our community.

SUMMARY

The need to build trust across community and stakeholders such as government agencies and NGOs is critical in future success and potentially takes 18 to 24 months before all stakeholders are truly collaborating with a genuinely shared agenda. Furthermore creating sustainable inter-generational change in outcomes for community and community members was described by independent experts as a long term process of up to 10 -15 years. Part of the success of collective impact models is building understanding across all stakeholders. It should also be noted that funding cycles and electoral cycles across all levels of government are not necessarily consistent with achieving positive long term outcomes.

Appendices:

- 1 [↓](#) Logan Case Study Dusseldorp Forum Social Justice
- 2 [↓](#) Structure Diagram of Burnie Works



LOGAN TOGETHER

CASE STUDY - Place-Based Investment Workshop



CONTEXT

This case study outlines the Logan Together project, its enablers, its blockers and how the Australian Government Department of Social Services can apply its 'Place-based Approaches to Disadvantage Policy' to supporting what Logan Together needs next.

LOGAN COMMUNITY

Logan City is a local government area situated between the City of Brisbane to the north and the City of Gold Coast to the south. Logan is home to more than 300,000 people from more than 215 different cultures.

While parts of the community are prosperous and successful, some parts show evidence of deep and persistent disadvantage and high levels of developmental vulnerability for many children in these communities.

Three problems in particular stood out:

1. The number and percentage of children who, according to established national metrics, are developmentally vulnerable and at-risk. The Australian Early Development Census 2015 indicates that almost 30% of five year olds in Logan – some 1,410 children – are developmentally vulnerable on one or more of the five domains. Some 16.3% are developmentally vulnerable on two or more domains.
2. The close association between the number and percentage of children developmentally vulnerable and at risk and the existence of pockets of persistent and deep social disadvantage.
3. The inadequacy of the current service delivery system and conventional government policy and program responses to problems of intergenerational developmental vulnerability and persistent disadvantage

In terms of other measures of disadvantage in the Logan community:

Case Study - Place-Based Investment Workshop - Logan Together

- Almost 38% of Logan residents did not get more than 10 years of schooling
- There are very high levels of unemployment in some Logan communities, with highest, 24.7%, in Logan Central
- There are very low levels of family income among relatively large proportions of the Logan population.

LOGAN TOGETHER

Logan Together was established due to the realisation that conventional person-based approaches to the delivery of services are inadequate to the task of overcoming high levels of developmental vulnerability and the deep and persistent disadvantage that underlies it in the Logan community.

Logan Together began with a series of conversations within and between Commonwealth, state and local government agencies, service providers and community groups about particular challenges confronting the Logan community. The result, is a cross-sector, collaborative partnership of government agencies, service providers, and community representatives committed to using a place-based, Collective Impact framework to establish shared aspirations and goals, prioritize investment decisions and identify "game changing" programs intended to improve the health and wellbeing, broadly conceived, of young people and their families in the Logan community.



GOALS AND STRATEGY

Logan Together’s vision is that Logan children at age 8 will be, overall, as healthy and full of potential as any other group of Australian children. Their goal is that within 10 years we will have closed the gap in rates of healthy development for Logan children at age 8.

“If we can change the development trajectory of about 4,000 kids under 8 over the next 10 years, we will have closed the gap.”

Logan Together will address the intergenerational poverty and well being by:

Developing strong and stable families that have adequate access to material resources and opportunities (education/job training, employment, health, housing), community networks and supports

Developing stable and inclusive social infrastructure and capacity within the community to support on-going community involvement in policy and program development, implementation and evaluation

Redesign the service system that recognises, measures and responds to the complexity by providing the right services to the right people in the right places, and ensuring joined up holistic service delivery

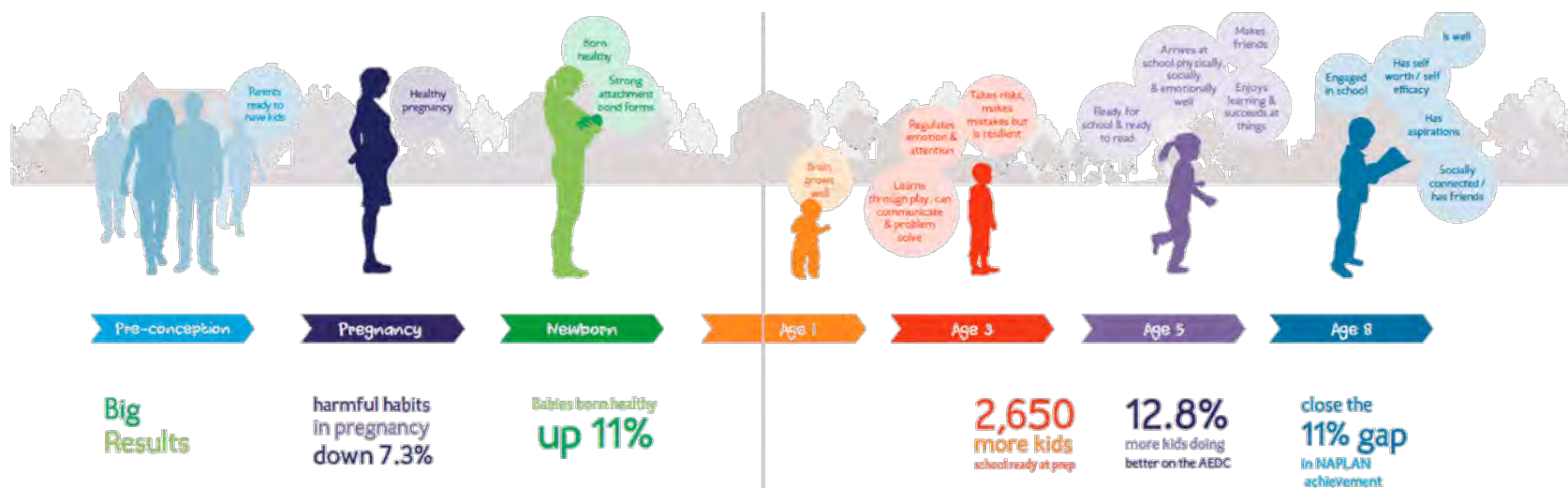
Developing a shared measurement framework to drive improved service responses and outcomes for children and their families, and to ensure accountability and shared responsibility for the funding, efficiency and effectiveness of investments

Increasing the workforce capacity of the early childhood sector in prevention and early intervention activities, to respond to vulnerabilities and improve quality

Applying rigorous data collection and evidence based approaches to service re-design, investment and practice

Reducing the percentage of children who are developmentally vulnerable and at-risk across key wellbeing domains to Queensland benchmark standards by 2025

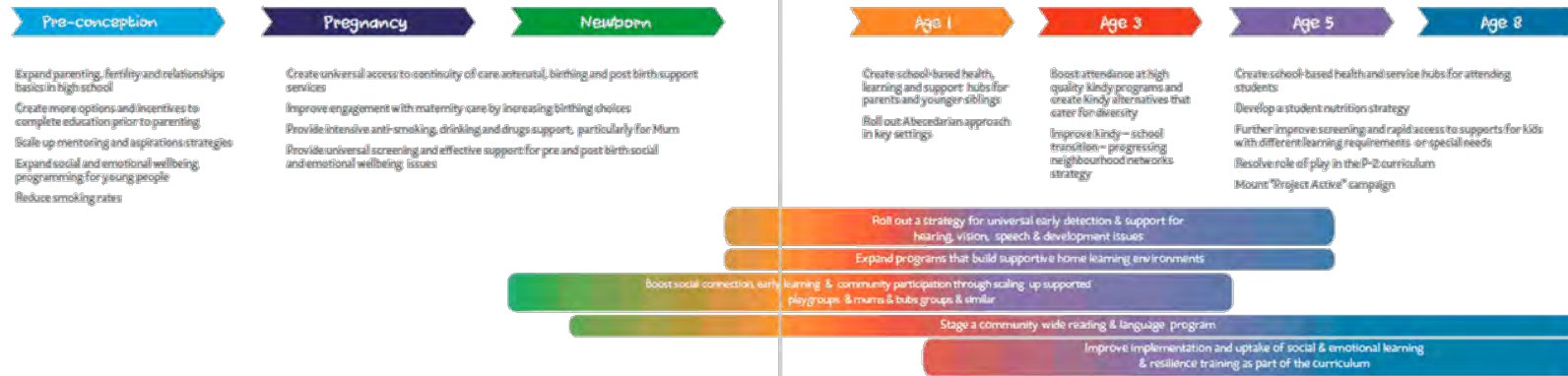
Advocating for flexible funding models to collectively and efficiently address entrenched and significant disadvantage



Influencing factors Across ages and stages

Pre-conception	Pregnancy	Newborn	Age 1	Age 3	Age 5	Age 8
Parents have or have had employment			Early detection of hearing, sight and speech problems leads to right support			
Parents have completed education			Regular reading at home develops early literacy & language skills & boosts learning	Attends kindergarten to get ready for school		
No drinking, smoking or drugs during pregnancy		Authoritative but nurturing parenting helps toddler explore the world safely				
	Kind attention, talking and play with parents builds language skills				School attendance & learning prioritised at home	
	Family has social connection and is involved in community via playgroups or similar				Has positive adult role models	
	Parents have child development knowledge and are confident as first teachers					
	Child develops strong attachment with at least 1 adult				Child is fully immunised	
	Child care services provide high quality care and learning environments					
	Mum is physically and mentally well so can play her vital care role					
	Breastfeeding for 6 months or more if possible			Child is physically active		
Across the lifecourse						
Stable safe place to live	Family has social and emotional wellbeing	Family has material basics	Family members are loved and safe	Adequate nutrition	Parents have or will have work	

Prioritised strategies
Across different ages



Prioritised strategies
Across the lifecycle



COLLECTIVE MODEL AND GOVERNANCE

This work is led by the Logan Together backbone team through the collective impact approach that brings together community, government, services, businesses and funders to work together across all sectors and structures to deliver outcomes and measure impact.

Logan Together commenced operations in July 2015 with Matthew Cox appointed as Director. The key responsibilities of the team are to facilitate, coordinate, engage and report on progress of the priority initiatives from the Logan Roadmap, to bring about long term sustainable changes at the systems level and for children, families and the community. The team is located at Griffith University in Logan and this hosting arrangement has provided many benefits including in-kind support (expert IT, HR, facilities and resources), access to research and potential research partnerships.

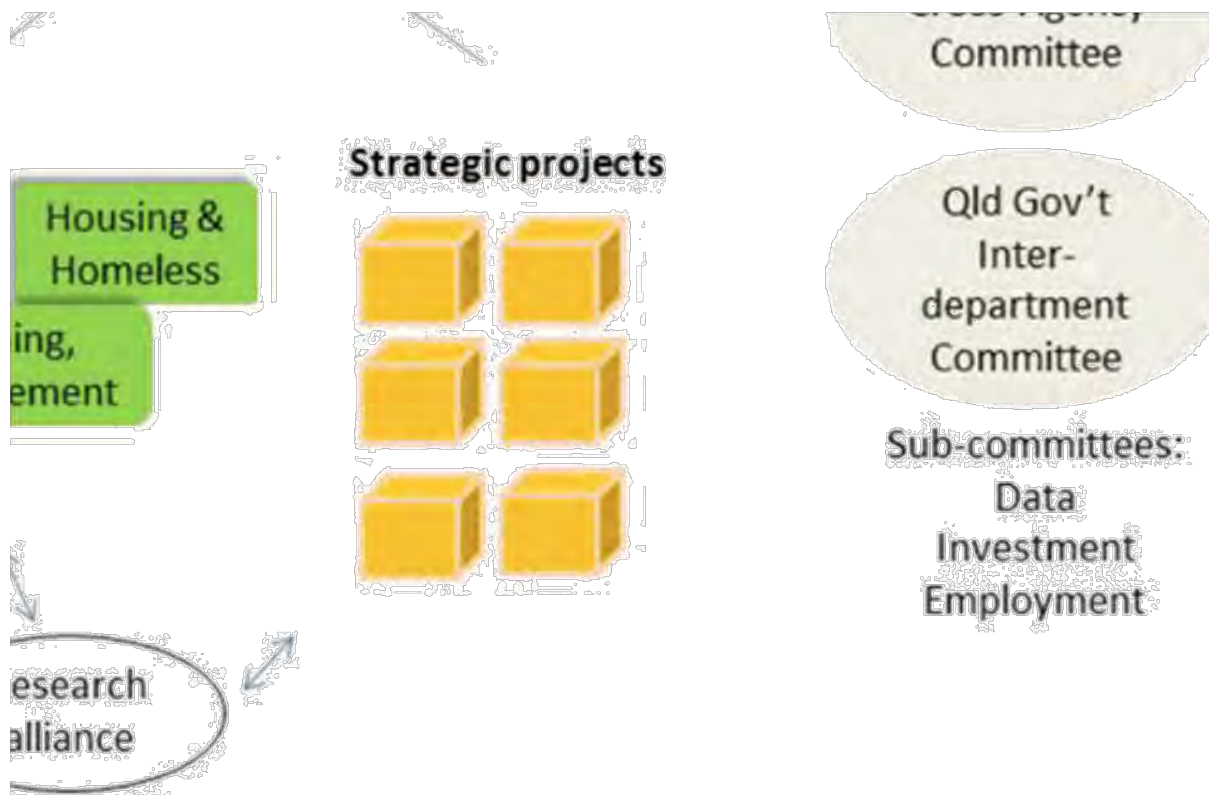
The team has worked with the community in identifying what needs to change in their community, solutions to address the needs, development of implementation of initiatives, evaluation of the outcomes and measurement of the impact.

