



SERVICES POLICY COMMITTEE

AGENDA

4 APRIL 2023

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **SERVICES POLICY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 4 April 2023**.

David Waddell

CHIEF EXECUTIVE OFFICER

For apologies please contact Administration on 6393 8106.

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1 INTRODUCTION

1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Services Policy Committee at this meeting.

2 COMMITTEE MINUTES

2.1 MINUTES OF THE NAIDOC COMMUNITY COMMITTEE MEETING - 2 MARCH 2023

RECORD NUMBER: 2023/411

AUTHOR: Scott Maunder, Director Community, Recreation and Cultural Services

EXECUTIVE SUMMARY

The NAIDOC Week Community Committee met on 2 March 2023. The recommendations from the Committee are provided to the Services Policy Committee for adoption.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “4.2. Partner with key stakeholders to deliver cultural facilities and services that reflect the interests of a culturally diverse community”.

FINANCIAL IMPLICATIONS

Nil.

POLICY AND GOVERNANCE IMPLICATIONS

Nil.

RECOMMENDATION

- 1 That Council acknowledge the reports presented to the NAIDOC Week Community Committee at its meeting held on 2 March 2023.**
- 2 That the minutes of the NAIDOC Week Community Committee at its meeting held on 2 March 2023 be adopted.**

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

ATTACHMENTS

- 1 NAIDOC Minutes 2 March 2023
- 2 NAIDOC Agenda 2 March 2023, D23/11208 [↓](#)
- 3 NAIDOC Task List and Action Plan - 2023, D22/77941 [↓](#)

ORANGE CITY COUNCIL

MINUTES OF THE

NAIDOC WEEK COMMUNITY COMMITTEE

HELD IN GIYALANG GANYA MEETING ROOM, 286 LORDS PLACE, ORANGE

ON 2 MARCH 2023

COMMENCING AT 1.00 PM

1 INTRODUCTION

ATTENDANCE

Cr J Hamling (Mayor) (*via teams*), Mr Jason French, Mr Bryce O'Neill-Baker, Mr Corey McLean, Ms Jessica Silva (*via teams*), Ms Danielle Annesley (*via teams*), Ms Alisha Agland (*via teams*), Mr Dillon Bell, Ms Leeny Kemp, Ms Leanne Leahey, Ms Katy Chatfield, Museum Manager, Community Development Officer, Manager Community Services, Community Development Team Leader

1.1 Apologies and Leave of Absence

RESOLVED

Ms K Chatfield/Mr C McLean

That the apologies be accepted from Cr G Power, Cr D Mallard, Ms Alivya Powell, Ms Sharon Holmes, Ms Mary Croaker, Ms Gillian Ingram, Mr Neil Ingram, Ms Annette Uata, and Ms Codie Campbell for the NAIDOC Week Community Committee meeting on 2 March 2023.

1.2 Acknowledgement of Country

An Acknowledgement of Country was conducted by Mr Corey McLean.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil.

2 PREVIOUS MINUTES

RESOLVED

Ms K Chatfield/Mr C McLean

That the Minutes of the Meeting of the NAIDOC Week Community Committee held on 9 February 2023 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the NAIDOC Week Community Committee meeting held on 9 February 2023.

3 PRESENTATIONS

3.1 NEW COMMITTEE MEMBERS EXPRESSIONS OF INTEREST

TRIM REFERENCE: 2023/158

EOI for Committee Membership by Mr Matthew Scott was addressed and accepted

RECOMMENDATION**Ms D Annesley/Mr C McLean**

That the New Committee Member Expression of Interest for Mr Matthew Scott be noted.

3.2 CORRESPONDENCE

TRIM REFERENCE: 2023/159

EOI's for NAIDOC Week design competition have been distributed on social platforms, sent to local schools to be added to newsletters, and supplied to local businesses.

NAIDOC Week bookings secured as follows:

- Monday 23 October – Orange Function Centre, booked for wet-weather alternative for Street March.
- Wednesday 25 October – Orange Function Centre, booked for NAIROC.
- Friday 27 October – Coral Sea Room, Orange Ex-Services Club, booked for Junior AECG Ball.
- Saturday 28 October – Coral Sea Room, Orange Ex-Services Club, booked for NAIDOC Ball.

Outstanding Action from last meeting in February regarding Elders List:

Clear briefing on the criteria to be listed as an Indigenous Elder in our community.

- Jordan Moore, Katy Chatfield, and Leanne Leahey to discuss with CEO OLALC best practice for Elders listings and the criteria acknowledged at the OLALC.
- Committee to invite a group of well-known Elders in the Orange community to revise the list and allocate who is recognised as an indigenous Elder or an Indigenous Older Person.
- Committee members in support of consultation with known Local Elders and Aboriginal incorporations as being essential during this process.
- Consultations to start immediately to have clear clarifications going into this year's NAIDOC Week theme.

RECOMMENDATION**Mr C McLean/Mr J French**

That Correspondence discussions and information be acknowledged

3.3 BUDGET REPORT

TRIM REFERENCE: 2023/160

Danielle Annesley advised that two Business Community Award Sponsorships are outstanding for Structure Corp and Mission Australia. Jessica Silva to speak with the mission Australia finance team to have payment made by close of business.

Indigenous Cultural Adventures Paid in Full.

NAIDOC Family Fun Day Inflatables payment still outstanding due to lack of contact with vendor and no invoice received.

Kristen Hunter to speak with Birrang regarding grant applications for 2023; the Department of Premier and Cabinet, and the submitted grant with Aboriginal Affairs NSW for \$3,000.

Cr Jason Hamling advised that Council enter Caretaker Mode at 5pm Thursday 2 March 2023.

Kristen Hunter will apply for the following grants:

- CADIA Cares funding - major sponsorship for 2023 NAIDOC Community Awards Night, valued at \$4,999.
- Transport NSW.
- Club-Grants.

Bank statements and grant reports available on request for any committee member.

RECOMMENDATION**Ms L Leahey/Ms K Chatfield**

That discussions and information on the Budget Report be noted.

3.4 EXPRESSIONS OF INTEREST - NAIDOC WEEK 2023 EVENTS

TRIM REFERENCE: 2023/229

Received and accepted for Year 12 Graduation Night, School Achievement Awards, NAIDOC.

RECOMMENDATION**Ms K Chatfield/Mr C McLean**

That the Expressions of Interest – NAIDOC Week 2023 Events be noted.

4 GENERAL REPORTS**4.1 TASK LIST AND ACTION PLAN - NAIDOC WEEK 2023**

TRIM REFERENCE: 2023/161

RECOMMENDATION**Ms D Annesley/Ms K Chatfield**

That the Committee consider and discuss items in the Task List/Action Plan for NAIDOC Week Celebrations 2023, and that the report be updated.

THE MEETING CLOSED AT 2.30PM.



NAIDOC WEEK COMMUNITY COMMITTEE

AGENDA

2 MARCH 2023

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **NAIDOC WEEK COMMUNITY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **GIYALANG GANYA MEETING ROOM, 286 LORDS PLACE, ORANGE** on **Thursday, 2 March 2023** commencing at **1.00 PM**.

David Waddell

CHIEF EXECUTIVE OFFICER

For apologies please contact Kristen Hunter on 6393 8976.

NAIDOC WEEK COMMUNITY COMMITTEE**2 MARCH 2023**

AGENDA**EVACUATION PROCEDURE**

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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NAIDOC WEEK COMMUNITY COMMITTEE**2 MARCH 2023**

1 INTRODUCTION**MEMBERS**

Cr G Power (Chairperson), Cr J Hamling (Mayor), Cr D Mallard, Mr Neil Ingram, Ms Terrie Sheargold, Mr Chris Gryllis, Mr Damon Bell, Ms Gillian Ingram, Mr James Williams, Ms Alice Williams, Ms Donna Monaghan, Mr Jason French, Mr Adrian Nicholls, Mr Bryce O'Neill-Baker, Ms Karen (Abbie) Ladlow, Ms Madison Spencer, Ms Julie Armstrong, Mr Corey McLean, Ms Melanie Meehan, Mr Lennie Frail, Ms Jessica Silva, Ms Annette Uata, Mr Mike Cooper, Ms Danielle Annesley, Ms Danielle Trudgett, Ms Katrina Lane, Mr Henry Gibbs, Ms Alivya Powell, Ms Sharon Holmes, Ms Sharna Watson, Mr Michael Newman, Ms Alisha Agland, Ms Mary Croaker, Ms Nikea Dixon, Mr Jordon Moore, Mr Dillon Bell, Ms Leeny Kemp, Ms Juanita Wighton, Museum Manager, Director Community, Recreation and Cultural Services, Community Development Officer, Manager Community Services, Community Development Team Leader, Youth Development Officer

1.1 APOLOGIES AND LEAVE OF ABSENCE**1.2 ACKNOWLEDGEMENT OF COUNTRY**

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the NAIDOC Week Community Committee at this meeting.

NAIDOC WEEK COMMUNITY COMMITTEE**2 MARCH 2023**

2 PREVIOUS MINUTES**RECOMMENDATION**

That the Minutes of the Meeting of the NAIDOC Week Community Committee held on 9 February 2023 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the NAIDOC Week Community Committee meeting held on 9 February 2023.

ATTACHMENTS

- 1 Minutes of the Meeting of the NAIDOC Week Community Committee held on 9 February 2023

ORANGE CITY COUNCIL

MINUTES OF THE

NAIDOC WEEK COMMUNITY COMMITTEE

HELD IN GIYALANG GANYA MEETING ROOM, 286 LORDS PLACE, ORANGE

ON 9 FEBRUARY 2023

COMMENCING AT 1.00 PM

1 INTRODUCTION

ATTENDANCE

Cr G Power (Chairperson), Cr D Mallard, Mr Bryce O'Neill-Baker, Mr Corey McLean, Ms Danielle Annesley, Ms Alivya Powell (VIA TEAMS), Mr Jordon Moore, Museum Manager, Community Development Officer.

Guests: Mr Codie Campbell, Ms Caitlin Bennett, Ms Katy Chatfield, Ms Leanne Leahey.

1.1 Apologies and Leave of Absence

RESOLVED

Cr D Mallard/Mr C McLean

That the apologies be accepted from Cr J Hamling, Mr J French, Ms S Holmes, Ms J Silva, Manager Community Services, and Acting Community Development Team Leader, for the NAIDOC Week Community Committee meeting on 9 February 2023.

1.2 Acknowledgement of Country

The Chairperson conducted an Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil declared.

2 PREVIOUS MINUTES

RESOLVED

Cr D Mallard/Ms A Powell

That the Minutes of the Meeting of the NAIDOC Week Community Committee held on 8 December 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the NAIDOC Week Community Committee meeting held on 8 December 2022.

MINUTES OF NAIDOC WEEK COMMUNITY COMMITTEE**9 FEBRUARY 2023****3 PRESENTATIONS****3.1 NEW COMMITTEE MEMBERS EXPRESSIONS OF INTEREST**

TRIM REFERENCE: 2023/9

Tabled and accepted.

RECOMMENDATION**Ms D Annesley/Mr C McLean**

That Committee Expressions of Interest for Mr Codie Campbell, Ms Caitlin Bennett, Ms Katy Chatfield and Ms Leanne Leahey be acknowledged.

3.2 CORRESPONDENCE

TRIM REFERENCE: 2023/10

Resignation of Ms Kayla Preisley – Tabled and accepted. Members thanked Ms Preisley for her involvement in the Committee.

NAIDOC theme statement tabled. Members to understand the importance of the NAIDOC theme and commit to attendance. Copy available via the web.

New Orange NAIDOC Event Host information tabled. Expression of Interest procedure discussed and endorsed. In summary:

- Events scheduled must complete and EOI for Committee approval
- Two delegates to be listed on each EOI including full contact details
- Considered only upon receipt by the Committee and to include a draft budget.
- Approved Event EOI's budget to be submitted by 30 June or financial support will be withdrawn and host will be responsible for expenditure.
- Event delegate to attend monthly meetings and supply an update 24 hours prior to the clerk to ensure tasks and actions up to date.
- Event Hosts responsible for logistics of their event – have running sheets and floor plans completed and available one week prior to the event.
- End of event report to be submitted, including financials, feedback and photo – to be correlated with the NAIDOC continuous improvement action plan.

Dates for NAIDOC Week 2023 – Friday 20 October to Saturday 28 October.

RECOMMENDATION**Ms D Annesley/Mr C McLean**

That the resignation of Ms Kayla Preisley be acknowledge and the remainder of the Correspondence be noted.

3.3 BUDGET REPORT

TRIM REFERENCE: 2023/11

Closing Balances:

- General S1 - \$867.12
- S2 – NAIDOC Ball Account: \$9444.00
- Birrang Trust - \$8583.44
- Cadia Grant – Nil
- NSW Grant – Nil

MINUTES OF NAIDOC WEEK COMMUNITY COMMITTEE**9 FEBRUARY 2023**

Cr Gerald Power to supply tax receipts to the treasurer for funds transfer reimbursement from the General Account, for Christmas lunch on 7 December 2022 at the Ophir Tavern.

Three Business Community Award Sponsorships outstanding:

- Structure Corp
- Mission Australia
- Indigenous Cultural Adventures

Cr Gerald Power to speak with Birrang regarding grant applications for 2023 with:

- NSW Department of Premier and Cabinet
- Aboriginal Affairs NSW

Kristen Hunter to follow up on grant applications with:

- CADIA Cares – Major Sponsors for NAIDOC 2023 Community Awards Night to the value of \$4999.00
- Transport NSW
- Club Grants NSW

Discussions on the process around funding allocations for each event:

- Event EOI received
- Committee tables budget outline
- Budget covered by the General Account – holds state funding grants and funds carried over
- Awards Night is a standalone event with its own account due to major sponsorship, award sponsorship, and Club Grant for venue hire.
- All event hosts can supplement funds with individual fundraising.

Bank statements and grant reports available on request for members.

RECOMMENDATION**Ms D Annesley/Cr D Mallard**

That the information supplied on the Budget Report be noted.

4 GENERAL REPORTS**4.1 TASK LIST AND ACTION PLAN - NAIDOC WEEK 2023**

TRIM REFERENCE: 2023/12

General Information discussed and recorded in the Task List and Action Plan, including National Sorry Day 2023 update.

RECOMMENDATION**Cr D Mallard/Ms D Annesley**

That the updates to the Task List and Action Plan be noted.

THE MEETING CLOSED AT 1.43PM.

NAIDOC WEEK COMMUNITY COMMITTEE

2 MARCH 2023

3 PRESENTATIONS

3.1 NEW COMMITTEE MEMBERS EXPRESSIONS OF INTEREST

New Expression of Interests for Committee Membership - for discussion and determination by the Committee Members.

ATTACHMENTS

- 1 NAIDOC Committee EOI - Matthew Scott - Redacted, D23/8298

NAIDOC WEEK COMMUNITY COMMITTEE

2 MARCH 2023

Attachment 1 NAIDOC Committee EOI - Matthew Scott - Redacted



135 - 137 Byng Street, Orange NSW, 2800
PO Box 35, Orange NSW, 2800
P: 02 6393 8000
E: council@orange.nsw.gov.au
www.orange.nsw.gov.au

Community Committee

EXPRESSION OF INTEREST FORM

APPLICANT DETAILS

Applicant's Name: Matthew Scott

Postal address:

Phone number:

Mobile:

Email address:

COMMITTEE DETAILS

Committee Name: Orange NAIDOC Community Planning Committee

Interest in Community Committee:

I AM A LOCAL ABORIGINAL COMMUNITY MEMBER & HIGHLY
MOTIVATED TO BE INVOLVED & SUPPORT THE LOCAL ABORIGINAL
PLANNING COMMUNITY/COMMITTEE WITH THE 2023 NAIDOC CELEBRATIONS
& EVENTS IN ORANGE.

Relevant skills and experience:

I AM THE ABORIGINAL MHDA CLINICIAN/RN @ BLOOMFIELD HOSPITAL
SUPPORTING ALL ABORIGINAL CONSUMERS REQUIRING OUR SERVICES. I
AM REGULARLY INVOLVED IN ALL ABORIGINAL EVENTS LOCATED @ ORANGE
HEALTH SERVICE. I WOULD LIKE TO EXTEND MY INVOLVEMENT INTO THE COMMUNITY.

Signature:

Date:

24/01/2023.

Once completed, please return the form via email to council@orange.nsw.gov.au

Or via post: Orange City Council PO Box 35 ORANGE NSW 2800

Expressions of Interest close 5pm 11 March, 2022.

OFFICE USE ONLY

NAIDOC WEEK COMMUNITY COMMITTEE**2 MARCH 2023**

3.2 CORRESPONDENCE

Incoming or outgoing correspondence for information and discussion.

3.3 BUDGET REPORT

Update on the Budget.

3.4 EXPRESSIONS OF INTEREST - NAIDOC WEEK 2022 EVENTS

Event Expression of Interest for consideration and determination.

ATTACHMENTS

- 1 Template - Expression of Interest - NAIDOC Week 2023 Event, D23/8244

D22/20275

F174

Orange NAIDOC Week Celebrations!



Friday 20th October – Saturday 28th October
2023

In 2023, how will you celebrate
For Our Elders?

EVENT EXPRESSION OF INTEREST

Please complete this form and return to the Committee Clerk Khunter@orange.nsw.gov.au
to be tabled at the Orange NAIDOC Week Committee Meeting.

D22/20275

F174

The NAIDOC Committee stipulates the following:

1. All NAIDOC community events scheduled to occur during Orange NAIDOC Week 2023 must complete an EOI in full to be approved by the Committee.
2. EOI must have two delegates listed with contact details, including name, organisation, contact number and active email address for ongoing communication.
3. EOI will be considered once the completed paperwork has been received by the Committee. A draft (estimated) budget must also be completed and submitted with the EOI.
4. All approved event EOI's are obligated for event budgets to be submitted to NAIDOC Committee by 30 June or Committee financial support will be withdrawn and event host will be responsible for covering any expenditures.
5. An event delegate is required to attend every monthly meeting either in person or via Teams on the proposed dates to update task list and action plan.
6. If both event delegates cannot attend a meeting, an Event Host Update form is required to be submitted 24 hours prior to the meeting, to enable the Committee clerk to ensure tasks/actions are up to date.
7. Event host/s take full responsibility for the logistics of the event and are required to have running sheets and floor plans completed one week prior to the event for distribution to necessary personnel.
8. An end of event report will be required to be submitted after the event for publishing including financials, feedback, and photos. This information will be correlated with the NAIDOC continuous improvement action plan.

For further information please contact the Chairperson, Gerald Power, on 0414 904 497

APPROVAL AND AUTHORITY TO PROCEED

Approved By	Date	Approved By	Date
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NAIDOC WEEK COMMUNITY COMMITTEE

2 MARCH 2023

Attachment 1 Template - Expression of Interest - NAIDOC Week 2023 Event

D22/20275

F174

APPLICANT DETAILS	
NAME OF GROUP, INDIVIDUAL, TEAM, SERVICE PROVIDER, OR COMPANY	
POSITION HELD	
MOBILE	EMAIL
POSTAL ADDRESS PLEASE USE EMAIL ADDRESS	
SIGNATURE AND NAME OF AUTHORISED CONTACT PERSON	

EVENT or PROJECT PROPOSAL
EVENT PROJECT NAME
Who will be working on this event? Who is coordinating and who is supporting this event?
EVENT LOCATION
PROPOSED DATE/s

3

NAIDOC WEEK COMMUNITY COMMITTEE

2 MARCH 2023

Attachment 1 Template - Expression of Interest - NAIDOC Week 2023 Event

D22/20275

F174

EVENT or PROJECT PROPOSAL
WHAT IS YOUR PLAN B IF THE EVENT IS IMPACTED BY COVID OR OTHER UNFORESEEN CIRCUMSTANCES (E.G. BAD WEATHER)
BRIEF DESCRIPTION OF THE EVENT
WILL YOU NEED FUNDING SUPPORT FROM THE ORANGE NAIDOC WEEK COMMUNITY COMMITTEE?
PLEASE PROVIDE AN ESTIMATE OF YOUR FUNDING NEEDS. <i>Please note – organisers will need to retain all receipts and provide the NAIDOC Week Committee Treasurer for the grant to be acquitted.</i>
CAN YOU GIVE IN-KIND SUPPORT? <i>Please provide details</i>
DO YOU NEED ASSISTANCE TO SECURE A VENUE? <i>please describe</i>
DO YOU REQUIRE PUBLIC LIABILITY INSURANCE FOR THIS EVENT THROUGH COUNCIL?
ANY OTHER COMMENTS OR REQUIREMENTS

D22/20275

F174

EVENT or PROJECT PROPOSAL

Thank you for your participation in the NAIDOC Week events for 2023.