Logan Together has established a strong and collaborative governance structure with representation from community and the three levels of government (local, state and federal) who work alongside the team to achieve the outcomes identified by the community. The governance model includes Board of Trustees, Cross Sector Leadership Committee, Project working groups and community advisory group.

Funds are received by Logan Child Friendly Community Limited (as trustee for) the Logan Child Friendly Community Consortium Trust (The Trust).

The Trust pools funds from a range of sources and then funds Griffith University to conduct the Logan Together campaign. The Trust gifts these funds in accordance with a Deed of Gift. This gifting arrangement avoids all management fees or organizational charges the University may otherwise apply - meaning 100% of funds go direct to delivery of Logan Together. A board of five Directors oversees the Trust.

Logan Together is also represented on cross-agency and inter-departmental governance committees at the local, state and federal levels, and provides governance support to industry chapters and citizens panels, ensuring it's collective mandate is achieved.



OUTCOMES continued

It is important to recognise that measuring the impact of programs and solutions to complex and entrenched social problems, requires longer time frames and complex intelligence. Furthermore the value of these programs is not always clearly observable, as it is often tacit and embodied in processes rather than explicit in particular outcomes. Building social cohesion and community connectedness for example (an important component of Logan Together's work and an enabling factor), is often achieved through the building of relationships, engendering greater trust and making people feel valued and included.

What we do know from the analysis of the Australian Early Development Census (AEDC) data in the State of Logan's Children and Families Report 2017, is that there was a statistically significant decline in the percentage of developmentally vulnerable children in Logan between 2012 and 2015 - in the domains of Language/Cognitive Skill and Communication & General Knowledge. However it won't be until the 2018 or 2021 AEDC, that we will be able to reliably measure the impact of our work.

In the short-term Logan Together is focused on six major projects, which are outlined in Table {insert number}. Some of the outcomes achieved to date include:

- Doubling attendance of Indigenous children in kindergarten**
- Creation of new maternity and child health services to address the needs of the 10% of women who receive little or no care during pregnancy**
- Creation of eight early childhood and school networks covering Logan city that promote kindy attendance and transition to school**
- Creation of a social marketing brand "The Early Years" to drive parent engagement and education**
- Development of a network of school based hubs that engage with around five hundred migrant and refugee children**
- Creation of a support program for every young parent in Logan**
- Development of a comprehensive data profile of Logan kids and their families**



Game changers

1. Community Maternity and Child Health Hubs Strategy

- -9 months to Age 1
- Holistic approach to whole family needs
- Integrated with wide range of support services
- Social participation opportunities

2. Holistic engagement and development program for children 0-4

- Language and literacy
- Brain development
- Parental skill building
- Social and emotional wellbeing

3. High quality early learning and kindy strategy, including “plus models” with transdisciplinary support teams

- Indigenous kindy focus
- Local school / ECEC networks
- Plus models in hotspots
- Workforce development

Family and community foundations

4. Grass roots community information / mobilisation / social inclusion campaign

- Strong peer to peer and engagement focus
- 0-8 community partners project
- Broad awareness campaign

5. Increase employment and decrease the number of jobless families

- Try Test Learn
- Under 19 Parents project
- Jobless Families project
- Parents Next service development projects

Enabling projects

6. Service investment and recommissioning and service integration and system redesign

- Federal, State and Local investment stocktake
- Multi-agency service integration projects
- Integrated reinvestment reforms

ENABLING FACTORS

COMMUNITY DRIVEN, AGENCY AND OWNERSHIP



Logan Together is a long-term community campaign using collect impact methodologies to organise community effort in support of the 45,000 children aged 0 to 8 years who call Logan home. Campaign efforts are determined according to the priorities and aspirations of the local community, and the resources and capabilities available across partners. Gathering evidence and knowledge overtime regarding the needs of children and families also helps to drive what activities are taken up at different phases. A key focus of the Logan Together campaign is to mobilise the community through the use of Community Partners, empowering them to take action on local issues and to bring about long-term positive change for children, families and the community. This peer-to-peer model coupled with the use of an empowerment approach and processes provide non-threatening opportunities for learning through role modelling and knowledge transfer, and are essential for building community leadership and ownership. Other enabling features of the campaign include:

- A focus on strengthening family and community connectedness, including a sense of belonging and place
- Finding out what drives people and working with that – building on people’s intrinsic values and motivation
- Harnessing community knowledge, strengths and resources and activating community networks both physical and online
- Community involvement at all stages including planning, design, implementation and evaluation
- Capacity building to promote strong community leadership, governance and succession planning
- Making data meaningful to community by sharing relevant stories that are based on real data and collective learnings
- Creating a strong vision grounded in information and evidence
- Making data available to communities from the start, so they can make informed decisions about building better pathways for young people
- In a big community, identifying and working with a smaller targeted number of cohorts to deliver impactful change

ENABLING FACTORS *continued*

USE COLLECTIVE MODELS TO DRAW TOGETHER ALL PLAYERS TO DEVELOP SHARED VISION AND GOALS

Develop social architecture that delivers results for children, families and community

Combine perspectives of all stakeholders – local people, government, NGOs, services, business, philanthropic across all sectors: education, health, social services, justice etc

Draw on expertise, combine data, mobilise support needed

The Collective Impact approach that characterises Logan Together is powered by a shared set of goals that set out a “Roadmap” of key targets during the transitional phases in a child’s development from pre-conception onward. These targets reflect goals for each child, their family and the wider community they live in, including support providers, educators and others. The Roadmap was developed through extensive consultations with stakeholders and is based on robust data collection and evidence. It connects project activities with outcomes and impact to ensure the collective vision is achieved, as well as providing a common language and clear pathway for partners to deliver on project outcomes. Logan Together’s collaborative governance arrangements integrate the work of its 50 plus partner organisations, to support delivery of the Roadmap and to boost child wellbeing across the life course. These arrangements have paved the way for collective impact stakeholders to share data, insights and expertise and for support to be effectively and efficiently mobilised across programs of work. Also contributing to the gains made to date are the following additional enablers:

- Strong project governance
- Recruitment of exceptional staff and high quality managers
- Building strong functional relationships with partners
- Working and thinking both short and long term, focusing on today and 10+ years from now
- Making time for personal development within the team

ENABLING FACTORS *continued*

FOCUSED ON THE SYSTEMIC STRUCTURAL REFORM REQUIRED FOR LASTING CHANGE

Realignment of government, philanthropic, corporate, NGO resources and funding to better serve young people and their families

Address the structural causes of disadvantage, beyond programmatic responses

Demonstrate progress on the ground and then draw big implications from it

One of the key drivers of the Logan Together campaign was the recognition that current models neither represented value for money or were sufficient to address the complexity of social problems and entrenched disadvantage in Logan. With its collective impact mandate and long-term and population based approaches, Logan Together is supported by all three levels of government and is acknowledged as having the potential to provide a new and more effective model of social service investment. A core part of this mandate is leading systemic reform across a range of areas to address structural causes of disadvantage, and to deliver improved outcomes for children, families and community. At present reform efforts are directed at service delivery, policy, funding models, infrastructure and evaluation. Logan Together is working to achieve this by:

- Breaking down service provider silos in order to work together via a collective impact model and create more flexible services
- Rebuilding relationships across community - rebuilding confidence and trust amongst each other
- Creating social infrastructure that has synergies with other aspects of community
- Getting buy-in from government and other strategic partners early on
- Using champions in government and other sectors to assist in navigating resistance and blockages

ENABLING FACTORS *continued*

RIGOROUS COMMITMENT TO DATA AND OUTCOMES MEASUREMENT

Data, evidence and outcomes aligned to goals

Measurement resourced as a priority

Logan Together's work is underpinned by robust data collection, focused research and evidence. A number of data and research projects have been progressed to date, and are helping to build a comprehensive picture of children's development and wellbeing, local priorities, community assets, current investment, gaps and opportunities. It has a dedicated program of work to develop a shared evaluation framework and to measure impact, with the Scoreboard and Outcomes Measurement Framework for the Roadmap key evaluation tools. An online interactive Roadmap is scheduled for release next month and will Logan Together to share data, research and community insights, measure the journey of change and make evidence based decisions in real time. It will also be a vehicle to share community stories and narratives, generate rich and meaningful dialogue on community issues and highlight community strengths and resources.

Logan Together is also part of a reflective community of practice that includes collective impact groups from around Australia. This community provides an important mechanism for sharing data and learnings, and progressing a shared evaluation framework.

LONG-TERM STRATEGY AND INVESTMENT

Goals are long-term population level change

Funders align to the required long-term funding models

Among the characteristics that distinguish the Logan Together campaign is its long-term and population based approaches. These approaches require sufficient and flexible funding with alignment from partners, to improve outcomes and make an impact long term. Logan Together has commenced a number of small-scale test projects with partners with a focus on integrating services and resources, and will continue to advocate for long-term flexible funding models.

BARRIERS

Logan Together has developed a Risk Management Strategy (which is available on request) to mitigate potential risks to the campaign. Some of these risks include:

1. Inadequate funding compared to the size and importance of the task
2. Inflexible, short term funding models
3. Service provider silos, competition for funding and fragmented service delivery
4. High levels of mobility and lack of social cohesion within some parts of the community
5. Stigmatisation and postcode discrimination experienced by people living in Logan, loss of hope and low self worth

FUNDING MODEL

In the initial two-year establishment of Logan Together, seed capital from philanthropic and non-government sources formed the largest component of funding for the initiative.

ESTABLISHMENT PHASE	
Source 2015-2017	Amount per annum
Federal Government (DSS)	255,000
State Government	255,000
Local Government	80,000
Philanthropic and non-Government sources	300,000
TOTAL	890,000

This funding share analysis does not take into account in-kind contributions from Griffith University and Logan City Council, approximately \$200,000 (total)

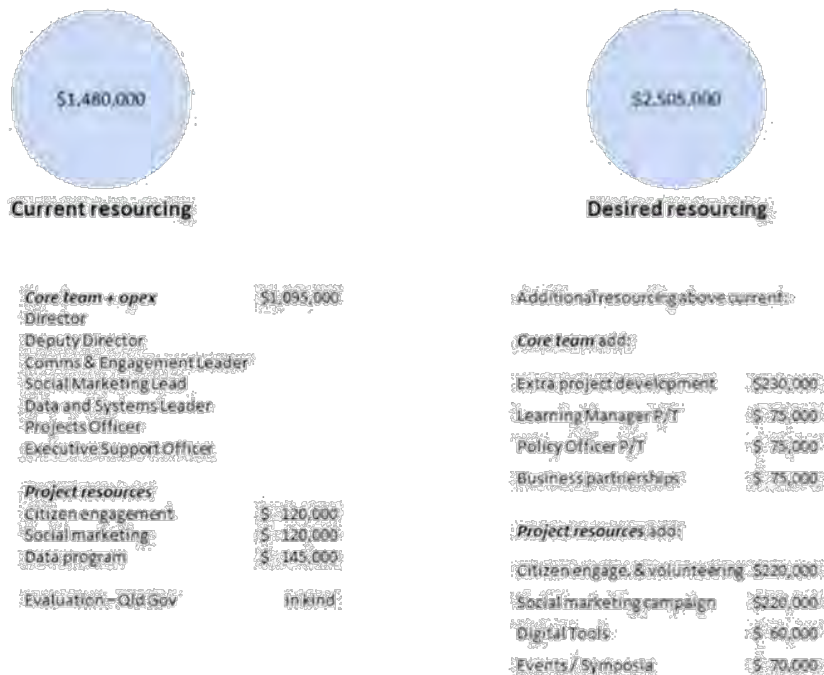
IMPLEMENTATION PHASE	
Source 2017 - 2018	Amount per annum
Federal Government (DSS)	629,000 (committed)
State Government	629,000 (for 2 years)
Philanthropic	200,000
TOTAL	1,458,000

WHAT'S NEEDED NEXT *continued*

Logan Together is one change project that is demonstrating a community centred model that drives structural reform. To do this at scale, they need:

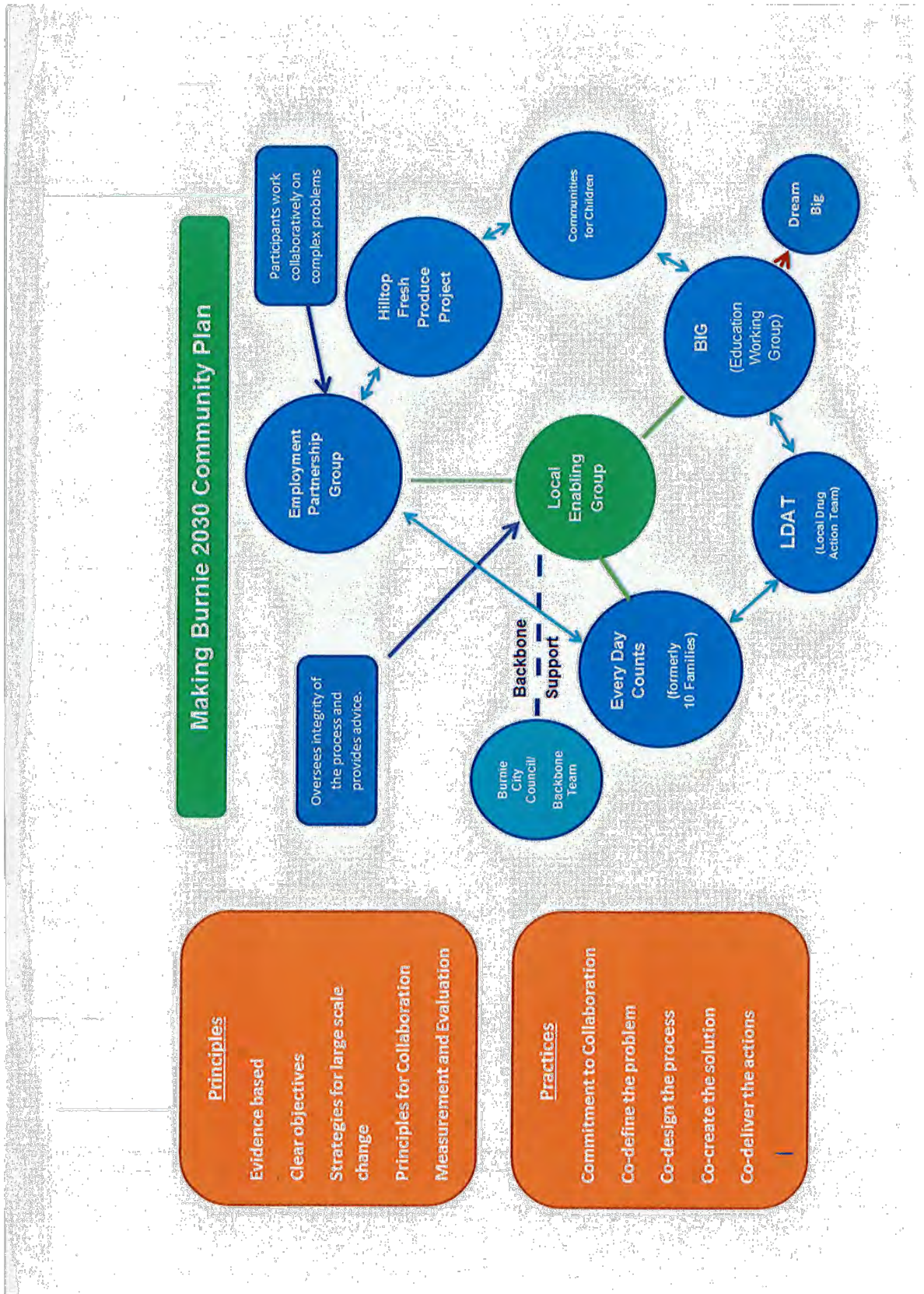
- Increased resourcing for their collective model to lead this complex and ground breaking work – both funding and people with skills
- Funding models that are flexible, integrated, with different accountability lines
- Capacity building across all stakeholders on how to work collectively

Matching resources to scope in an emergent project serving a city of 300,000 people is not an easy task, but here is some analysis of where Logan Together has come from, is now and needs to go in terms of resourcing.



WHAT'S NEEDED NEXT *continued*

CORE TEAM ADDITIONS	Notes
Extra project development	Allow for 1 extra project development officer plus \$100,000 in consulting fees for specialists
Learning manager Part Time	To develop and manage a shared learning program across project partners to embed core concepts around child development, collaboration and place-based working.
Policy Officer Part Time	To develop and document responses to emerging policy issues. To document the Logan Together model and to respond to continued interest from third parties about translation into other settings.
Business Partnerships and Supporter Management Officer Part Time	To develop and support relationships with the business community and properly service the information needs of growing supporter base.
PROJECT RESOURCES ADDITIONS	Notes
Citizen engagement and volunteering	Allow for full time coordinator for expanded peer-to-peer Community Partners program. Allow for extra volunteer costs from larger community partners volunteer workforce. Establish and maintain volunteering database, policies, induction, supervision and related supports.
Social marketing campaign	Expand social marketing campaign to include parks and playground signage, bus wraps, dedicated digital channel, print resources, Kindy packs, cinema advertising, book buddies collateral and other campaign materials.
Digital tools	Allow for GIS enabled data tools to manage and present population data and service data
Events / Symposia	Allow for 1 large annual forum for Logan Together partners and 1 professional development event for policy makers, researchers and reform leaders





REPORT: Dubbo Family Day Care Scheme- proposed increase in fees and the proposed introduction of a fee to lease the learning environment unit in the Colleen Montgomery Cottage Victoria Park Dubbo

AUTHOR: Manager Social Services
REPORT DATE: 30 November 2017
TRIM REFERENCE: ID17/2155

EXECUTIVE SUMMARY

Dubbo Family Day Care (DFDC) has been providing families with a high quality, affordable choice to meet their childcare needs since August 1976. DFDC operates from the Colleen Montgomery Cottage located within Victoria Park, Dubbo. The Cottage houses DFDC's Coordination Unit currently comprising five (5) staff, as well as offering a multipurpose indoor and outdoor playtime learning environment that is utilised to offer playtime sessions to the 44 educators, children and families who are enrolled in the scheme.

For many years DFDC has applied for and received funding through Federal Government initiatives, with the most recent funding initiative being the Australian Community Support Program (CSP). The Federal Government has ceased this funding source nationwide from 1 July 2018. As a result DFDC is estimated to have an approximate revenue shortfall of \$215,000 per annum.

To assist in recouping some of this loss it is proposed to increase the Parent Administration Levy from the current figure of \$1.00/hour to \$1.75/hour from 1 July 2019. This increase would be undertaken in .25 cents/hour blocks from 1 February 2018 until 1 July 2019.

It is further proposed to discontinue the use of the playtime learning environment located in DFDC at Colleen Montgomery Cottage in Victoria Park and to lease the area to community groups from 1 February 2018. Revenue sourced from this hire is estimated to be \$14,000 per annum.

An overview of the fee increases proposed along with the proposed new fee related to the leasing of the learning environment unit and potential income per annum along with the timetable for same is provided as **Appendix 1**.

Of course the issue of remaining competitive in the Child Care market is paramount and the proposed increase in fees will need to be monitored so that the DFDC Scheme remains a viable cost effective option for child care in the community.

ORGANISATIONAL VALUES

Customer Focused: Dubbo Family Day Care's responsibility is to ensure that all our services, outcomes and facilities along with the activities we offer children and their families are delivered inclusively and are focussed on access and equity for all.

Integrity: Dubbo Family Day Care is committed to providing positive outcomes for the children, families, educators and broader community that utilise the service.

One Team: Dubbo Family Day Care strive to work with the Early Childhood and broader Community Services sector within the Dubbo LGA to provide a service that meets the evolving expectations and needs within the community.

FINANCIAL IMPLICATIONS

The financial implications are detailed in Appendix 1 attached to the report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

1. That the information contained within the report of the Manager Social Services dated 30 November 2017 be noted.
2. That the Dubbo Family Day Care Scheme increase the Parent Administration Levy from the current figure of \$1.00/hour to \$1.75/hour by 1 July 2019. Such increase will be undertaken in .25 cents/hour blocks from 1 March 2018 to 1 July 2019 as detailed in Appendix 1 attached to this report.
3. That the proposed charges be placed on public exhibition for a period of 28 days and a report detailing the outcome of public exhibition be brought to the February 2018 Ordinary meeting of Council.
4. That the Dubbo Family Day Care Scheme lease the learning environment facilities located within the Coordination Unit on an as needs basis at a cost of \$20 per session from 1 February 2018. Educational resources located within the facility to be leased at \$10 per session from 1 February 2018 as detailed in Appendix 1 of this report.
5. That the necessary action be taken to publicise the proposed increase in fees and the proposed fee to lease the learning environment facilities located within the facility as an element of the public exhibition process.
6. That the increase in fees and the introduction of new fees are monitored so that the Dubbo Family Day Care Scheme remains a viable cost effective option for child care in the community.

John Watts
Manager Social Services

REPORT

Dubbo Family Day Care (DFDC) has been providing families with a high quality, affordable choice to meet their childcare needs since August 1976. DFDC operates from the Colleen Montgomery Cottage located within Victoria Park. The Cottage houses DFDC's Coordination Unit currently comprising five (5) staff as well as offering a multipurpose indoor and outdoor learning environment that is utilised to offer playtime sessions to the 44 educators, children and families who are enrolled in the scheme.

DFDC is a non-profit business unit of by Dubbo Regional Council in accordance with Australian Government regulations. Family Day Care's core business is caring for young children, but it also provides care for school age children up to the age of 13 offering families the flexibility of having all their children cared for in one (1) home.

DFDC has applied for and received funding through Federal Government initiatives, with the most recent funding initiative being the Australian Community Support Program (CSP). This initiative was provided to childcare providers "to establish and maintain viable services in parts of the country where they might not otherwise be viable or able to meet the unique requirements of the community, such as in disadvantaged or regional and remote areas".

The Federal Government has ceased this funding source nationwide from 1 July 2018. As a result DFDC are estimated to have an approximate revenue shortfall of \$215,000 per annum.

DFDC have been working closely to develop and implement a number of innovative solutions to diversify its current operational practices to ensure that the scheme is able to remain viable into the future once the CSP funding ends in July 2018.

To assist in recouping some of this loss, it is proposed to increase the Parent Administration Levy from the current figure of \$1.00/hour to \$1.75/hour from 1 July 2019. This increase will be undertaken in .25 cents/hour blocks from 1 February 2018 until 1 July 2019.

Until September 2017 DFDC have provided playtimes sessions three (3) days a week for the educators children and their families to attend within the learning environment area of the Coordination Unit Cottage. A fee was charged for this service at a cost of \$1.50 per child (under 12 month free entry).

In September 2017 the Playtime Facilitator, who was responsible for implementing play time sessions resigned from her position. As part of budgetary measures this position was not readvertised and play time sessions that were being provided for the educators, for children and families to attend will no longer be offered.

As a result of this measure DFDC currently have a fully operational multipurpose learning environment and educational resources that are not presently being utilised.

After consultation with a number of stakeholders both internally and within the broader Early Childhood and Community Services sector it has been established that there is a need within Dubbo for services to access a centralised and safe environment, allowing the community to have available opportunities including community based and funded playgroups, new mothers groups and other meetings and sessions provided by non-government Organisations.

It is proposed to discontinue the use of the playtime learning environment located in DFDC at Colleen Montgomery Cottage in Victoria Park and to lease the area to community groups from 1 February 2018.

Leasing will be on an as needs basis at a cost of \$20 per session from 1 February 2018. Educational resources located within the facility to be leased at \$10 per session from 1 February 2018. Revenue sourced from this hire is estimated to be \$14,000 per annum.

Of course the issue of remaining competitive in the Child Care market is paramount and the proposed increase in fees and the introduction of new fees will need to be monitored so that the DFDC Scheme remains a viable cost effective option for child care in the community.

An overview of the fee increases proposed along with the proposed new fee related to the leasing of the learning environment unit and potential income per annum along with the timetable for same is provided as **Appendix 1**.

Appendices:

- 1 [↓](#) Appendix 1 Parent administration levy fee increase and new fee to lease the learning environment facilities at Dubbo Family Day Care

**APPENDIX 1: PROPOSED FEE INCREASE TO PARENT ADMINISTRATION LEVY AND PROJECTED
INCOME AND PROPOSED NEW FEE TO LEASE THE LEARNING ENVIRONMENT FACILITY AT DUBBO
FAMILY DAY CARE**

Proposed Increase to Parent Administration Levy (currently \$1.00/hr)

Current CSP funding: 1/8/16 to 30/7/17 - \$215 891.89 including GST

EFT average for same period: 149

(EFT = Equivalent Full time enrolment)

CSP Funding on 149 EFT average: 149 x 7 hrs x 5 days x \$0.75 = \$3911.25/wk

\$3911.25 x 52 weeks = \$203 285.00

Phase one increase (February – July 2018)

CSP Funding + \$0.25 per hour increase:

149 x 7 hrs x 5 days x \$0.25 = \$1303.75/wk

+ CSP = \$3911.25/wk

= \$5215.00/wk

\$5215.00 x 22 weeks (Feb-June 2018)= \$114,730.00

Phase two increase (July 2018-July 2019)

No CSP + additional \$0.25 per hour increase (\$0.50 total increase):

149 x 7 hrs x 5 days x \$0.50 = \$2607.50/wk

\$2607.50 x 52 weeks = \$135 590.00

Phase three increase (July 2019-July 2020)

No CSP + \$0.25 per hour increase (\$0.75 total increase):

149 x 7 hrs x 5 days x \$0.75 = \$2607.50/wk

\$2607.50 x 52 weeks = \$203 385.00

TOTAL PARENT ADMINISTRATION FEE INCREASE of \$0.75 per hour

\$0.75 per hour increase (July 2019- July 2020):

149 x 7 hrs x 5 days x \$0.75 = \$203 385.00 per annum

Room and Resource Hire

Dubbo Family Day Care are exploring a number of options to source an alternate income source via offering for hire current playroom facilities within building to various early childhood and NGO organisations and community groups. This would be obtained through the charging of room and potential resource hire fees.