NAIDOC WEEK COMMUNITY COMMITTEE**2 MARCH 2023**

4 GENERAL REPORTS**4.1 TASK LIST AND ACTION PLAN - NAIDOC WEEK 2023**

RECORD NUMBER: 2023/161

AUTHOR: Rennie Johns, Administration Officer

EXECUTIVE SUMMARY

Attached for information is the Task List/Action Plan to be reviewed and updated at the conclusion of each meeting.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “4.2. Partner with key stakeholders to deliver cultural facilities and services that reflect the interests of a culturally diverse community”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the Committee consider and discuss items in the Task List/Action Plan for NAIDOC Week Celebrations 2023, and that the report be updated.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

ATTACHMENTS

- 1 Task List and Action Plan - NAIDOC Week 2023, D22/77941

D22/77941

F174

NAIDOC Week Community Committee Task List / Action Plan

NAIDOC WEEK 2023 DATES: Friday 20 October to Saturday 28 October

THEME: For Our Elders

PRIOR EVENTS FOR CONSIDERATION

Art / Museum Exhibition	Year 12 Graduation Awards
NAIDOC Week Opening Ceremony and Street March	Family Fun Day
Online Talent Show	Orange Health Service NAIDOC Day
Elders Lunch	NAIDOC Awards Night
Golf Day	AECG Junior Ball
Harmony Cup / Sports Day	Primary School Disco
School Awards	Women's Night
NAIROC	Basketball 3 v 3 Event

Events for 2023

School Achievement Awards	Year 12 Graduation Night
NAIROC	Street March
Junior AECG Ball	NAIDOC Ball

D22/77941

F174

Event:	SCHOOL ACHIEVEMENT AWARDS			
Date:	DURING NAIDOC WEEK			
Venue:	LOCAL SCHOOLS			
Organiser:	COREY MCLEAN – ASSISTED BY DAN ANNESLEY			
Meeting Date:	Information:	Cost / Resources:	To Do / Action Items:	Update / Completed:
Mar	<ul style="list-style-type: none"> CM ref: IC23/6031 Awards to be supplied to schools for presentation at assembly. Acknowledging and regarding Indigenous students who have achieved throughout the year. Will seek funding opportunities. No direct assistance required or public liability insurance. 	\$1000 approx.		
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
DEBRIEF - DEC				

D22/77941

F174

Event:	YEAR 12 GRADUATION NIGHT			
Date:	8 SEPTEMBER 2023 – END OF TERM 3			
Venue:	BLOOMFIELD HALL			
Organiser:	COREY MCLEAN - ASSISTED BY AEO'S FROM SCHOOLS			
Meeting Date:	Information:	Cost / Resources:	To Do / Action Items:	Update / Completed:
Mar	<ul style="list-style-type: none"> CM ref: IC23/6030 Graduation Certificate presented at school assemblies or year 12 Graduations. A formal night to celebrate our Indigenous students completion of Year 12. Awards, Dinner, Indigenous Dance. Will seek funding opportunities. Venue Booked. May require liability insurance through Council? 	\$2000 - \$2500		
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
DEBRIEF - DEC				

D22/77941

F174

Event:	NAIROC			
Date:	25 OCTOBER 2023			
Venue:	ORANGE FUNCTION CENTRE			
Organiser:	COREY MCLEAN – ASSISTED BY DAN ANNESLEY			
Meeting Date:	Information:	Cost / Resources:	To Do / Action Items:	Update / Completed:
Mar	<ul style="list-style-type: none"> CM ref: IC23/6032 Mini School Eisteddfod (online talent show via NAIDOC Facebook as alternative) Assistance required for hire of OFC, engraving of shields, food for Elders and BBQ. Council liability insurance required. 	\$1000	<ul style="list-style-type: none"> Book OFC Engrave Shields Food Insurance 	
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
DEBRIEF - DEC				

D22/77941

F174

Event:	NAIDOC STREET MARCH			
Date:	23 OCTOBER 2023			
Venue:	SUMMER STREET (WET WEATHER ALTERNATIVE – OFC)			
Organiser:				
Meeting Date:	Information:	Cost / Resources:	To Do / Action Items:	Update / Completed:
Mar	OFC booked as wet weather alternative			
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
DEBRIEF - DEC				

D22/77941

F174

Event:	NAIDOC BALL			
Date:	28 OCTOBER 2023			
Venue:	CORAL SEA ROOM – ORANGE EX-SERVICES CLUB			
Organiser:				
Meeting Date:	Information:	Cost / Resources:	To Do / Action Items:	Update / Completed:
Mar	Room booked			
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
DEBRIEF - DEC				

D22/77941

F174

Event:	JUNIOR AECG BALL			
Date:	27 OCTOBER 2023			
Venue:	CORAL SEA ROOM – ORANGE EX-SERVICES CLUB			
Organiser:				
Meeting Date:	Information:	Cost / Resources:	To Do / Action Items:	Update / Completed:
Mar	Room booked.			
Apr				
May				
Jun				
Jul				
Aug				
Sep				
Oct				
DEBRIEF - DEC				

D22/77941

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General Information			
Meeting Date:	Information:	To Do / Action Items:	Update / Completed:
9 Feb	<p>Members advised of changes to NAIDOC Week dates due to venue availability. Orange Ex-Services Club and Orange Function Centre now locked in. Dates for NAIDOC Week 2023 – Friday 20 October to Saturday 28 October.</p> <p>BOOKINGS MADE: Monday 23 October – Orange Function Centre – Street March wet weather alternative. Wednesday 25 October – Orange Function Centre – NAIROC. Friday 27 October - Coral Sea Room - Orange Ex Service Club Saturday 28 October - Coral Sea Room - Orange Ex Service Club.</p> <p>NAIDOC SHIRT DESIGN-</p> <ul style="list-style-type: none"> Committee poll to gauge interest was sent out via email using survey monkey, based on responses. 100% are in favour of a 2023 NAIDOC polo. Community Design Competition - tabled and all in favour. This will create community involvement and showcase our talented artists in our region. This competition will be open to all community members. Kristen Hunter to work with Orange City Council Graphics to design a flyer. <p>ELDERS LIST Clear briefing on what is the criteria to be listed as an Indigenous ELDER in our local community.</p> <ul style="list-style-type: none"> Jordan Moore, Katy Chatfield, and Leanne Leahey to discuss with CEO OLALC best practice for Elders listings and the criteria acknowledged at the OLALC. Committee to invite a group of well-known Elders in the Orange Community to revise the list and allocate who is recognised as an indigenous Elder or an Indigenous Older Person. Committee in agreeance consultation with known Local Elders and Aboriginal incorporations is essential during this process. 	<p>Nil</p> <p>Nil</p> <p>To be arranged</p> <p>Kristen follow-up</p> <p>Jordan, Katy, Leanne follow-up.</p>	

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	<ul style="list-style-type: none"> Consultations to start immediately to have clear clarifications going into this year's NAIDOC theme. 		
Mar	<p>Guest Speaker Alisha Agland - The Uluru Statement Youth Dialogue Member:</p> <p>Alisha is passionate about pushing forward the reforms outlined in the Uluru Statement from the Heart.</p> <p>Uluru Statement 101 event in Orange: These sessions can provide a background to the Uluru Statement and Dialogue process, explore what the referendum and Constitution are, and unpack what the Voice means and what it could look like.</p> <ul style="list-style-type: none"> ✓ Open community information session ✓ a First Nations only session ✓ Q and A session where community members can attend a facilitated discussion to discuss any unanswered question. <p>Katrina Hausia raised concerns around the lack of accurate information being released from the government.</p> <p>Cr Jason Hamling acknowledged confusion within our community when it comes to fully understanding the First Nations Voice to Parliament.</p> <p>Alisha to come back to the committee with the secured date of the first public forum.</p>		
Apr			
May			
Jun			
Jul			
Aug			
Sep			
Oct			
DEBRIEF - DEC			

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Calendar of Annual and Significant Events for Aboriginal and Torres Strait Islanders – 2023		
Date	Key Calendar Event Details	Information and updates on Event planning
26 Jan	Invasion Day/Survival Day – Sovereignty Day Annual events take place each year across the nation such as ‘Yabun’ in Sydney, the Survival Day Picnic on the Frankston Foreshore in Victoria, stalls and the Share the Spirit Festival in the Treasury Gardens, Victoria. The events celebrate Aboriginal and Torres Strait Islander culture and heritage. The events showcase all aspects of Aboriginal and Torres Strait Islander culture, including music, dance, food, language, politics, literature, and arts and crafts and are a wonderful opportunity to learn more about Australia’s Aboriginal and Torres Strait Islander heritage.	No update for 2023
12 Feb	Freedom Ride On 12 February 1965, University of Sydney students inspired by equal rights activism in the United States started a bus tour of western and coastal NSW with 3 key goals in mind: <ul style="list-style-type: none"> • draw attention to the poor state of Aboriginal health, education and housing • focus and attention on the social discrimination experienced by Aboriginal people to effect positive change • encourage and support Aboriginal people themselves to resist discrimination The Freedom Ride was led by Charles Perkins, an Arrernte man born in Alice Springs who dedicated his life to advocating for Aboriginal rights. The Freedom Ride has an important place in the history of Australia and is remembered every February for fostering Aboriginal activism and raising much needed public attention on issues Aboriginal people continue to face today	No update for 2023
13 Feb	Anniversary of the National Apology On 13 February 2008 the Prime Minister, Kevin Rudd MP delivered his national apology to the Stolen Generations on behalf of the Australian Government. The apology marked an important milestone in Australia’s history. By validating the experiences of the Stolen Generations, the foundations have been laid for healing to take place and for a reconciled Australia in which everyone belongs. www.nsd.org.au	No update for 2023
18 Mar	National Close the Gap Day – Indigenous Health Campaign The day gives people the opportunity to show their support for the Close the Gap Indigenous Health Equality Campaign which calls for closing the 17-year life expectancy gap between Aboriginal and Torres Strait Islanders and other Australians. http://www.indigenous.gov.au/health/	No update for 2023
21 Mar	Harmony Day Harmony Day, 21 March, celebrates Australia’s cultural diversity. It’s about inclusiveness, respect and a sense of belonging for everyone. It is a day for all Australians to embrace cultural diversity and to share what we have in common. The central message for Harmony Day is that ‘everyone belongs’, reinforcing the importance of inclusiveness to all Australians. http://www.harmony.gov.au/	No update for 2023