Room hire \$20 per 2 hour session x3 per day = \$60 per day x 5 days = \$300 per week
X 40 weeks per year = \$12000/annum

Resource hire \$10 per session (approximate) = \$50 per week
X 40 weeks per year = \$2000/annum

Total income opportunity = \$14000/annum



DUBBO REGIONAL
COUNCIL

REPORT: Review of the Dubbo Regional Council Significant Tree Register 2018

AUTHOR: Horticulture and Landcare Asset
Coordinator
REPORT DATE: 30 November 2017
TRIM REFERENCE: ID17/2156

EXECUTIVE SUMMARY

In accordance with Dubbo City Council's resolution of 23 June 1995 (Clause 95/64) a review has been conducted of the Significant Tree Register and the Tree Preservation Order. It is proposed to continue with the current Significant Tree Register and Tree Preservation Order for the next 12 month period commencing 1 January 2018.

All trees that had been listed on the 2017 Dubbo Regional Council Significant Tree Register have been desktop audited to determine their condition and their suitability to be retained on the register. All trees located on private property were visually inspected, if possible, from outside the property boundary. No hazard assessment has been carried out on trees located on private property and their listing on the Significant Tree Register in no way implies that they have been. It remains the responsibility of owners of the trees to have their trees inspected on a regular basis.

A total of six (6) Significant Tree nominations (five (5) individual trees plus and avenue of 18 Coral Gums (Obley Road)) have been received throughout 2017 including Dubbo, Wellington and the village of Geurie. All nominations have been assessed and are recommended for inclusion within the Significant Tree Register for 2018.

It is noted that, no trees has been removed from the Significant Tree Register since 2014.

ORGANISATIONAL VALUES

Customer Focused: The Significant Tree Register provides the community the opportunity to nominate trees within the Dubbo Regional Council Local Government Area for inclusion on the Significant Tree Register. Nominated trees are assessed for their significance and if deemed appropriated, are added to the Register and the nominee advised.

Integrity: A feedback loop is provided whereby the person who nominates a tree for consideration in including it on the Significant Tree Register, is advised on whether or not their nomination has been successful.

One Team: The Community and Recreation Division maintains the Significant Tree Register on behalf of the Organisation.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

That the reviewed Tree Preservation Order and the Significant Tree Register for 2018, dated 29 November 2017, be adopted effective 1 January 2018.

Ben Pilon

Horticulture and Landcare Asset Coordinator

Appendices:

1 [↓](#) 2018 Tree Preservation Order - Significant Tree Register 29/11/2017

2018

Tree Preservation Order



Community and Recreation
Dubbo Regional Council
27/11/2017

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PART A

1. Dubbo Regional Council Tree Preservation Order

Notice is hereby given that Dubbo Regional Council at its December 2017 meeting resolved to make the following Tree Preservation Order, such Order taking effect as of 1 January 2018.

1. This Order applies to Trees or Groups of trees included in the Significant Tree Register and to Trees and Groups of trees on the Interim List associated with that Register and to **all trees on public land and public roads**.
2. This Order applies to all lands within the whole of the Dubbo Regional Local Government Area.
3. Subject to the exclusions listed in Schedule 1 and concessions listed in Schedule 2 hereunder this order prohibits –
 - i. The ringbarking, cutting down, topping, lopping, and removing, injuring or wilful destruction of any tree or groups of trees listed in the Significant Tree Register or the Interim List associated with that Register.
 - ii. The substantial alteration, giving cause or permission to substantially alter the natural ground level, either by excavation or fill around the trunk or within the drip line of a tree to which the Tree Preservation Order applies without the consent of Council.

Schedule 1 (Exclusions)

This Order does not apply to a tree or group of trees that:

- a. Is not listed on the Significant Tree Register or the Interim List associated with that Register, with the exemption of trees on public land and public roads;
- b. Is on land covered under the provisions of New South Wales forestry Act 1916, as amended; or
- c. Is declared a Noxious Plant under the provisions of the Noxious Weeds Act 1993; or
- d. Comprises part of a horticultural or orchard establishment where the lopping of and pruning of trees is a necessary

agricultural practice of such undertaking; or

- e. Is subject of an approval granted under the provisions of New South Wales Soil conservation Act; or
- f. is required to be topped, lopped or removed by a Public Authority pursuant to an obligation imposed under an Act of Parliament for the purpose of installing, maintaining or repairing a public utility installation; and
- g. Is not listed, declared or nominated as an endangered species, endangered population, endangered ecological community or critical habitat under the Threatened Species Conservation Act, 1995.

Schedule 2 (Special Concessions).

1. Trees within three (3) metres if a proposed structure of a building which is the subject of a building application may be removed following receipt of a building approval.
2. Groups of trees or sections thereof which are required to be dealt with under the provisions of the Rural Fires Act, 1997.
3. Trees of Groups of trees required to be dealt with in the course of works for which consent has been issues under Part V of the Environmental Planning and Assessment Act 1979.

Enquiries may be directed to Council's Director Community and Recreation, Mr Murray Wood, on telephone (02) 6801 4000.

Michael McMahon

GENERAL MANAGER

Civic Administration Building

Church Street

DUBBO NSW 2830

2.

Tree Preservation Order

Preamble

Since European settlement, Australia has lost approximately 70% of its original tree cover. This is primarily due to clearing for agricultural and other primary production developments. Urban development has also contributed significantly to the removal of natural vegetation.

The loss of native vegetation in urban areas has largely been offset by the planting of amenity trees and cultivation of gardens in the streetscape, parks and privately owned land. A number of these trees or groups of trees have significant values associate with them and they require a higher level of protection to ensure their persistence within the urban landscape.

Council proclaimed a Tree Preservation Order on 23 June 1975.

The original intent of the Tree Preservation Order was one of education in so far as providing some control over the lopping or removal of trees would lead to a greater community awareness of the importance and value of trees to the environment and urban amenity.

Current community attitudes towards trees and the environment indicate that this strategy has been largely successful.

3. Tree Order Administration

There is a community expectation that the City's tree canopy will be maintained and enhanced and that Council will play a leading role in ensuring that this is the case. The community feeling is often demonstrated following any works on or which might impact on what communities consider significant trees.

It is fundamental that any Tree Preservation Order recognise:

1. The significance of the trees to be preserved;
2. That in some instances preserving very large old trees is inappropriate and the preservation of smaller younger and more vigorous trees is more beneficial;
3. Vegetation communities, i.e. natural occurring associations of vascular plants are often as important as trees;
4. The desire to protect trees and vegetation must be balanced with the other infrastructure requirements, safety and the "rights" of individuals who "own" trees. And

5. The resourcing implications of administering and enforcing the Order.

4. Interpretation of the guidelines

The Tree Preservation Order applies to both rural and urban lands within the entire Dubbo Regional Local Government Area.

The Tree Preservation order applies only to Trees and Groups of Trees and communities registered on the Significant Tree Register on the Interim List associated with the Register.

Dead trees are trees classified as Noxious under the Biosecurity Act are not covered by this Order.

Nominations of Trees or groups of Trees can only be made under one or more of the categories defined within the Significant Tree Register.

5. Breaches

Where a clear breach of the Tree Preservation Order occurs, legal proceedings may be commenced against the offending party.

6. Delegations

Delegations to provide determinations under the Tree Preservation Order will rest with:

- a) The General Manager,
- b) The Director of Community and Recreation,
- c) Manager Recreation and Open Space, and
- d) Horticulture and Landcare Asset Coordinator.



2018

2018 Significant Tree Register

Community and Recreation

Dubbo Regional Council

29/11/2017

PART B

1. Significant Tree Register

Throughout Dubbo Regional Council Local Government Area there are individual trees and groups of trees to which are attached additional values that make them “significant.” While these trees may be considered significant for differing reasons they require an additional and appropriate protection to ensure both their immediate protection and their long term persistence within the landscape.

2. Objective of the Significant Tree Register

To ensure the identification, preservation and proper management of significant trees and significant groups of trees within the Dubbo Regional Council.

3. Definition of a Significant Tree

Individual trees and Groups of Trees may be considered significant for a variety of reasons. The reasons in which a tree or a group of trees may be considered significant within Dubbo Regional Council Local Government Area are listed below:

A **Single Tree** may be listed as significant because:

- a. It may be a remnant of a previous landscape.

As such, it should provide evidence of changes in the landscape that might have resulted from former human culture, environmental occurrences and changes to climatic conditions or human behaviour.

- b. It may have been planted by a famous person.

The significance may be local, regional, national or international and may be enhanced or diminished by the number of trees planted by that particular person.

- c. It may be rare, old or magnificent etc

The number of specimens should be greatly reduced and the future viability of the species is heavily dependent on this specimen.

Old trees are often removed in streetscapes and other public areas due to safety concerns. However, under good management regimes it is sometimes possible to retain these trees in an over mature state – and thus provide a rare example of a species in that state. A magnificent

tree will gain significance through its position in the landscape and its association with buildings and other structures. Very often, a particularly fine specimen will be defined as magnificent.

It may represent a species that is not commonly used for amenity horticulture in the Dubbo Regional Council Local Government Area.

d. It may be a particularly fine representation of its species.

A tree should demonstrate all the typical characteristics generally associated with the species in greater magnitude than other trees. It should have shape, balance or symmetry that makes the tree distinctive.

e. It may be a specimen of an endangered species.

The future regeneration of the species should be such that the propagation of the tree through natural processes would be highly unlikely and the preservation of this tree is reliant to a large degree on this tree.

f. It may be of cultural value eg: may have Aboriginal markings or early survey markings etc.

The tree should be notable due to an association with a specific event, cultural story or as a result of markings that provide evidence of past events or social customs.

g. It may be of a particular aesthetic value.

The tree should be impressive due to uncharacteristic growth habit or combine within the landscape, place or architecture of a given area to further enhance these values.

h. It may have biological value to the environment.

The tree should be such that its loss to the environment would seriously threaten the natural biological processes of the immediate habitat.

A **Group of Trees** may be listed as significant for any of the following reasons:

a. They collectively fulfil any of the criteria for single trees.

b. They may form an integral part of the landscape of a heritage building or precinct.

As such, the trees should enhance or complement significant

architecture or provide evidence of social customs in association with traditional buildings and should constitute a representative site.

c. They may be a group of trees which have some historic significance.

The trees should be notable because of an association with a memorable event or provide evidence of past social customs, natural occurrence or human behaviour.

d. The trees should co-exist or support another feature of the natural environment that would face extinction if this association was to cease.

e. The trees should provide a fundamental understanding of the customs or lifestyles of previous generations, either alone or in association with other elements.

f. The trees are integral component of the watershed and drainage system (including the aquifer recharge system).

The trees should be such that they support the natural hydrological processes of a particular area and their retention is essential to the maintenance of those processes.

g. The trees provide habitat for native wildlife.

The importance of a group of trees to native wildlife, especially those as identified as “endangered” or “threatened” under State or Federal legislation, should be assessed on the ability of the native fauna to inhabit other areas in the event of loss of those trees.

The Tree Preservation Order does not apply to any tree or group of trees on private property which is not listed as “Significant.”

4. Procedure for Nominating a Significant Tree or Group of Trees

- a) A tree or group of trees is nominated in accordance with the relevant criteria as previously defined. Nominations must be clearly supported by documentary evidence as to significance in terms of the criteria.
- b) Nominations can be made by any member of the public, Councillor, Council officer, statutory authority or interest group.
- c) Once a nomination is received, it is placed on an “Interim List” and the


provisions of the Tree Preservation Order apply until a determination is made otherwise. The land owner is advised of the nomination and may make a submission in support or otherwise of the nomination.


- d) Nominations are assessed by suitably qualified staff of the Community and Recreation Division and transferred from the interim list to the Register or not registered and removed from the Interim List. The Register is then ratified by Council.
- e) The nominator and the land owner are advised of the decision.
- f) As circumstances change over time a periodic review of the Register is carried out to ensure that trees on the Register are still regarded as significant and worthy of protection.
- g) If a tree or group of trees is removed from the Register, the land owner and the original nominator are, where possible, advised of the decision and the reasons.


Applications may be made to deal with registered significant trees or groups of trees and in cases where approval is granted certain conditions may be imposed such as replacement plantings, restrictions on the amount of pruning, etc.

This process is represented diagrammatically through a flow chart labelled Appendix A.



PART C. THE SIGNIFICANT TREE REGISTER

<p><u>Nominator:</u></p> <p>J M Hosking 7 Pine Knoll Drive DUBBO NSW 2830</p>	<p><u>Location:</u></p> <p>27L Durraween Lane / 22 Thornwood Road DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Group of trees comprising:- <i>Eucalyptus melliodora</i> (Yellow Box) <i>Callitris columellaris</i> (White Cypress) <i>Eucalyptus albens</i> (White Box) <i>Acacia</i> spp.</p>	
<p><u>Reason for Listing.</u></p> <p>Group of Trees Wildlife Endemic</p>			
<p><u>Date of last inspection.</u></p> <p>24/11/2017 M.K</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>This block is scrubby bushland consisting mainly of <i>Eucalyptus melliodora</i>, <i>Eucalyptus albens</i> and <i>Callitris columellaris</i> with an understorey consisting predominately of <i>Acacia</i> spp. The <i>Callitris</i> have continued to thicken and may need to be thinned out in the future to prevent them from dominating this bushland.</p> <p>This Group of Trees were inspected visually from the property boundary.</p> <p>It is recommended that this Group of Trees remain on the Significant Tree Register.</p>			

<p><u>Nominator:</u></p> <p>Megan Duncan 12D Cunningham Street DUBBO NSW 2830</p>	<p><u>Location:</u></p> <p>Myall Street DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Scientific: <i>Brachychiton rupestris</i> Common: Bottle tree Number: Five (5)</p>	
<p><u>Reason for Listing:</u></p> <p>Group of Trees Specimen</p>			
<p><u>Date of last inspection.</u></p> <p>24/11/2017 M.K</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>All five trees are in good to excellent condition with minimal amount of deadwood identified. Trees were inspected visually from the property boundary. It is recommended that this Group of Trees remain on the Significant Tree Register.</p>			

<p><u>Nominator:</u></p> <p>Tony George Manager Horticultural Services Dubbo City Council DUBBO NSW 2830</p>	<p><u>Location:</u></p> <p>Cnr Talbragar and Fitzroy Streets DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Scientific: <i>Jacaranda mimosifolia</i> Common: Jacaranda Number: one (1)</p>	
<p><u>Reason for Listing.</u></p> <p>Specimen. Historic – This tree was reportedly (Daily Liberal) planted to mark the end of World War 2.</p>			
<p><u>Date of last inspection.</u></p> <p>24/11/2017 M.K</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>This tree appears to be structurally sound at the time of inspection. There remains a small amount of dead wood and stubs within this tree, and there is evidence of epicormic growth that indicates that the tree has been under stress. Sandstone blocks have been placed under the drip zone of the canopy to exclude vehicles from parking underneath and causing compaction.</p> <p>This tree was inspected visually.</p> <p>It is recommended that this tree remains on the Significant Tree Register.</p>			

<u>Nominator:</u>	<u>Location:</u>	<u>Species:</u>
--------------------------	-------------------------	------------------------

<p>Mrs Lynette Harrison 22 Sapphire Street DUBBO NSW 2830</p>	<p>Uniting Church Grounds Church Street DUBBO NSW 2830</p>	<p>Scientific: <i>Cinnamomum camphora</i> Common: Camphor Laurels Number: two (2)</p>
<p>Reason for Listing: Heritage – World War 1 plantings. Specimen</p>		
<p>Dubbo's Methodist Heroes. The members and adherents of the local Methodist Church to-morrow (Saturday) afternoon, at 4 o'clock, will plant a number of camphor laurel trees in the church grounds. These will be dedicated to the memory of the members of the church who have gone to fight for King and Empire. The Dubbo Liberal and Macquarie Advocate, Friday 2 August 1918, page 2</p>		

Methodist Church.

PLANTING OF MEMORIAL TREES.

Some weeks ago it was decided to take out the old pepper trees in front of the Methodist Church and Parsonage, and to plant camphor laurels in their places. Having had a large number of young men and one nurse go out from the church to participate in the great struggle now taking place in Europe, it was thought fitting to follow the lead set by the Municipal Council, and dedicate the trees to their memory. For the past three weeks working bees have been preparing the holes for the trees, with the result that the function came off on Saturday last. The front of the church was decorated with the flags of the Allies, and there was a very large attendance of members and adherents. After afternoon tea had been partaken of, the Rev. F. Walkden Brown explained the purpose for which they were assembled, and spoke of the heroism of the young men who had gone out to fight our battles. Three cheers were given for the King and the lads at the front, and then the planting took place.

The following are the names and by whom the trees were planted:—Walter England (killed), planted by Mrs. J. B. England; Harold, Jack (killed) and Daniel Ison, by Mr. Alf. Ison; Thomas and George Boyle, by Miss Bessie Boyle; Les. Cartrell, by Mrs. Geo. Lees; H. W. Mylchreest, by Mrs. Mylchreest; Clarence and Stanley Bond, by Mrs. Bond; Arnold Paul, by Mrs. Paul; Nurse Parker, by Miss Parker; Joseph J. Lang, (killed), by Mrs. Lang; Leslie Astley, by Mr. T. E. Astley; Cecil Blackmore, by Mrs. A. F. Brown; John J. Jeffery, by Mrs. G. D. Ison; Reg. Bruce, by Mrs. S. Bruce; Frank Cooper (died of illness), by Mrs. Bond; Robert Etchells, by Miss Stella Astley; Eric T. Cook (killed), by Miss Hazel Paul; Norman L. Martin, by Mrs. F. Walkden Brown; Horace Benham, by Mrs. Alf. Benham; George E. Ellis (died of wounds), by Mrs. E. J. Croft; Reginald Morgan (killed), by Miss L. Benham; H. Harvey, by Mr. G. Harvey; Thomas Baker, by Mrs. T. A. McGinness. Trees are also to be planted for the late Joseph Cox and Samuel Armstrong.

The Dubbo Liberal and Macquarie Advocate, Tuesday 6 August 1918, page 3

Date of last inspection.

24/11/2017

M.K

Condition:

Excellent Good Fair Poor

General Summary:

These trees generally appear to be good health.

The Western tree has suffered substantial damage to the southern trunk which has led to decay and a cavity forming. This may be exacerbated by the changed soil conditions around its base as there is a raised garden bed up to its trunks. The southern trunk extends over the footpath and the removal of this trunk should be given some consideration by the owner.


This tree has a small amount of deadwood that should be removed to improve the aesthetics of the tree.


A number of cotton palms are growing in this garden bed (most likely distributed by birds) and these will start to come into conflict with this tree within the next few years. These should be removed.

The Eastern tree, apart from a small amount of deadwood, appears to be in good health.

These trees were inspected visually.

It is recommended that these trees remain on the Significant Tree Register.

<p><u>Nominator:</u></p> <p>Janis Hoskings 7 Pine Hill Drive DUBBO NSW 2830</p>	<p><u>Location:</u></p> <p>Old RAAF Base Cnr Palmer and Cobra Streets DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Group of trees comprising;- <i>Callistris columellaris</i> (white cypress pine) and <i>Eucalyptus microcarpa</i> (grey box)</p>	
<p><u>Reason for Listing:</u></p> <p>Endemic Wildlife A Grassy Inland Grey Box Woodland Endangered Ecological Community forms part of the vegetation within this area.</p>			
<p><u>Date of last inspection.</u></p> <p>24/11/2017</p> <p>M.K</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>This woodland area appears to be good condition, with recruitment of mainly <i>Callistris columellaris</i> and a small amount of <i>Eucalyptus microcarpa</i> observed.</p> <p>This group of trees have been inspected visually from the property boundary.</p> <p>It is recommended that this group of trees remain on the Significant Tree Register.</p>			

<p><u>Nominator:</u></p> <p>Macquarie Regional Committee and National Trust P.O. Box 1713 DUBBO NSW 2830</p>	<p><u>Location:</u></p> <p>Cnr Quinn and Fitzroy Streets DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Scientific: <i>Brachycition rupestris</i> Common: Bottle tree Number: one (1)</p>	
<p><u>Reason for Listing:</u></p> <p>Specimen Street Tree</p>			
<p><u>Date of last inspection.</u></p> <p>24/11/2017</p> <p>M.K</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>Going back through the aerial photo archives, the earliest that the tree can be positively identified is 1975. It can not be identified in the 1971 aerial photograph. On this basis it is estimated that the specimen is approximately 40 years old.</p> <p>The tree appears to in good health with the leaves exhibiting no signs of chlorosis, disease or pest infestation.</p> <p>A large area on the southern face of the tree and smaller sections on both the eastern and northern faces shows a moderate level of past damage by borers. To a large degree there seems to adequate recovery, however there are small patches of dead / decayed wood on both the northern and southern faces. Upon further investigation some evidence of frass was discovered however this appeared to be old. Some minor sap exudations around these points of attack may be indicative of the plants response in</p>			

trying to compartmentalise the injury and minimise its effects (Harris *et.al* 2004 (p 34)).

No major defects were observed on the scaffolds or branches of this *B. rupestris*. It was noted however that on the major western scaffold that a previous branch failure and a small dead branch had caused a small amount of deformation of the scaffold. Although this is not likely to be detrimental in the short term, this stub and branch should be removed in the near future to allow recovery.


A low level of dead wood was observed during the inspection and this will be scheduled to be removed.

This tree has been inspected visually.

It is recommended that this tree remains on the Significant Tree Register.

<p><u>Nominator:</u></p> <p>Macquarie Regional Committee and National Trust P.O. Box 1713 DUBBO NSW 2830</p>	<p><u>Location:</u></p> <p>275 Fitzroy Street DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Scientific: <i>Pinus pinea</i> Common: Stone pine Number: one (1)</p>	
<p><u>Reason for Listing:</u></p> <p>Specimen Heritage</p>			
<p><u>Date of last inspection.</u></p> <p>24/11/2017</p> <p>M.K</p> <p><u>Condition:</u></p> <p>Excellent <input checked="" type="checkbox"/></p>	<p>Good <input type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>This tree was inspected visually from the property boundary. It appears to be excellent condition with only minimal deadwood visible. Substantial new growth has been observed.</p> <p>It is recommended that this tree remains on the Significant Tree Register.</p>			

<p><u>Nominator:</u></p> <p>Macquarie Regional Committee and National Trust P.O. Box 1713 DUBBO NSW 2830</p>	<p><u>Location:</u></p> <p>287 Fitzroy Street DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Scientific: <i>Cedrus deodar</i> Common: Deodar cedar Number: one (1)</p>	
<p><u>Reason for Listing:</u></p> <p>Specimen Heritage</p>			
<p><u>Date of last inspection.</u></p> <p>24/11/2017</p> <p>M.K</p> <p><u>Condition:</u></p> <p>Excellent <input checked="" type="checkbox"/></p>	<p>Good <input type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>This tree has been inspected from the property boundary. This tree remains in excellent condition and it appears that there has been some pruning undertaken to lessen the incidence of damage by passing trucks, minimal deadwood was observed.</p> <p>It is recommended that this tree remains on the Significant Tree Register.</p>			
<p><u>Nominator:</u></p> <p>Macquarie Regional Committee and National Trust</p>	<p><u>Location:</u></p> <p>327 Fitzroy Street DUBBO NSW 2830</p>	<p><u>Species:</u></p> <p>Scientific: <i>Brachychiton acerifolius</i> Common: Flame tree Number: one (1)</p>	

<p>P.O. Box 1713 DUBBO NSW 2830</p>			
<p>Reason for Listing: Unusual specimen</p>			
<p>Date of last inspection: 24/11/2017 M.K Condition: Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p>General Summary: The tree had the top pruned out in previous years, but has since largely recovered and a large amount of regrowth has developed. This tree has been inspected visually. It is recommended that this tree remains on the Significant Tree Register.</p>			

<p>Nominator: Macquarie Regional Committee and National Trust P.O. Box 1713 DUBBO NSW 2830</p>	<p>Location: 63 Tamworth Street DUBBO NSW 2830</p>	<p>Species: Scientific: <i>Araucaria bidwillii</i> Common: Bunya Bunya pine Number: one (1) Scientific: <i>Calodendron capense</i> Common: Cape chestnut Number: one (1)</p>
<p>Reason for Listing:</p>		<p>Photos:</p>

Specimen		No photos available.	
<u>Date of last inspection.</u> 7/10/2010 M.W <u>Condition:</u> Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	Poor <input checked="" type="checkbox"/>
<u>General Summary.</u> It is recommended that the <i>Araucaria bidwillii</i> and the <i>Calodendron capense</i> remain on the Significant Tree Register at this stage until an assessment can be arranged.			

<u>Nominator:</u> Mr. M Fleming 6 Belmore Street DUBBO NSW 2830	<u>Location:</u> 178 Gipps Street DUBBO NSW 2830	<u>Species:</u> Scientific: <i>Cedrus libani</i> Common: Cedar of Lebanon Number: one (1) Scientific: <i>Livistonia australis</i> Common: Cabbage tree palm Number: one (1)
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<p>Reason for Listing:</p> <p>Specimen</p> <p>Unusual</p>	
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<p>Date of last inspection.</p> <p>24/11/2017</p> <p>M.K</p> <p>Condition:</p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
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General Summary: These trees have been visually inspected from the property boundary.


The *Cedrus libani* is in good condition with no changes in its health status. Some dead stubs still remain that have been previously identified as recommended to be removed. The *Livistonia australis* also remains in good condition. It is recommended that these trees remain on the Significant Tree Register.