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Calendar of Annual and Significant Events for Aboriginal and Torres Strait Islanders – 2023		
Date	Key Calendar Event Details	Information and updates on Event planning
26 May	National Sorry Day The <i>Bringing them home</i> report recommended (Recommendation No 7.a) that a National Sorry Day be held each year on 26 May 'to commemorate the history of forcible removals and its effects'. As a result of this recommendation the community-based organisation the National Sorry Day Committee (NSDC) was formed. www.nsd.org.au	Kristen Hunter to coordinate National Sorry Day in discussion with Council, NAIDOC Committee, Elders and Key Stakeholders.
27 May	1967 referendum In 1967 over 90% of Australians voted in a Referendum to remove clauses from the Australian Constitution which discriminated against Aboriginal and Torres Strait Islander Australians. The Referendum also gave the Commonwealth Government the power to make laws on behalf of Aboriginal and Torres Strait Islander people. http://www.naa.gov.au/collection/fact-sheets/fs150.aspx	
27 May – 3 June	National Reconciliation Week National Reconciliation Week is held annually and celebrates the rich culture and history of the First Australians. National Reconciliation Week began in 1996 to provide focus for nationwide reconciliation activities. National Reconciliation Week coincides with two significant dates in Australia's history which provide strong symbols of the aspirations for reconciliation. May 27 marks the anniversary of the 1967 Referendum and June 3 marks the anniversary of the High Court's judgment in the 1992 Mabo case. http://www.reconciliation.org.au/	
29 May	Indigenous Veterans Commemoration Service The ceremony continues to gather momentum since its inception in 2007, in uniting Australians to remember and honour the service and sacrifice of indigenous veterans. The exceptional guest speakers and their remarkable stories continue to inspire our youth, indigenous and non-indigenous alike. Since the Boer War, Aborigines and Torres Strait Islanders have fought for Australia. While exact numbers will never be known, it is estimated that 500-800 Aboriginal diggers served in World War I. Five Aboriginal diggers are known to have died fighting at Gallipoli. Anywhere from 3,000-6,000 served in World War II, and in proportion to population, no community in Australia contributed more to the war effort than the Islanders of the Torres Strait. The proud tradition of indigenous service continues today. https://www.rslnsw.org.au/events/indigenous-veterans-commemoration-service/	
3 Jun	Mabo Day Mabo Day is held on 3 June to celebrate Eddie Mabo, who helped overturn 'terra nullius' in a ten year campaign through the courts ending in the historic High Court Mabo Judgment.	

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Calendar of Annual and Significant Events for Aboriginal and Torres Strait Islanders – 2023		
Date	Key Calendar Event Details	Information and updates on Event planning
10 June	Myall Creek Massacre (1838) – Memorial Ceremony In 1838 white settlers murdered 28 Aboriginal men, women and children near Myall Creek Station. The massacre is a harrowing reminder of Australia's colonial violence and one of the rare cases where killers were tried and hanged.	
1 July	Coming of the Light This is a particular day of significance for Torres Strait Islander Australians. It marks the day the London Missionary Society first arrived in the Torres Strait. The missionaries landed at Erub Island on 1 July 1871. Religious and cultural ceremonies are held by Torres Strait Islander Christians across the Torres Strait and on the mainland to commemorate this day.	
3 to 10 July	National NAIDOC Week 2023 The 2023 theme is <i>"For Our Elders"</i>	
4 Aug	National Aboriginal and Torres Strait Islander Children's Day An annual event established by SNAICC in 1988 to highlight the significance of Aboriginal and Torres Strait Islander children. SNAICC encourages all Aboriginal and Torres Strait Islander community organisations, mainstream child and family services, government and early childhood services, schools and any other key stakeholders to celebrate this day.	
9 Aug	International Day of the World's Indigenous Peoples The International Day of the World's Indigenous Peoples is observed on August 9 each year to promote and protect the rights of the world's indigenous population. This event also recognises the achievements and contributions that indigenous people make to improve world issues such as environmental protection. It was first pronounced by the General Assembly of the United Nations in December 1994, marking the day of the first meeting of the UN Working Group on Indigenous Populations of the Sub-commission on the Promotion and Protection of Human Rights, in 1982.	
First Wed in Sep 1 Sep	Indigenous Literacy Day Indigenous Literacy Day aims to help raise funds to raise literacy levels and improve the lives and opportunities of Indigenous Australians living in remote and isolated regions. We need your support to help raise funds to buy books and literacy resources for children in these communities. http://www.communityservices.act.gov.au/atsia/significant_dates	
13 Sep	Anniversary of the UN Declaration on the Rights of Indigenous People The United Nations Declaration on the Rights of Indigenous Peoples was adopted by the United Nations General Assembly during its 61st session at UN Headquarters in New York City on 13 September 2007.	

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Calendar of Annual and Significant Events for Aboriginal and Torres Strait Islanders – 2023		
Date	Key Calendar Event Details	Information and updates on Event planning
Nov	<p>National Dreamtime Awards</p> <p>The National Dreamtime Awards, known simply as the Dreamtime Awards, are an annual celebration of Australian Aboriginal and Torres Strait Islander achievement in sport, arts, academic and community. The National Dreamtime Awards were launched to fill the void in recognising indigenous achievements as a result of the 2013 cessation of the Deadly Awards.^[1]</p> <p>A panel of experts judges the final winners in each category, determined by nomination and voting process through online and media partners.</p>	

2.2 MINUTES OF THE AGEING AND ACCESS COMMUNITY COMMITTEE HELD ON 14 FEBRUARY 2023

RECORD NUMBER: 2023/415

AUTHOR: Scott Maunder, Director Community, Recreation and Cultural Services

EXECUTIVE SUMMARY

The minutes of the Ageing and Access Community Committee meeting held on 14 February 2023 are provided to the Services Policy Committee for adoption.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “5.1. Engage with the community to ensure facilities and programs meet changing lifestyle and social needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

- 1** That Council acknowledge the reports presented to the Ageing and Access Community Committee at its meeting held on 14 February 2023.
- 2** That Council determine recommendations 3.2, 4.1.1, 4.2.1, 4.2.2, 4.2.3 and 4.2.4 from the minutes of the Ageing and Access Community Committee meeting of 14 February 2023:
 - 3.2** *That the following information provided by Committee members be forwarded to the Manager Building and Environment for consideration during possible future Civic Centre Foyer renovations.*
 - *The manual door between the foyer and Ticketek be replaced with an automatic door*
 - *Enlarge the lift button and ensure contrast between the button and surrounding surfaces*
 - *Use contrasting colours e.g. light floor and dark furniture*
 - *Install tactile ground surface indicators at all entrances*
 - *Use chairs with arm rests*
 - *Install a path from the accessible car park at the rear of the Theatre to the rear entry of Council*
 - *Winding ramp at the front of the Theatre is difficult to negotiate*
 - *Enlarge the path and rear entry door of Council*
 - *Install a lower section of the Customer Service desk for community members in wheelchairs*
 - *Install a scooter and electric wheelchair charging point*
 - *Storage space for walkers when user is attending a meeting or show*
 - 4.1.1** *That a Movement in Place strategy be included in the Active Travel Plan review.*
 - 4.2.1** *That Council continue to investigate a program to assist local businesses to purchase temporary ramps to allow access for people with disability and limited mobility*
 - 4.2.2** *That Council investigate including the installation of an accessible bathroom with an adult change table and hoist in the central business district in the access audit.*
 - 4.2.3** *That Council investigate utilising dark tinted concrete around bollards in new footpath installations.*
 - 4.2.4** *That Council continue to investigate the installation of permanent ramps to the grassed areas of Robertson Park.*
- 3** That the remainder of the minutes of the Ageing and Access Community Committee at its meeting held on 14 February 2023 be adopted.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

ATTACHMENTS

- 1 AACC 14 February 2023
- 2 AACC 14 February 2023 Agenda, D23/6740 [↓](#)

ORANGE CITY COUNCIL

MINUTES OF THE AGEING AND ACCESS COMMUNITY COMMITTEE

HELD IN HACC CENTRE, 286 LORDS PLACE, ORANGE

ON 14 FEBRUARY 2023

COMMENCING AT 10.00AM

1 INTRODUCTION

ATTENDANCE

Cr Steven Peterson (Chairperson), Cr Frances Kinghorne, Mr Colin Spicer, Mr Matthew Goodacre, Ms Helen James, Ms Charlotte Maguire, Mr Wayne Wright, Mr Peter Hickey, Mr Rex Cochrane, Community Services Manager, Works Manager, Disability Services Coordinator, Manager Building and Environment, Ageing and Development Officer

1.1 Apologies and Leave of Absence

RESOLVED

Cr S Peterson/Mr M Goodacre

That the apologies be accepted from Mrs Heather Huthnance, Ms Erika Vass, Manager Engineering Services and Acting Community Development Team Leader for the Ageing and Access Community Committee meeting on 14 February 2023.

1.2 Acknowledgement of Country

The Chairperson conducted an Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil.

2 PREVIOUS MINUTES

RESOLVED

Cr S Peterson/Mr M Goodacre

That the Minutes of the Meeting of the Ageing and Access Community Committee held on 8 November 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the Ageing and Access Community Committee meeting held on 8 November 2022.

3 PRESENTATIONS

3.1 DISABILITY SERVICES CONTINUOUS IMPROVEMENT REGISTER

TRIM REFERENCE: 2023/24

The Disability Services Coordinator outlined the Continuous Improvement Register in summary since the last meeting held on 8 November 2022.