2014 Additions to the Significant Tree Register:

<p>Nominator:</p> <p>Rhonda Lang</p> <p>316 Macquarie street</p> <p>Dubbo 2830</p>	<p>Location:</p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p>Species:</p> <p>Scientific: <i>Brachychiton populneus</i></p> <p>Common: Kurrajong</p> <p>Number: 1</p>
<p>Reason for Listing:</p> <p>One of a group of native trees.</p> <p>Forms a historic and unique remnant landscape.</p> <p>Creates value for habitat the environment and aesthetics.</p>		


<p>Report:</p> <p>DBH-580mm Height-10.5 mts Crown spread- 12mts</p> <p>Foliage colour and cover is normal.</p> <p>There is an injury to the western side of the trunk which has been wrapped in hessian for protection until healing is adequate.</p> <p>Minor remedial pruning is required to remove a small amount of deadwood and epicormic growth.</p>			
<p>Date of last inspection. 24/11/2017 (Visual) M.K</p> <p>Condition:</p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p>General Summary:</p> <p>Upon visual inspection it is noted that the tree is in good condition despite the injury to the trunk. Pruning has previously been performed on the tree resulting in a small amount of epicormic growth at the pruning points. Minimal amount of Lichen was observed on the S/SW side of the tree which has no impact on the health of the tree. There is a small amount of deadwood throughout the canopy of the tree.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			

<p>Nominator:</p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p>Location:</p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p>Species:</p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 2</p>
<p>Reason for Listing:</p> <p>One of a group of native trees.</p> <p>Forms a historic and unique remnant landscape.</p> <p>Creates value for habitat the environment and aesthetics.</p>		


<p>Report:</p> <p>DBH-410mm Height-8 mts Crown spread- 9mts</p> <p>Foliage colour and cover is normal.</p> <p>Minor pruning has been previously implementing resulting in epicormic growth at the pruning points.</p> <p>A branch tear on the southern lateral has healed adequately. Minor remedial pruning is required to remove a small amount of deadwood and epicormic growth.</p>			
<p>Date of last inspection. 24/11/2017 M.K</p> <p>Condition:</p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p>General Summary:</p> <p>Upon visual inspection it is noted that the tree is in good condition despite the injury to the lateral on the southern side. Pruning has previously been performed on the tree resulting in a small amount of epicormic growth at the pruning points. Minimal amount of lichen was observed on the southern side of the tree which has no impact on the health of the tree. There is a small amount of deadwood throughout the canopy of the tree.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			
<p>Nominator:</p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p>Location:</p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p>Species:</p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 3</p>	
<p>Reason for Listing:</p> <p>One of a group of native trees.</p> <p>Forms a historic and unique remnant landscape.</p> <p>Creates value for habitat the environment and aesthetics.</p>			
<p>Report:</p>		<p>Photos:</p>	

<p>DBH-880mm Height-20mts Crown spread- 13mts</p> <p>Foliage colour and cover is normal.</p> <p>Minor pruning has been previously implementing resulting in epicormic growth at the pruning points. Wound closure at the pruning points is excellent. Previous borer activity is evident and maybe still active due to frass being present. Minor remedial pruning is required to remove a small amount of deadwood and epicormic growth.</p>			
<p><u>Date of last inspection.</u> 25/9/2014</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good</p>	<p>Fair <input checked="" type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u></p> <p>This tree was removed in 2015 due to the presence of advanced basal decay.</p>			


<p><u>Nominator:</u></p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p><u>Location:</u></p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p><u>Species:</u></p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 4</p>
<p><u>Reason for Listing:</u></p> <p>One of a group of native trees.</p> <p>Forms a historic and unique remnant landscape.</p> <p>Creates value for habitat the environment and aesthetics.</p>		
<p><u>Report:</u></p> <p>DBH-560mm Height-11.75mts</p>	<p><u>Photos:</u></p>	

<p>Crown spread- 11mts</p> <p>Foliage colour is normal and cover is sparse.</p> <p>Minor pruning has been previously implemented resulting in epicormic growth at the pruning points.</p> <p>Wound closure at the pruning points is good.</p> <p>There is a moderate amount of deadwood evident.</p> <p>Minor remedial pruning is required to remove deadwood and epicormic growth. Lichen on southern side laterals observed which will have no impact on the health of the tree.</p>			
<p>Date of last inspection. 24/11/2017 (Visual) M.K</p> <p>Condition:</p> <p>Excellent <input type="checkbox"/></p>	<p>Good</p>	<p>Fair <input checked="" type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p>General Summary:</p> <p>The tree is in fair condition and this relates to the sparse canopy cover. There is a path and roadway adjacent to the tree and compaction over the root zone is evident as well. Moderate amount of deadwood was observed and will need removing.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			


<p>Nominator:</p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p>Location:</p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p>Species:</p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 5</p>
<p>Reason for Listing:</p> <p>One of a group of native trees.</p> <p>Forms a historic and unique remnant landscape.</p> <p>Creates value for habitat the environment and aesthetics.</p>		
<p>Report:</p> <p>DBH-380mm</p>	<p>Photos:</p>	

<p>Height-7.5mts Crown spread- 8.5mts</p> <p>Foliage colour is normal and cover is sparse higher in the canopy.</p> <p>Minor pruning has been previously implemented resulting in epicormic growth response at the pruning points. Wound closure at the pruning points is good. Lichen on S/W side of tree observed which will have no impact on the health of the tree. Minor remedial pruning is required to remove deadwood and epicormic growth.</p>			
<p><u>Date of last inspection.</u> 24/11/2017 (visual) M.K <u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input type="checkbox"/></p>	<p>Fair <input checked="" type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u> The tree is in fair condition, with the canopy showing signs of previous stress, a large amount of regrowth was noticed upon visual inspection with recommendations of further investigation and monitoring required. There is a path and roadway adjacent to the tree, compaction over the root zone is evident with most of the trees in the line and this is impacting negatively on the trees.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			


<p><u>Nominator:</u></p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p><u>Location:</u></p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p><u>Species:</u></p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 6</p>
<p><u>Reason for Listing:</u></p> <p>One of a group of native trees. Forms a historic and unique remnant landscape. Creates value for habitat the environment and aesthetics.</p>		
<p><u>Report:</u></p> <p>DBH-540mm</p>	<p><u>Photos:</u></p>	

<p>Height-10mts Crown spread- 13mts</p> <p>Foliage colour is normal and cover is sparse throughout the canopy.</p> <p>Minor pruning has been previously implemented resulting in epicormic growth response at the pruning points. Wound closure at the pruning points is average. Lichen on southern laterals observed which will have no impact on the health of the tree. Minor remedial pruning is required to remove deadwood and epicormic growth.</p>			
<p>Date of last inspection: 24/11/2017 (visual) M.K Condition:</p> <p>Excellent <input type="checkbox"/></p>	<p>Good</p>	<p>Fair <input checked="" type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p>General Summary:</p> <p>The tree is in fair to good condition with the canopy becoming sparse with epicormic growth developing. There is a path and roadway adjacent to the tree, compaction over the root zone is evident with most of the trees in the line and this is impacting negatively on the trees.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			


<p>Nominator:</p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p>Location:</p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p>Species:</p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 7</p>
<p>Reason for Listing:</p> <p>One of a group of native trees. Forms a historic and unique remnant landscape. Creates value for habitat the environment and aesthetics.</p>		
<p>Report:</p> <p>DBH-530mm</p>	<p>Photos:</p>	

<p>Height-11.5mts Crown spread- 12mts</p> <p>Foliage colour is normal and cover is sparse throughout the canopy.</p> <p>Minor pruning has been previously implemented resulting in epicormic growth response at the pruning points. Wound closure at the pruning points is very good.</p> <p>Lichen on southern side of trunk and laterals observed which will have no impact on the health of the tree.</p> <p>Minor remedial pruning is required to remove deadwood and epicormic growth.</p>			
<p>Date of last inspection. 24/11/2017 M.K Condition:</p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p>General Summary: The tree overall is in good condition with the canopy becoming a little sparse. There is a path and roadway adjacent to the tree, compaction over the root zone is evident and this is impacting negatively on the tree.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			


<p>Nominator:</p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p>Location:</p> <p>Macquarie Street between Tamworth and Bligh Streets</p>	<p>Species:</p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 8</p>
<p>Reason for Listing:</p> <p>One of a group of native trees.</p> <p>Forms a historic and unique remnant landscape.</p> <p>Creates value for habitat the environment and aesthetics.</p>		
<p>Report:</p>	<p>Photos:</p>	

<p>DBH-550mm Height-13mts Crown spread- 12mts</p> <p>Foliage colour and canopy cover is normal.</p> <p>Minor pruning has been previously implemented resulting in epicormic growth response at the pruning points.</p> <p>Wound closure at the pruning points is average to good. Minor remedial pruning is required to remove deadwood and epicormic growth.</p>			
<p><u>Date of last inspection.</u> 24/11/2017 M.K <u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u> The tree overall is in good condition. There is a path and roadway adjacent to the tree, however compaction over the root zone is less significant and the overall health and vitality of the tree is noticeable in comparison to some other trees in the line, small amount of lichen was noticed on S/W of truck, which will have no impact on the health of this tree.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			

<p><u>Nominator:</u> Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p><u>Location:</u> Macquarie Street between Bligh and Cobra Streets.</p>	<p><u>Species:</u> Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 9</p>
<p><u>Reason for Listing:</u> One of a group of native trees. Forms a historic and unique remnant landscape. Creates value for habitat the environment and aesthetics.</p>		

<p>Report:</p> <p>DBH-570mm Height-9.5mts Crown spread- 13.5mts</p> <p>Foliage colour and canopy cover is normal.</p> <p>Minor pruning has been previously implemented resulting in epicormic growth response at the pruning points. Wound closure at the pruning points is normal. Minor remedial pruning is required to remove a small amount of deadwood and epicormic growth.</p>		<p>Photos:</p> 	
<p>Date of last inspection: 24/11/2017 M.K</p> <p>Condition:</p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p>General Summary:</p> <p>The tree overall is in good condition. There is a path and roadway adjacent to the tree, however compaction over the root zone is less significant and the overall health and vitality of the tree is noticeable in comparison to some other trees in the line.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			

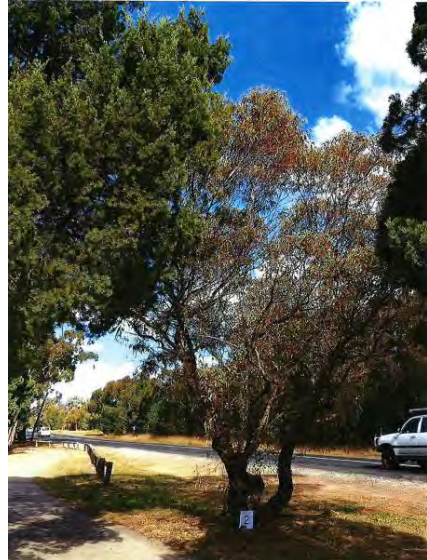
<p>Nominator:</p> <p>Rhonda Lang 316 Macquarie street Dubbo 2830</p>	<p>Location:</p> <p>Macquarie Street between Bligh and Cobra Streets.</p>	<p>Species:</p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong Number: 10</p>
<p>Reason for Listing:</p> <p>One of a group of native trees.</p> <p>Forms a historic and unique remnant landscape.</p> <p>Creates value for habitat the environment and aesthetics.</p>		
<p>Report:</p>		<p>Photos:</p>

<p>DBH-780mm Height-12mts Crown spread- 17mts</p> <p>Foliage colour and canopy cover is normal.</p> <p>Minor pruning has been previously implemented resulting in epicormic growth response at the pruning points. Wound closure at the pruning points is average to good. Minor remedial pruning is required to remove a small amount of deadwood and epicormic growth.</p>			
<p><u>Date of last inspection.</u> 24/11/2017 M.K <u>Condition:</u></p>	<p>Excellent <input type="checkbox"/></p> <p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u> The tree overall is in good condition. There is a path and roadway adjacent to the tree, however compaction over the root zone is less significant and the overall health and vitality of the tree is noticeable in comparison to some other trees in the line.</p> <p>This line of trees should be included in the Significant Tree Register.</p>			

<p><u>Nominator:</u> Carolyn Pascoe</p>	<p><u>Location:</u> Obley Road</p>	<p><u>Species:</u> Scientific: <i>Eucalyptus torquata</i> Common: Coral Gum</p>
<p><u>Reason for Listing:</u> A group of trees (18 in total) Cultural Significance Forms a historic avenue of trees</p>		
<p><u>Report:</u></p>	<p><u>Photos:</u> Number 1</p>	



Number 2



Number 3 which has been removed recently



Number 4



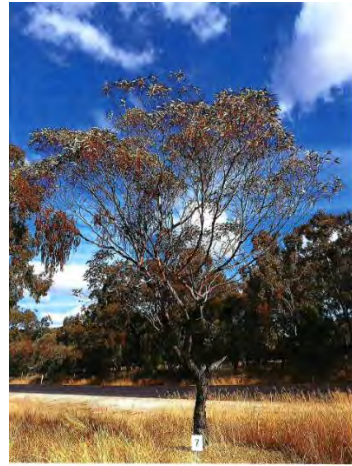
Number 5



Number 6



Number 7



Number 8



Number 9



Number 10



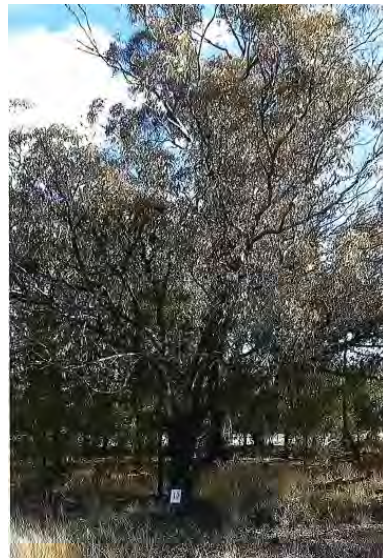
Number 11



Number 12



Number 13



Number 14



Number 15



Number 16



Number 17



Number 18



Number 19



Date of last inspection.
03/10/2017

Condition:

Excellent

Good

Fair

Poor

General Summary:


A total of (19) trees have been nominated for inclusion into the Significant Tree Register and all have been visually inspected. The trees vary in health, condition and structure. The trees were originally planted and maintained by the Toongi Progress Association, around the 1940s or early 1950s.

One (1) of the trees, number three (3) was recently removed due to it being dead with a result to not be included.

This group of trees should be included in the Significant Tree Register.

<p><u>Nominator:</u></p> <p>Mr Athol Opas</p>	<p><u>Location:</u></p> <p>8L Sappa Bulga Road</p>	<p><u>Species:</u></p> <p>Scientific: <i>Eucalyptus sideroxylon</i></p> <p>Common: Iron bark</p>
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<p><u>Reason for Listing:</u></p> <p>Age Size Endemic Habitat</p>	
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<p><u>Report:</u></p> <p>DBH – 110cm Height – 28m Crown Spread – 21m</p> <p>Estimated to be between 300-400 years of age. Good form and condition. Previous branch failure has been noted, which may related to climate and or previous wind event.</p> <p>Medium to Low deadwood present within canopy with relatively good structure. Minimal epicormic growth present.</p>	<p><u>Photos:</u></p> 
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<p><u>Date of last inspection.</u> 03/10/2017 BP & WG</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
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General Summary:
The tree has been estimated to be between 300-400 years of age and is overall in good condition, this particular species of tree is endemic to the region.

This tree should be included in the Significant Tree Register.

<p><u>Nominator:</u></p> <p>Mr Ian McAlister</p>	<p><u>Location:</u></p> <p>Bell Park Warne Street, Wellington</p>	<p><u>Species:</u></p> <p>Scientific: <i>Pinus pinea</i> Common: Stone Pine</p>	
<p><u>Reason for Listing:</u></p> <p>Specimen Aesthetic value within the landscape</p>		<p><u>Photos:</u></p> 	
<p><u>Date of last inspection.</u> 21/11/2017 IM</p> <p><u>Condition:</u></p> <p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p>	<p>Poor <input type="checkbox"/></p>
<p><u>General Summary:</u> This tree has been visually inspected. The tree is deemed to be in good condition with low to medium deadwood present. This particular specimen dramatically enhances the surrounding landscape and therefore should be included in the Significant Tree Register.</p>			

<p><u>Nominator:</u></p> <p>Mr Ian McAlister</p>	<p><u>Location:</u></p> <p>8 Gisborne Street, Wellington</p>	<p><u>Species:</u></p> <p>Scientific: <i>Brachychiton populneus</i> Common: Kurrajong</p>	
<p><u>Reason for Listing:</u></p> <p>Age Cultural Value</p>		<p><u>Photos:</u></p>	


<p>Creates value for habitat the environment and aesthetics.</p>	
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<p>Date of last inspection. 21/11/2017 IM Condition:</p>	<p>Excellent <input type="checkbox"/></p>	<p>Good <input checked="" type="checkbox"/></p>	<p>Fair <input type="checkbox"/></p> <p>Poor <input type="checkbox"/></p>
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General Summary:
This tree has been visually inspected. The tree is deemed to be in good condition with minimal deadwood present. This particular tree has significant cultural value and has been recorded to be planted in 1934 by a local resident to whom the family still reside.

This tree should be included in the Significant Tree Register.

<p>Nominator: Mr Ian McAlister</p>	<p>Location: 5 Maughan Street, Wellington</p>	<p>Species: Scientific: <i>Corymbia citriodora</i> Common: Lemon Scented Gum</p>
<p>Reason for Listing: Specimen Creates value for habitat the environment and aesthetics.</p>		<p>Photos:</p>

			
<p><u>Date of last inspection.</u> 21/11/2017 IM</p> <p><u>Condition:</u></p> <p>Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/></p>	<p><u>General Summary:</u> This tree has been visually inspected. The tree is deemed to be in excellent condition with minimal deadwood present. The trees health, vigour and structure dramatically enhances the streetscape and the environment. This particular tree additionally enhances the habitat quality in the streetscape aspect.</p> <p>This tree should be included in the Significant Tree Register.</p>		

<p><u>Nominator:</u> Mr Ian McAlister</p>	<p><u>Location:</u> 21 Wellington Street, Geurie.</p>	<p><u>Species:</u> Scientific: <i>Eucalyptus conica</i> Common: Fuzzy Box</p>
<p><u>Reason for Listing:</u> Specimen Creates value for habitat the environment and aesthetics.</p>		<p><u>Photos:</u> </p>

Date of last inspection. 21/11/2017			
IM			
Condition:			
Excellent <input type="checkbox"/>	Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/>	Poor <input type="checkbox"/>
General Summary:			
<p>This tree has been visually inspected. The tree is deemed to be in good condition with minimal deadwood present. Minor epicormic growth was evident throughout the canopy. A number of hollows have formed throughout the tree, which pose no significant threat to the trees health or structure but will require regular inspections and monitoring, the hollows do however, enhance habitat quality.</p> <p>The size and structure of this tree enhances the aesthetics of this village streetscape.</p> <p>This tree should be included in the Significant Tree Register.</p>			



DISCLAIMER - While every care is taken to ensure the accuracy of this data, the Dubbo Regional Council and the copyright owners, in permitting the use of this data, make no representation or warranty about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any losses.

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DUBBO REGIONAL COUNCIL
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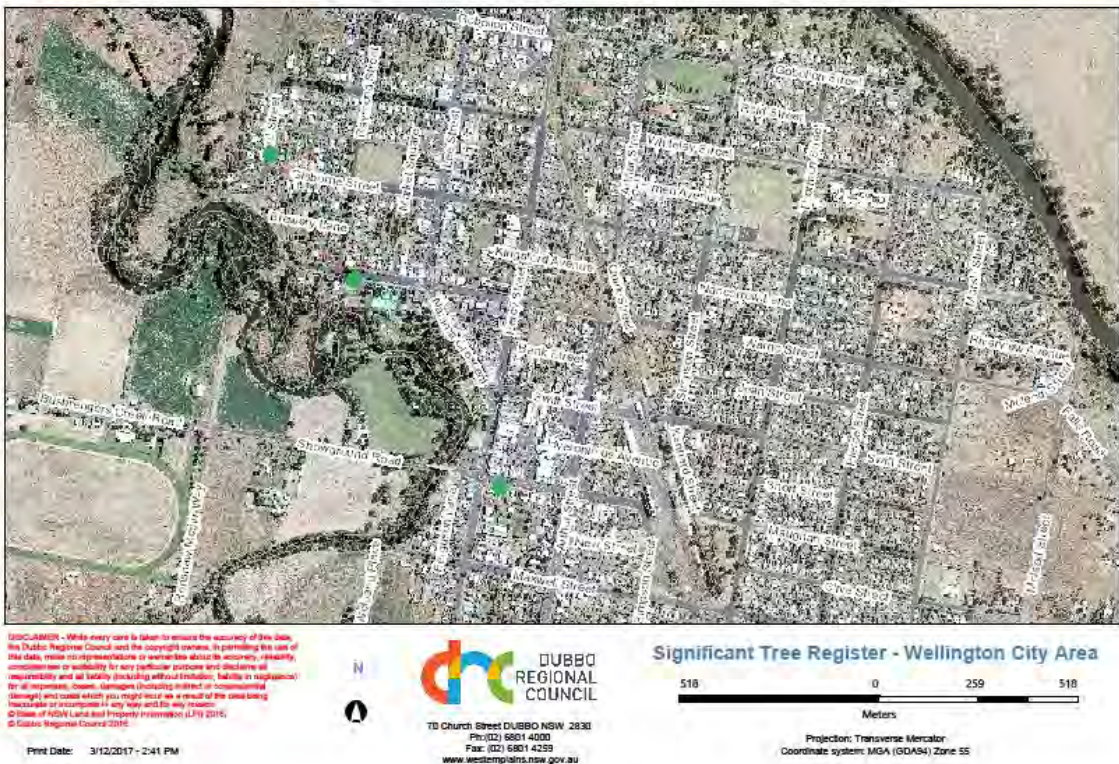
Significant Tree Register - Dubbo City area
 3,251 0 1,626 3,251
 Meters
 Projection: Transverse Mercator
 Coordinate system: MGA (GDA94) Zone 55

Print Date: 30/11/2017 - 3:58 PM

Location of Significant Trees within the city of Dubbo (30/11/2017). Red markers denote existing trees on the Significant Tree Register. Blue rectangles denote the location of the original 10 *Brachychiton populneus* (kurrajongs) located within Macquarie Street, one has since been removed due to basal decay. Green markers denote 'nominations' for the Significant Trees Register, pending approval for inclusion.



Location of Significant Trees within the village of Geurie (3/12/2017). Green marker donates the nomination for the Significant Trees Register, pending approval for inclusion.

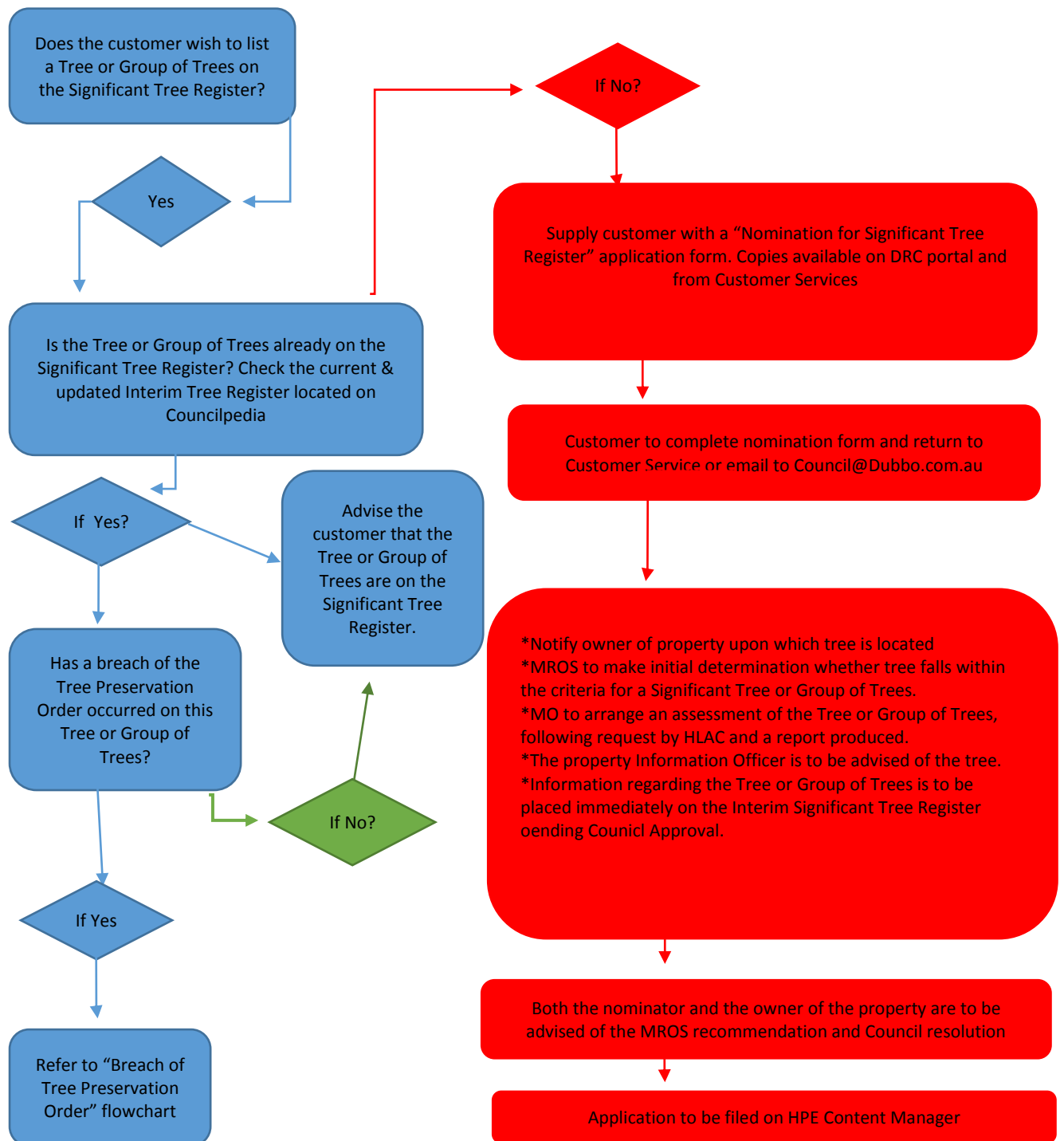


Location of Significant Trees within the city of Wellington (3/12/2017). Green marker denotes the nominations for the Significant Trees Register, pending approval for inclusion.