- 1 resident behaviour – continuing to work with Psychiatrist, NDIS and Behaviour Intervention Specialist for ongoing and increased support in the house.
- 1 resident broken thumb – medical recommendations have been followed.

Preparation of Hill Street driveway is underway and ordering of a new vehicle to better suit the needs of the residents. Replacement vehicle is being ordered for use by the Hill Street ladies.

RECOMMENDATION

Mr M Goodacre/Ms H James

That the information on the Disability Services Continuous Improvement Register be noted.

3.2 CIVIC CENTRE FOYER

TRIM REFERENCE: 2023/80

Orange City Council has formed a committee to investigate the accessibility and possible future renovations of the foyer and customer service area of Council. As a part of this process Committee members were asked for their input.

RECOMMENDATION

Ms H James/Mr C Spicer

That the following information provided by Committee members be forwarded to the Manager Building and Environment for consideration during possible future Civic Centre Foyer renovations.

- The manual door between the foyer and Ticketek be replaced with an automatic door
- Enlarge the lift button and ensure contrast between the button and surrounding surfaces
- Use contrasting colours e.g. light floor and dark furniture
- Install tactile ground surface indicators at all entrances
- Use chairs with arm rests
- Install a path from the accessible car park at the rear of the Theatre to the rear entry of Council
- Winding ramp at the front of the Theatre is difficult to negotiate
- Enlarge the path and rear entry door of Council
- Install a lower section of the Customer Service desk for community members in wheelchairs
- Install a scooter and electric wheelchair charging point
- Storage space for walkers when user is attending a meeting of show

4 GENERAL REPORTS

4.1 PEDESTRIAN SAFETY

TRIM REFERENCE: 2023/22

RECOMMENDATION**Mr C Spicer/Mr M Goodacre**

- 1 That a Movement in Place strategy be included in the Active Travel Plan review.
- 2 That the information provided by the Manager Engineering Services in the report Pedestrian Safety be noted.

4.2 AGEING AND ACCESS COMMUNITY COMMITTEE ACTION PLAN

TRIM REFERENCE: 2023/23

RECOMMENDATION**Mr M Goodacre/Mr C Spicer**

- 1 That Council continue to investigate a program to assist local businesses to purchase temporary ramps to allow access for people with disability and limited mobility
- 2 That Council investigate including the installation of an accessible bathroom with an adult change table and hoist in the central business district in the access audit.
- 3 That Council investigate utilising dark tinted concrete around bollards in new footpath installations.
- 4 That Council continue to investigate the installation of permanent ramps to the grassed areas of Robertson Park.
- 5 That the Ageing and Access Community Committee Action Plan be reviewed and updated.

THE MEETING CLOSED AT 11.26AM.



AGEING AND ACCESS COMMUNITY COMMITTEE

AGENDA

14 FEBRUARY 2023

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **AGEING AND ACCESS COMMUNITY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBERS, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 14 February 2023** commencing at **10.00AM**.

David Waddell

CHIEF EXECUTIVE OFFICER

For apologies please contact Amanda Rodwell on 02 6393 8053.

AGEING AND ACCESS COMMUNITY COMMITTEE**14 FEBRUARY 2023**

AGENDA**EVACUATION PROCEDURE**

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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AGEING AND ACCESS COMMUNITY COMMITTEE**14 FEBRUARY 2023**

1 INTRODUCTION**MEMBERS**

Cr Steven Peterson (Chairperson), Cr Melanie McDonell, Cr Frances Kinghorne, Mr Joel Everett, Mrs Heather Huthance, Mr Colin Spicer, Miss Caitlin Bennett, Mr Matthew Goodacre, Ms Helen James, Ms, Charlotte Maguire, Director Community Recreation and Cultural Services, Community Services Manager, Director Development Services, Works Manager, Community Development and Support Coordinator, Community Support and Resource Officer, Road Safety Officer, Central West HACC Development Officer

1.1 APOLOGIES AND LEAVE OF ABSENCE**1.2 ACKNOWLEDGEMENT OF COUNTRY**

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Ageing and Access Community Committee at this meeting.

AGEING AND ACCESS COMMUNITY COMMITTEE**14 FEBRUARY 2023**

2 PREVIOUS MINUTES**RECOMMENDATION**

That the Minutes of the Meeting of the Ageing and Access Community Committee held on 8 November 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the Ageing and Access Community Committee meeting held on 8 November 2022.

ATTACHMENTS

- 1 Minutes of the Meeting of the Ageing and Access Community Committee held on 8 November 2022

ORANGE CITY COUNCIL

MINUTES OF THE

AGEING AND ACCESS COMMUNITY COMMITTEE

HELD IN COUNCIL CHAMBERS, CIVIC CENTRE, BYNG STREET, ORANGE

ON 8 NOVEMBER 2022

COMMENCING AT 10.00 AM

1 INTRODUCTION

ATTENDANCE

Cr Steven Peterson (Chairperson), Cr Frances Kinghorne, Mr Rex Cochrane, Mr Colin Spicer, Miss Caitlin Bennett, Ms Helen James, Acting Community Services Manager, Acting Team Leader Community Development, Ageing and Development Officer

1.1 Apologies and Leave of Absence

RECOMMENDATION

Mr C Spicer/Mr R Cochrane

That the apologies be accepted from Mr Wayne Wright, Mrs Heather Huthance, Mr Matthew Goodacre, Community Services Manager, Works Manager for the Ageing and Access Community Committee meeting on 8 November 2022.

1.2 Acknowledgement of Country

The Chairperson conducted an Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil.

MINUTES OF AGEING AND ACCESS COMMUNITY COMMITTEE**8 NOVEMBER 2022****2 PREVIOUS MINUTES****RECOMMENDATION****Cr F Kinghorne/Mr C Spicer**

That the Minutes of the Meeting of the Ageing and Access Community Committee held on 9 August 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the Ageing and Access Community Committee meeting held on 9 August 2022.

3 PRESENTATIONS**3.1 DISABILITY SERVICES CONTINUOUS IMPROVEMENT REGISTER**

TRIM REFERENCE: 2022/2100

In the absence of the Community Services Manager this item will be deferred to the next meeting.

RECOMMENDATION**Mr R Cochrane/Mr C Spicer**

That the Disability Services Continuous Improvement Register be deferred to the next meeting of the Ageing and Access Community Committee to be held on 14 February 2023.

3.2 EXTENSION OF THE BATHURST BULLET TRAIN SERVICE

TRIM REFERENCE: 2022/2170

The Committee discussed endorsing the current work being undertaken by the Rail Action Group to extend the Bathurst Bullet train service to Orange.

RECOMMENDATION**Mr C Spicer/Cr S Peterson**

That Orange City Council provide a letter of support to the Rail Action Group endorsing their work to extend the Bathurst Bullet train service to Orange.

MINUTES OF AGEING AND ACCESS COMMUNITY COMMITTEE**8 NOVEMBER 2022**

4 GENERAL REPORTS**4.1 AGEING AND ACCESS COMMUNITY COMMITTEE ACTION PLAN**

TRIM REFERENCE: 2022/2099

A recommendation was made that the Manager Engineering Services be invited to the next meeting to provide information on the process to approve and install a pedestrian crossing as well as options for sensor activation of pedestrian signals in lieu of pushing a button.

A recommendation was made to develop and distribute information on affordable and accessible transport options.

A recommendation was made that Council investigate the installation of permanent ramps to the grassed areas of Robertson Park.

The Committee discussed alternative programs to address the issue of abandoned trolleys. One possible program discussed was to divert revenue from fines incurred by supermarkets to fund a grocery delivery service. A recommendation was made that Council provide a report on the number of abandoned trolleys in the community and the costs associated with returning them.

A recommendation was made that Council investigate installing a ramp from the Byng Street footpath to the footpath of the Kmart undercover car park.

RECOMMENDATION**Mr R Cochrane/Mr C Spicer**

1. That the Manager Engineering Services be invited to the next meeting to provide information on the process to approve and install a pedestrian crossing as well as options for sensor activation of pedestrian signals in lieu of pushing a button.
2. That an information sheet be developed outlining affordable and accessible transport options for people with disability and older people.
3. That Council investigate the installation of permanent ramps to the grassed areas of Robertson Park.
4. That Council provide a report on the number of abandoned trolleys in the community and the costs associated with returning them.
5. That Council investigate installing a ramp from the Byng Street footpath to the footpath of the Kmart undercover car park.
6. That the Ageing and Access Community Committee Action Plan be reviewed and updated, and those updates be noted.

THE MEETING CLOSED AT 11.17 AM.

AGEING AND ACCESS COMMUNITY COMMITTEE

14 FEBRUARY 2023

3 PRESENTATIONS

3.1 DISABILITY SERVICES CONTINUOUS IMPROVEMENT REGISTER

Update to be provided to the Committee by Manager Community Services.

3.2 CIVIC CENTRE FOYER

Manager Building and Environment to discuss possible changes to the Civic Centre foyer.

AGEING AND ACCESS COMMUNITY COMMITTEE**14 FEBRUARY 2023**

4 GENERAL REPORTS**4.1 PEDESTRIAN SAFETY**

RECORD NUMBER: 2023/22

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

The 8 November 2022 Ageing and Access Committee resolved 'That Council review the placement of speed humps to maintain clear passage for people in wheelchairs and mobility scooters. Manager Engineering services to provide a report regarding the relevant standards for speed hump installation.'

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "5.1. Engage with the community to ensure facilities and programs meet changing lifestyle and social needs".

FINANCIAL IMPLICATIONS

Financial implications will be dependent on the decision of the Committee and subsequent endorsement of the Council.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the information provided by the Manager Engineering Services in the report Pedestrian Safety be noted.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

AGEING AND ACCESS COMMUNITY COMMITTEE

14 FEBRUARY 2023

4.1 Pedestrian Safety

SUPPORTING INFORMATION

Speed humps

The Ageing and Access Community Committee should note that the City of Orange Traffic Committee at its 12 June 2018 meeting recommended:

3.5 SPEED COMPLAINTS TO COUNCIL

TRIM REFERENCE: 2018/1351

RECOMMENDATION**Mr D Vant/Mr G Lewis**

1. That Council directs all speed complaints directly to the NSW Police on receiving them; and
2. That Council not install speed humps on its existing local and regional road network from a result of ad hoc complaints and only in exceptional circumstances.

This was confirmed by Resolution of Council at its Infrastructure Policy Committee Meeting of 3 July 2018:

2.2 MINUTES OF THE CITY OF ORANGE TRAFFIC COMMITTEE MEETING - 12 JUNE 2018

TRIM REFERENCE: 2018/1501

RESOLVED - 18/291**Cr R Turner/Cr K Duffy**

- 1 That Council acknowledge the reports presented to the City of Orange Traffic Committee at its meeting of 12 June 2018.
- 2 That Council determine recommendations 3.1 to 3.9 from the minutes of the City of Orange Traffic Committee meeting of 12 June 2018.
- 3 That the remainder of the minutes of the City of Orange Traffic Committee meeting of 12 June 2018 be adopted.

Austrroads guide to Road Design specifies the dimensions of speed humps, they can be various lengths and widths but should be 90 – 100mm in height. They should not be used in pedestrian traffic areas and only on roads in exceptional circumstances.

If there is a particular speed hump that causes difficulty for someone on a mobility scooter or wheelchair, Engineering department should be notified of its location.

Pedestrian crossing approvals.

Until recently all pedestrian crossings needed to be approved by Transport for New South Wales (TfNSW). Now Councils can approve pedestrian crossings, via the Local Traffic Committee.

The Ageing and Access Community Committee should note there a few different types of pedestrian crossings,

1. Pedestrian pram ramp with pedestrian refuge;
2. Zebra crossing;
3. Wombat crossing (a raised zebra crossing); and

AGEING AND ACCESS COMMUNITY COMMITTEE**14 FEBRUARY 2023****4.1 Pedestrian Safety**

4. Signalised crossing.

The Ageing and Access Community Committee should note there needs to be a strong pedestrian desire line, with numerous pedestrians using the crossing to warrant a crossing along with the normal geometric/design requirements. Any pedestrian crossing should not be borne from an ad hoc request but form part of a grander strategic plan such as a movement and place framework. All warrants and requirements are outlined within RMS Technical standard TS 00043:1.0 (attached).

Sensor activation at signalised crossings.

TfNSW control all signalised crossings in NSW. All new signalised crossings must be constructed in accordance with RMS Traffic Signal Design Appendix D Location and Dimension of Components (attached).

Section 1.9 of the RMS Traffic Signal Design Appendix D Location and Dimension of Components describes the need for push button detectors and their location. Any request for change or feedback on the standard can be forwarded to TfNSW (previously Roads and Maritime Services) Locked Bag 928, North Sydney NSW 2059 should the Ageing and Access Community Committee wish to do so.

ATTACHMENTS

- 1 AACC 14 February 2023 - RMS Technical Standard TS 000431.0, D23/1173
- 2 AACC 14 February 2023 - RMS Traffic Signal Design Appendix D Location and Dimension of Components, D23/1174



TS 00043:1.0

Guide

Pedestrian Crossing Guideline

Issue date: 13 September 2022

Effective date: 13 September 2022

AGEING AND ACCESS COMMUNITY COMMITTEE**14 FEBRUARY 2023**Attachment 1 AACC 14 February 2023 - RMS Technical Standard TS 000431.0

TS 00043:1.0
Pedestrian Crossing Guideline
Effective date: 13 September 2022

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Pedestrian Crossing Guideline
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Preface

Pedestrian crossings, often referred to as zebra crossings, provide an opportunity for people to cross a road safely and on demand.

Pedestrian crossings are one of a suite of treatments that can be used on the road network. Used appropriately, they can improve safety, amenity, priority, and legibility for pedestrians. They can also be used in a variety of ways to achieve council's movement and place vision for an area or length of road.

Transport for NSW utilises a warrant system to determine if a pedestrian crossing is warranted at a specific location on roads operated by the NSW Government (*Supplement to Australian Standard AS 1742.10-2009*). This warrant system is not mandatory for use on non-arterial roads operated by local government.

This guideline is being released as an interim measure while other related documents, including movement and place guidance, are being developed by Transport for NSW. It is not meant to comprehensively describe all aspects of planning, evaluating, and implementing pedestrian crossings.

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1 Scope

This document provides issues for consideration for local governments who choose to develop their own pedestrian crossing policy. Locally developed policies should aim to address the specific characteristics within individual local government areas and help councils to achieve their place-making visions. This guideline is not mandatory.

2 Application

This document is intended to be used by local governments to guide the development of pedestrian crossings.

3 Referenced documents

The following documents are cited in the text. For dated references, only the cited edition applies. For undated references, the latest edition of the referenced document applies.

Australian standards

AS/NZS 1158.4 *Lighting for roads and public spaces – Part 4: Lighting of pedestrian crossings*

AS 1428 (series) *Design for access and mobility*

AS 1742.10 *Manual of uniform traffic control devices – Part 10: Pedestrian control and protection*

Transport for NSW standards

Supplement to Austroads Guide to Road Design Part 4: Intersections and Crossings – General

Supplement to Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Supplement to Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings

Supplement to Austroads Guide to Traffic Management Part 7: Traffic Management in Activity Centres

Supplement to Austroads Guide to Traffic Management Part 8: Local Area Traffic Management

Supplement to Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices

Supplement to Australian Standard AS 1742.10-2009, Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection

TDT 2002/12c *Stopping and Parking Restrictions at Intersections and Crossings*

TDT 2011/01a *Pedestrian Refuges*

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TDT 2013/05 *Continuous Footpath Treatments*

TTD 2014/005 *Statutory 10 m No Stopping at Unsignalised Intersections Review Checklist*

TTD 2016/001 *Design and Implementation of Shared Zones Including Provision for Parking*

TTD 2020/03 *Shared Environment Intersection Treatment*

Legislation

Road Rules 2014 (NSW)

Other referenced documents

Austroads 2020, AGRD04-17 *Guide to Road Design Part 4: Intersections and Crossings – General*

Austroads 2020, AGTM06-20 *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*

Austroads 2020, AGTM07-20 *Guide to Traffic Management Part 7: Activity Centre Transport Management*

Austroads 2020, AGTM08-20 *Guide to Traffic Management Part 8: Local Street Management*

Austroads 2020, AGTM10-20 *Guide to Traffic Management Part 10: Transport Control – Types of Devices*

Austroads 2020, AP-R611-20 *Integrating Safe System with Movement and Place for Vulnerable Road Users*

Austroads 2021, AGRD04A-17 *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*

Austroads 2021, *Pedestrian Facility Selection Tool*

Healthy Streets Ltd 2022, *Healthy Streets Design Check* (Australia)

This spreadsheet-based document is available from <https://www.healthystreets.com>

NSW Government, *Movement and Place Framework*

The framework is available at <https://www.movementandplace.nsw.gov.au>

NSW Government, *Practitioner's Guide to Movement and Place*

This is part of the NSW *Movement and Place Framework*. The framework is available at <https://www.movementandplace.nsw.gov.au>

TfNSW, 2020, *Future Transport Strategy 2056*

4 Terms, definitions and abbreviations

The following terms, definitions and abbreviations apply in this document.

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AGRD Austroads Guide to Road Design

AGTM Austroads Guide to Traffic Management

TfNSW Transport for NSW

warrant criterion used to determine whether the installation of a traffic control device can be justified

5 Legislation

Pedestrian crossings are regulatory traffic management devices. NSW Road Rule 81 defines what a pedestrian crossing is and requires that drivers must drive at a speed that will allow them to give way to people on a pedestrian crossing, including stopping if required. The Rule also states that drivers must give way to anyone on a pedestrian crossing.

NSW Road Rule 82 stipulates that a driver must not pass or overtake another driver, driving in the same direction, who has stopped to give way to a person on a pedestrian crossing. Taking a Safe System approach, NSW practice is to install 20 m long double barrier lines on each approach to the pedestrian crossing and not to install pedestrian crossings on roads with more than one lane of traffic in any direction.

NSW Road Rule 234 states that a person must not cross a road within 20 m of a pedestrian crossing other than at another crossing. It also requires that people do not stay on the pedestrian crossing for longer than necessary to cross the road.

NSW Road Rule 172 defines the statutory NO STOPPING areas as 20 m before a pedestrian crossing and 10 m after a pedestrian crossing when the pedestrian crossing is not at an intersection. The *NSW Road Rules* allow for the statutory NO STOPPING areas to be altered if another rule applies; for example, the application of parking when kerb extensions have been installed.

5.1 Strategic alignment

The information included in this guideline aligns with key NSW Government strategies such as *Future Transport 2056* and the *NSW Movement and Place Framework*.

The *NSW Movement and Place Framework* offers new ways of planning, operating, and managing public spaces, including roads and road related areas. There is significant emphasis in this guideline on how to apply movement and place approaches and principles when considering suitable pedestrian treatments, and specifically pedestrian crossings.

See Appendix A and Appendix B for more information on *Future Transport 2056* and *NSW Movement and Place Framework*, respectively.

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6 Guidelines

6.1 Guidelines for all pedestrian crossings

The minimum criteria set out for pedestrian crossings in AS 1742.10 are:

- non-arterial road
- 50 km/h or less
- no more than one lane of moving traffic on each approach
- adequate sight distances (refer to Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*)
- adequate kerb ramps (refer to AS 1428)
- adequate lighting (refer to AS/NZS 1158.4).

6.1.1 Identifying movement and place characteristics

Legally, a person is not permitted to cross the road within 20 m on either side of a regulatory crossing. Therefore, pedestrian and vehicle movements need to be understood to ensure the installation of a pedestrian crossing does not reduce pedestrian safety and/or amenity at a particular location. Common locations where pedestrian crossings are considered include near school gates, main street areas, and community centres.

While minimum vehicle volumes are not required to justify the installation of a pedestrian crossing on a non-arterial road, traffic characteristics (such as vehicle type and volumes, 85th percentile speeds, flow dynamics, and frequency/duration of suitable gaps and crash data) should be observed to inform decision-making about whether a pedestrian crossing is the most suitable treatment at a location to solve a problem and contribute to the location's desired movement and place outcomes.

Refer to the *Practitioner's Guide to Movement and Place* for more detailed information on understanding the movement and place characteristics of a road or street and its surroundings.