APPENDICES

- A. PROCEDURAL FLOW CHART OF LISTING A SIGNIFICANT TREE OR GROUP OF TREES ON THE SIGNIFICANT TREE REGISTER
- B. NOMINATION FOR SIGNIFICANT TREE REGISTRATION FORM
- C. SIGNIFICANT TREE REGISTRATION FORM TEMPLATE

APPENDIX A – TREE PRESERVATION ORDER



APPENDIX B. NOMINATION FOR SIGNIFICANT TREE REGISTRATION FORM

NOMINATION FOR SIGNIFICANT TREE REGISTER

I/We.....

of(address).....

.....

..... Contact phone number

Wish to nominate: A Tree A Group of Trees

Please ✓ appropriate box

For inclusion on the Significant Tree Register.

DESCRIPTION OF TREE (for single tree)

Scientific Name

Common Name:

Size: Height (Estimate) metres

Width of Crown (Estimate)metres.

Trunk Diametercm (at breast height)

LOCATION OF TREE.

(Provide details on the location of the tree. For example: situated 2 metres south of the front fence and 5 metres east of the western fence on the block at No. 315 Some Street. Attach a map if necessary).

.....

.....

.....

NAME OF OWNER OF PROPERTY ON WHICH TREE IS SITUATED ON:

.....

ADDRESS OF OWNER

.....

CONTACT PHONE NUMBER

DESCRIPTION OF TREES (FOR GROUPS OF TREES)

- | | |
|--------------------------------|--------------------|
| 1. Scientific (species) | Common Name: |
| 2. Scientific (species) | Common Name: |
| 3. Scientific (species) | Common Name: |
| 4. Scientific (species) | Common Name: |
| 5. Scientific (species) | Common Name: |
| 6. Scientific (species) | Common Name: |
| 7. Scientific (species) | Common Name: |
| 8. Scientific (species) | Common Name: |
| 9. Scientific (species) | Common Name: |
| 10. Scientific (species) | Common Name: |

LOCATION OF GROUP OF TREES.

(Provide details on the location of the group of trees.. Attach a map if necessary).

.....
.....
.....

NAME OF OWNER OF PROPERTY ON WHICH TREES ARE SITUATED ON:

.....

ADDRESS OF OWNER

.....

CONTACT PHONE NUMBER

CATEGORY UNDER WHICH NOMINATION IS BEING MADE: (SEE BACK PAGE FOR LIST OF CATEGORIES)

.....
.....

THIS NOMINATION IS SUPPORTED BY THE FOLLOWING INFORMATION: (LIST RELEVANT INFORMATION WHICH MAY SUPPORT YOUR NOMINATION IN TERMS OF THE CATEGORY NOMINATED ABOVE).

.....
.....
.....

THIS INFORMATION IS SUPPORTED BY THE FOLLOWING DOCUMENTARY EVIDENCE: (LIST DOCUMENTARY EVIDENCE AND

ATTACH COPIES, EG: NEWSPAPER CLIPPINGS< PHOTOGRAPHS, ETC.)

-
-
-

I/We understand that this nomination will be assessed and may or may not be successful. I also understand that the owner of the tree or trees will be notified of the nomination and may make a submission in support or otherwise of the nomination.

Signature Date ... / /20...

OFFICE USE ONLY

Nomination received:/...../20....

Received by:

Owner notified:/...../20

Notified by: Mail Fax: Phone:

In person: Public Notice: Web:

By:

ASSESSMENT CARRIED OUT BY:

DATE OF ASSESSMENT:

.....

..../...../20....

ASSESSORS RECOMMENDATIONS AND REASONING:

.....
.....

PLACED ON INTERIM LIST: YES NO

DATE:/...../20 BY:

NOMINATOR NOTIFIED OF RECOMMENDATION BY:

Notified by: Mail Fax: Phone:

In person: Public Notice: Web:

By:

OWNER NOTIFIED OF RECOMMENDATION BY:

Notified by: Mail Fax: Phone:

In person: Public Notice: Web:

By:

ENTERED INTO DATA BASE ON/...../20 BY:

A Single Tree may be listed as significant because:

- i. It may be a remnant of a previous landscape.

As such, it should provide evidence of changes in the landscape that might have resulted from former human culture, environmental occurrences and changes to climatic conditions or human behaviour.

j. It may have been planted by a famous person.

The significance may be local, regional, national or international and may be enhanced or diminished by the number of trees planted by that particular person.

k. It may be rare, old or magnificent etc

The number of specimens should be greatly reduced and the future viability of the species is heavily dependant on this specimen.

Old trees are often removed in streetscapes and other public areas due to safety concerns. However, under good management regimes it is sometimes possible to retain these trees in an over mature state – and thus provide a rare example of a species in that state. A magnificent tree will gain significance through its position in the landscape and its association with buildings and other structures. Very often, a particularly fine specimen will be defined as magnificent.

It may represent a species that is not commonly used for amenity horticulture in the Dubbo Local Government Area.

l. It may be a particularly fine representation of its species.

A tree should demonstrate all the typical characteristics generally associated with the species in greater magnitude than other trees. It should have shape, balance or symmetry that makes the tree distinctive.

m. It may be a specimen of an endangered species.

The future regeneration of the species should be such that the propagation of the tree through natural processes would be highly unlikely and the preservation of this tree is reliant to a large degree on this tree.

n. It may be of cultural value eg: may have Aboriginal markings or early survey markings etc.

The tree should be notable due to an association with a specific event, cultural story or as a result of markings that provide evidence of past events or social customs.

o. It may be of a particular aesthetic value.

The tree should be impressive due to uncharacteristic growth habit or combine within the landscape, place or architecture of a given area to further enhance these values.

p. It may have biological value to the environment.

The tree should be such that its loss to the environment would seriously threaten the natural biological processes of the immediate habitat.

A **Group of Trees** may be listed as significant for any of the following reasons:

h. They collectively fulfil any of the criteria for single trees.

i. They may form an integral part of the landscape of a heritage building or precinct.

As such, the trees should enhance or complement significant architecture or provide evidence of social customs in association with traditional buildings and should constitute a representative site.

j. They may be a group of trees which have some historic significance.

The trees should be notable because of an association with a memorable event or provide evidence of past social customs, natural occurrence or human behaviour.

k. The trees should co-exist or support another feature of the natural environment that would face extinction if this association was to cease.

l. The trees should provide a fundamental understanding of the customs or lifestyles of previous generations, either alone or in association with other elements.

m. The trees are integral component of the watershed and drainage system (including the aquifer recharge system).

The trees should be such that they support the natural hydrological processes of a particular area and their retention is essential to the maintenance of those processes.

n. The trees provide habitat for native wildlife.

The importance of a group of trees to native wildlife, especially those as identified as “endangered” or “threatened” under State or Federal legislation, should be assessed on the ability of the native fauna to inhabit other areas in the event of loss of those trees.

The Tree Preservation Order does not apply to any tree or group of trees on private property which is not listed as “Significant.”

APPENDIX C. SIGNIFICANT TREE REGISTRATION FORM TEMPLATE

<u>Nominator:</u>	<u>Location:</u>	<u>Species:</u>
		Scientific:

		Common:	
		Number:	
Reason for Listing:			
Report:		Photos:	
Date of last inspection.			
Condition:			
Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	Poor <input type="checkbox"/>
General Summary:			



DUBBO REGIONAL
COUNCIL

REPORT: Dubbo Regional Sports Council Playing Field Improvement Fund

AUTHOR: Recreation Coordinator
REPORT DATE: 27 November 2017
TRIM REFERENCE: ID17/2079

EXECUTIVE SUMMARY

Prior to the amalgamation of Dubbo and Wellington councils, 12 May 2016, the Dubbo Sports Council Playing Field Improvement Fund was administered by the Dubbo Sports Council. Twenty five percent (25%) of the sporting organisation fees collected by Council, were contributed to the Playing Field Improvement Fund which was held in a Restricted Asset account. As of 30 June 2017 some \$58,000 remains in the Playing Field Improvement Fund restricted asset. These funds are only available to the Dubbo sporting organisations as they were set aside prior to the merger and are now administered through the newly formed Dubbo Regional Sports Council.

An application for \$2,637 from the Playing Field Improvement Fund has been submitted by the Dubbo Amateur Athletics Club to assist in the purchase and installation of a new purpose built outdoor barbeque at the Barden Park Athletics Facility. Dubbo Amateur Athletics Club have indicated they will contribute \$2,637 of their own funds towards the project. The Club has also submitted a Local Sporting Grant for \$4,275. If successful with both applications this will provide the Club with \$9,549 to undertake this project.

The Dubbo Regional Sports Council Management Committee met on 14 November 2017, at Council's Wellington Office where the application from Dubbo Amateur Athletics Club for the Playing Field Improvement Fund was tabled. The Dubbo Regional Sports Council Management committee endorsed the Dubbo Amateur Athletics Club's application for \$2,637.

It is recommended that the Dubbo Sports Council Playing Field Improvement Fund application from Dubbo Amateur Athletics Club and the funds as endorsed by the Dubbo Regional Sports Council Management committee be adopted by Council.

Furthermore it is recommended the \$2,637 adopted for the Dubbo Amateur Athletics Club be transferred to the 9.06 Sporting Facilities function and placed in a Restricted Asset for the Barden Park Purpose Built Barbeque project until such time that grant funding is successfully applied for.

ORGANISATIONAL VALUES

Customer Focused: Dubbo Regional Council provides funding to assist and support sporting organisations in the local government area to improve sporting facilities.

Integrity: The funding is administered by the Dubbo Regional Sports Council Management

Committee and all applications must be endorsed by the committee.

One Team: A collaboration between the community being sporting organisations and the Dubbo Regional Council to improve sporting facilities in the local government area.

FINANCIAL IMPLICATIONS

The 9.07 Recreation Planning and Programs – Playing Field Improvement Fund will be reduced by \$2,637 resulting from the transfer of funds to 9.06 Sporting Facilities. These funds will be placed into a restricted asset for the Barden Park Purpose Built Barbeque project.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the information contained within the report of the Recreation Coordinator dated 27 November 2017 be noted.**
- 2. That the Dubbo Amateur Athletics Club, Dubbo Sports Council Playing Field Improvement Fund application for \$2,637 be approved and the Club be formally notified as to the outcome of their application.**
- 3. That the \$2,637 approved for the Dubbo Amateur Athletics Club be transferred to 9.6 Sport Facilities function and placed in a restricted asset for the Barden Park Purpose Built Barbeque project until such time that matching grant funding is received.**

Tracey Whillock
Recreation Coordinator

BACKGROUND

Prior to the merger of the Dubbo City Council and Wellington Council the Dubbo Sports Council Playing Field Improvement Fund was administered by the Dubbo Sports Council. Twenty five percent (25%) of the sporting organisation fees collected by Council were contributed to the Playing Field Improvement Fund Restricted Asset. Sporting organisations could then apply for matching funds from the Restricted Asset to assist in funding various projects to upgrade or develop new facilities.

As a result of the amalgamation, the Dubbo Regional Sports Council at the first AGM held in February 2017 adopted that only the Dubbo sporting organisations would be eligible to apply for funds contributed to the Dubbo Sports Council Playing Field Improvement Fund until 30 June 2017. Following the completion of the September 2017 quarterly reviews the balance of the fund is approximately \$58,000.

After 1 July 2017 a separate Dubbo Regional Sports Council Playing Field Improvement Fund restricted asset was established of which twenty five percent (25%) of sporting organisation fees collected by Council from Dubbo and Wellington will be contributed. Sporting organisations from Dubbo and Wellington who meet the criteria would then be eligible to apply for this funding thereafter.

REPORT

Dubbo Regional Sports Council received a Playing Field Improvement Fund application from Dubbo Amateur Athletics Club.

Dubbo Amateur Athletics Club submitted a Playing Field Improvement Fund application to purchase and install a new purpose built outdoor barbeque at the Barden Park Athletics Facility. Currently the barbeque area on the concourse in the grandstand houses portable barbeques which are untidy, dirty, poorly maintained by the multiple user groups and visually detracts from the new Complex.

Dubbo Amateur Athletics Club have indicated they will contribute \$2,637 of their own funds, and a Local Sporting Grant (\$4,275), if it is successful, towards the project. The Dubbo Amateur Athletics Club have requested \$2,637 from the Dubbo Sports Council Playing Field Improvement Fund to contribute to this project.

The Dubbo Regional Sports Council Management Committee met on 14 November 2017, at Council's Wellington Office where the application for funds through the Playing Field Improvement Fund was tabled. The Dubbo Regional Sports Council Management Committee determine that the application had merit and met the criteria.

The Committee endorsed the application by the Dubbo Amateur Athletics Club, Dubbo Sports Council Playing Field Improvement Fund application for \$2,637 for the new purpose built outdoor barbeque at Barden Park Athletics Facility and, that the funds be held with Council until grant funding is secured for the \$4,275, whether it be through success with the Local Sporting Grant or another avenue.

SUMMARY

With the Dubbo Regional Sports Council Management Committee endorsing the Playing Field Improvement Fund Application received from the Dubbo Amateur Athletics Club, it is recommended that the application be adopted by Council. It is also recommended the funding allocated to Dubbo Amateur Athletics Club for the new purpose built outdoor barbeque at Barden Park Athletics Facility be placed in a restricted asset for this project in the 9.06 Sporting Facilities function and the Dubbo Amateur Athletics Club notified.