6.1.2 Pedestrian demand calculation

Local governments may choose to use TfNSW's warrants outlined in the *Supplement to Australian Standard AS 1742.10-2009*. However, the threshold of combined pedestrian and vehicle volumes required by the TfNSW warrants may be difficult to achieve on local or sub-arterial roads.

As an alternate to the TfNSW warrants, councils may use the following pedestrian demand calculation:

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- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour (P) crossing the road is, or is expected to be, equal to or greater than 20.
- Children and elderly or mobility impaired pedestrians count as two pedestrians.

6.1.3 Road safety audits

If there is any doubt or contention over safety aspects of a proposed pedestrian crossing, a road safety audit is recommended. The audit will provide an independent assessment of issues and help to determine whether the proposal poses an unacceptable road safety risk.

6.1.4 Local Traffic Committee

Pedestrian crossings on roads and road-related areas (such as council-managed car parks) are regulatory devices therefore they are subject to Local Traffic Committee processes.

TfNSW supports a flexible, context-sensitive approach by local governments. However, councils should demonstrate they have undertaken appropriate consultation and technical and design assessments, can provide supporting data, and have addressed foreseeable risks prior to seeking consideration from the Local Traffic Committee.

6.2 Pedestrian desire lines

Installing the crossing on the pedestrian desire line is one of the most important considerations when deciding the location of a pedestrian crossing. Utilising the pedestrian desire line means the crossing will seamlessly fit into people's trips, meeting their needs and achieving compliant crossing behaviour.

If a discrete desire line cannot be identified, look at existing and future trip generators, such as schools, shops, parks, and bus stops, which will help to determine an appropriate location for the crossing. If, by using the pedestrian desire line, the pedestrian crossing does not meet essential safety criteria, such as sight distances, consider whether complementary treatments may be used to mitigate the risks and retain the desire line. Consider also, the broader network and whether a precinct-wide approach needs to be taken to make the area more pedestrian friendly if that is the desired function of the street.

6.3 Sight distances

Sight distances represent the distance/s at which road users must be able to see each other or a pavement marking, sign, and so on, in order to react appropriately, including stopping, to avoid a crash. Adequate sight distances are essential safety criteria for pedestrian crossings. They are related to vehicle approach speeds and are the reason for statutory NO STOPPING zones on approach/departure to pedestrian crossings. Refer to Austroads *Guide to Road*

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Design Part 4A: Unsignalised and Signalised Intersections and TfNSW technical direction
TDT 2002/12c for more information on sight distance.

Kerb extensions or blisters and raised crossing thresholds may also improve sight distances at a crossing (refer to Appendix D for complementary treatments).

6.4 Vertical and horizontal curves

Where pedestrian crossings are proposed on or near vertical or horizontal curves, sight distances still apply but practitioners may also need to take into account the risk of vehicle rear-end crashes and include suitable mitigating treatments.

6.5 Lighting

Adequate lighting at pedestrian crossings is particularly important as they are in operation at all times and clear visibility is essential to ensure drivers are able to give way to people on the crossing at any time (refer to AS/NZS 1158.4).

Daytime shadowing may also affect visibility and should be taken into account when considering risk factors.

6.6 Pedestrian crossings at intersections

Pedestrian crossings may be installed at intersections where there is a genuine need based on guidance in this document. Careful consideration needs to be given to the installation of pedestrian crossings at intersections. Pedestrian crossings should not be used just to reinforce NSW *Road Rules* 72 or 73 (which require drivers turning into a side street or slip lane to give way to people who are crossing the side street or slip lane at or near the intersection).

Overuse of pedestrian crossings may lead to diminished safety because drivers ignore or no longer see them. Alternate treatments should be first investigated. Pedestrian crossings can be provided by exception to address safety risks at intersections where safe driving compliance to the road rules is inconsistent.

6.7 Pedestrian crossings and patterned pavements

Pedestrian crossings are first and foremost a pedestrian safety device. NSW Road Rule 81 defines a pedestrian crossing as a place with white stripes on the road surface that run lengthwise, of approximately equal length and parallel to one another for the width of the crossing. A key attribute of a pedestrian crossing is that it is universally recognisable and understood as a pedestrian safety and traffic management device.

For these reasons, pedestrian crossings must not be installed in conjunction with patterned pavements or street art. A monochrome background road surface may be installed as an alternative to asphalt, for example a terracotta pavement finish (see Figure 1).

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Figure 1 – Pedestrian crossing with terracotta coloured pavement, Katoomba Street, Katoomba

6.8 Identifiable walking routes

In addition to safety and prioritisation purposes, pedestrian crossings may be installed to improve the legibility of key walking routes that are likely to attract a diverse demographic, for example to a swimming pool, library, theatre, or sports ground. In such cases, directional signs and wayfinding elements should also be installed to improve the customer's experience (see Figure 2). Refer to AS 1742.10 and AGTM10-20 for more information on wayfinding.



Figure 2 – Pedestrian way finding, Cleveland Street (left) and Darling Harbour (right)

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7 Guidelines for developing local government pedestrian crossing policies

Council officers involved in the design, planning, and implementation of pedestrian crossings should be aware of how the four street environments in the NSW *Movement and Place Framework* are being applied in their area of operations.

These guidelines in Sections 7.1 to Section 7.4 demonstrate how the vision for a road or street can help to inform decision making around how to implement pedestrian crossings in contextually relevant ways.

7.1 Main roads

Vision:

- The road environment is visually appealing and sits well in its context.
- Land uses are buffered by vegetation in the verge and set back from the road.
- Properties have primary frontages and vehicle access from other streets where appropriate.
- Efficient movement of people and goods is prioritised, especially via public transport, freight, and private vehicles.
- Active transport is provided on separated paths within the road reserve or alternatively along adjacent streets. Crossings are provided on key desire lines to enable people to cross the road safely.
- The speed limit is >50 km/h.

With respect to pedestrian crossings:

- Warrants should be used as per the *Supplement to Australian Standard AS 1742.10-2009*.
- Pedestrian (zebra) crossings will only be permitted by exception.
- Signalised or grade separated crossings are more suitable options.

7.2 Main streets

Vision:

- The street environment is highly amenable for people, and there are places along the street to stop and rest.
- Mixed land uses including shops and services cater to a range of everyday needs.
- Properties have active frontages to the street and are serviced via a rear lane where possible.

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- Efficient movement of people and goods are prioritised, especially via walking, cycling, and public transport. Crossings are provided at street level and are frequently spaced.
- Public transport routes include both rapid transit (potentially including light rail) and local routes.
- Freight and servicing are enabled in appropriately sized vehicles for the context. Private vehicle movements may be enabled at a moderate speed and volume.
- The speed limit is ≤ 50 km/h.

With respect to pedestrian crossings:

- The pedestrian demand calculation recommended in this guideline should be used.
- They should be located as close as possible to major attractors or where high proportions of vulnerable pedestrians might be expected. For example, near schools, medical centres, government services.
- The suggested spacing between crossing points is 40 m to 100 m.
- Raised pedestrian crossings should be used to manage speed and pedestrian prioritisation.
- Refuges should be used to provide pedestrian staging areas.
- Pedestrian crossings should not be used purely to reinforce NSW *Road Rules* 72 and 73.
- Consider complementary treatments, as required, that may help to manage speed and prioritisation.

7.3 Local streets

Vision:

- The street environment is highly amenable for people to enjoy local activities.
- There are localised mixed land uses, often with a predominance of residential dwellings of a variety of types.
- Properties have active frontages to the street. Priority streets for walking and cycling are serviced via a rear lane where possible.
- Walking, cycling, and access to public transport is prioritised. The street is easy to cross mid-block and intersection design minimises crossing distances.
- Freight and servicing is enabled in appropriately sized vehicles for the context. Private vehicle movements may be enabled at a low to moderate speed and volume.
- The speed limit is ≤ 50 km/h, preferably 30 km/h.

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With respect to pedestrian crossings:

- The pedestrian demand calculation should be used as recommended in this guideline.
- Unless the street space is shared, continuous footpaths should be used at intersections wherever possible.
- Pedestrian crossings should be used sparingly, generally only on key walking routes or close to significant attractors – the road environment should be designed and managed to make it easy for pedestrians to move freely.
- The suggested spacing between crossing points is 100 m to 200 m.
- Both raised or at grade pedestrian crossings should be taken into account.
- Pedestrian crossings should be utilised to enforce road rules (for example, rules 72 and 73) as an exception only if other treatments are unsuitable.
- Local area traffic management schemes and alternate treatments should be taken into account where possible, for example, road narrowing, pedestrian refuges.
- Hierarchy of crossing treatments for intersections:
 - a. shared environment / shared zone
 - b. continuous footpath treatment
 - c. pedestrian crossing
 - d. kerb extensions
 - e. pedestrian refuge
 - f. no treatment.

7.4 Civic spaces

Vision:

- The street is a most amenable environment for people to spend time and enjoy a wide range of activities.
- There are a variety of destination attractions of local, district, or regional importance.
- Properties have active frontages to the street and are serviced via a rear lane or shared space where possible.
- Walking, cycling, and access to public transport is prioritised. The street is easy to cross throughout its length.
- Freight and servicing is enabled in appropriately sized vehicles for the context. Private vehicle movements may be enabled at a low speed and volume.

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- The speed limit is ≤ 30 km/h, preferably 10 km/h to 20km/h.

With respect to pedestrian crossings:

- The pedestrian demand calculation recommended in this guideline should be used.
- They should be located as close as possible to major attractors.
- Suggested spacing between crossing points: 40m to 60 m. Crossing spacing less than 40 m should be reconsidered as a shared zone (where pedestrian crossings are not required because the entire zone provides pedestrian priority).
- Both raised or at grade pedestrian crossings should be taken into account.
- Pedestrian crossings should be utilised to enforce road rules (for example, 72 or 73) as an exception only if other treatments are unsuitable.
- Complementary treatments that may help to manage speed and prioritisation should be taken into account.
- Hierarchy of crossing treatments for intersections:
 1. shared environment / shared zone
 2. continuous footpath treatment
 3. pedestrian crossing
 4. kerb extensions.

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Appendix A Strategic alignment with Future Transport Strategy 2056

The NSW Future Transport Strategy 2056 states:

"In an age of uncertainty, setting a vision and guiding principles allows us to be flexible and adapt to change as we create the future transport network.

Our population is forecasted to increase to around 12 million people by 2056; freight volumes are estimated to double in the Greater Sydney area and increase by 25 per cent in regional and outer metropolitan NSW; and the passenger network is preparing for over 28 million trips a day. This means planning for the future has never been more important. While recent events, such as COVID-19, impacted demand and mobility patterns, particularly for public transport trips, long-term expectations still forecast a significant increase in demand for transport.

Future Transport 2056 outlines six state-wide principles to guide planning and investment. These are aimed at harnessing rapid change and developing new technologies and innovation to support a modern, innovative and resilient transport network."[^]

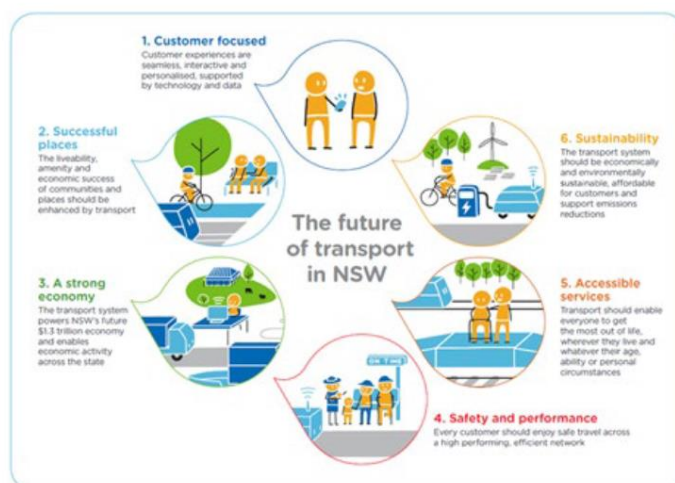


Figure 3 – NSW Future Transport Strategy, November 2020.

[^] Downloaded from <https://future.transport.nsw.gov.au/future-transport-strategy>, accessed on 26 April 2022.

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This guideline will help local governments to apply the six principles in relation to pedestrian crossings as follows:

- Customer focused: Appropriately placed pedestrian crossings are focused on the needs of pedestrian customers, particularly children, the elderly, and mobility impaired pedestrians, balanced with other community needs; for example, freedom of pedestrian movement, the movement of goods and services, and parking.
- Successful places: Places are successful when people are able to interact and move about comfortably. Appropriate pedestrian facilities, including pedestrian crossings, can facilitate pedestrian movements and help to prioritise active transport modes, particularly around civic spaces.
- A strong economy: Research shows that active transport choices contribute significantly to the economy; for example reduced transportation costs for households, reduced wear and tear on roads, people-friendly places boost tourism, and people on foot or on bicycle tend to spend more money in local areas.
- Safety and performance: Appropriately placed pedestrian crossings improve the safety and amenity of pedestrian trips. There may also be indirect local safety and performance benefits because areas that are designed for pedestrian safety tend to have lower speed limits and more controlled motor vehicle movements. The passive surveillance attributes of active transport can also enhance general community safety.
- Accessible services: Environments that are designed with pedestrians in mind tend to be both more diverse and inclusive, providing a wide range of services, commercial and retail businesses, and social, cultural, and entertainment activities within walkable distances of local centres.
- Sustainability: Walking is our natural and most sustainable mode of transport. Networks that encourage walking and bicycle riding will contribute significantly to sustainable community outcomes such as reduced vehicle emissions, reduced reliance on private motor vehicles, individual and community health benefits, and resilience as we face the challenges presented by climate change, global economic uncertainty, and health crises.

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Appendix B Strategic alignment with the Movement and Place Framework

The NSW *Movement and Place Framework* states:

"Movement and Place is a multi-disciplinary, place-based approach to the planning, design, delivery and operation of transport networks. It recognises and seeks to optimise the network of public spaces formed by roads and streets and the spaces they adjoin and impact.[^]

Our roads and streets are key public spaces for our communities – places where people spend time and socialise – enabling activities that add vitality to neighbourhoods. Aligning movement and place in the design of roads and streets can give users of all ages and abilities better, safer and healthier travel options while creating appealing places where people want to live.[^]

Regardless of their name ('road', 'street' or 'highway') or hierarchy ('State', 'regional' or 'local'), the movement functions and place qualities of roads and streets combine to create different types of street environments.^{*}

Each type of street environment has typical characteristics. However, this does not equate with a set of rules, assumptions or planning outcomes. The complex nature of our transport networks and our customers' needs means that every road and street is different, and should be considered individually within its own context.^{**}



Figure 4 – Classifying street environments

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[^] <https://www.movementandplace.nsw.gov.au/about/about-movement-and-place>,
accessed 26 April 2022.

^{*} <https://www.movementandplace.nsw.gov.au/place-and-network/classifying-street-environments>,
accessed 26 April 2022.

The NSW *Movement and Place Framework* describes each of the street environments as follows (<https://www.movementandplace.nsw.gov.au/place-and-network/classifying-street-environments>, accessed 26 April 2022):

- Main roads: These roads and routes are central to the efficient movement of people and goods. They include motorways, primary freight corridors, major public transport routes, the principal bicycle network and key urban pedestrian corridors. Their place activity levels are less intense. However, these roads and routes can have significant meaning to local people.

To support these roads and routes we need to prioritise their strategic movement functions. We can limit negative impacts to place qualities or community severance through their planning, design and operation.

- Main streets: These streets are some of the most vibrant places in our cities and towns. They have both significant movement functions and place qualities. Balancing the functions of these streets is a common challenge.

To support main streets we need to improve place qualities while providing access for walking and cycling and safe, low-speed environments, while also allowing for the efficient movement of people and freight. Trade-offs and compromises may be required.

- Local streets These are the majority of the streets in our communities. They often have important local place qualities. Activity levels are less intense than for civic spaces, but these streets can have significant meaning to local people. Town and village main streets are usually 'local streets'.

To support these streets we need to provide access for walking, cycling, and private vehicles; safe, low-speed environments; easy access to public transport; and access for local deliveries while limiting through-traffic.

- Civic spaces: These streets are at the heart of our communities and have a significant meaning, activity function, or built environment. They are often in our major centres, tourist and leisure destinations, and community hubs. They are places for people, with a priority on place.

We need to support the place quality of these street environments by giving priority to pedestrians; providing safe, low-speed environments; managing freight and deliveries; providing easy access to cycle routes and public transport; and limiting through-traffic.

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B.1 Implementing the road classification system

Under the NSW road classification system, state roads are owned and operated by Transport for NSW. Regional and local roads are owned and operated by local governments, although TfNSW may have a significant interest in the operation of a local or regional road if it adversely impacts the operation of an adjoining state road.

Road classification determines the appropriate authority for a road. Local roads are primarily designed and delivered by local governments. State roads and, to a lesser extent, regional roads will be co-designed and delivered by council and TfNSW.

B.2 Implementing street identification using movement and place

As distinct from road classification, *street identification* involves using the Movement and Place core process to identify the character and function of streets and roads. This uses the four street environments: civic spaces, main streets, local streets, and main roads. Street identification applies universally to state, regional, and local roads.

Taking a movement and place approach enables state and local authorities to identify the desired character and function of a street or road rather than accepting a default perception of character and function based on the road's state, regional, or local classification. Local governments are empowered to be the primary authority for all local roads. TfNSW will take a collaborative approach with local governments for state roads, and to a lesser extent, regional roads, to ensure that the appropriate street environment is implemented successfully – especially where state and regional roads have civic space, main street, or even local street significance.

B.3 Integrating movement and place with safe system

Safe system is the philosophy that underpins the design and delivery of all road projects in NSW. The intent of safe system is to provide a forgiving environment and road system that, when crashes do occur, they do not result in death or serious injury.

Place making aspects of movement and place are designed to encourage vulnerable road user activity. It is imperative that movement and place activities integrate with safe system approaches.

In 2020, Austroads produced a report which will help to transform roads for the safe use of pedestrians and bicycle riders: *Integrating Safe System with Movement and Place for Vulnerable Road Users*, AP-R611-20.

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B.4 Implementing pedestrian crossings using the Movement and Place core process

A pedestrian crossing is not an outcome in itself; rather it is a tool to help fix a safety or movement problem, or to help prioritise movements to achieve the movement and place vision for an area or length of road. All road and related treatments need to help fulfil the movement and place vision for the street in its place context.

These six steps (covered in Table 1) assume that the road identification (state, regional, or local) for a given section of street has been established.

Table 1 – Steps to implement pedestrian crossings using the Movement and Place core process

Step	Description
1 Establish the scope, vision, objectives and evaluation criteria	<p>Relevant strategies and plans should be identified that determine the vision, objectives, and evaluation criteria for a street. For example, this can include state and local planning policies such as a district plan, local strategic planning statement, or place plan.</p> <p>This vision-setting material may have established the street identification as either a civic space, main street, local street, or main road. If not, then the street identification can be determined after conducting a place and movement analysis.</p> <p>Establishing the vision for a street in its place context provides a clear direction when considering what street design changes can be made to achieve this vision.</p>
2 Understand place	<p>Understanding place involves considering how a street looks and functions in its current state, and what might need to change to achieve the vision for this place.</p> <p>For example, the vision for a local centre may be for this to be a place for people. A main street in this centre could be compared against this vision by considering how safe, comfortable, and inviting this street is for people to dwell, to walk and cycle, or to catch public transport. This place analysis can consider street design details such as spatial allocation in the street, pedestrian crossings, and other public domain considerations.</p>
3 Understand movement	<p>As with place, understanding movement also involves comparing movement in the street between its current state and the vision for its future state.</p> <p>Using the main street example above, a council may determine that people need to be able to walk more freely, including when crossing the street. Vehicle movements may still be a component in the movement function of the street, however, to achieve the vision, the safety and comfort of walking and cycling movements must be prioritised.</p>
4 Overlay and discuss conflicts, issues, and opportunities	<p>Keeping the vision clearly in mind, the current and desirable movement and place characteristics should be reviewed to identify gaps between the existing state and what needs to change to achieve the vision. This can include street identification if this has not already been previously established by an existing strategy or plan for the place.</p>

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Step	Description
5 Develop options	<p>A set of options that will help to achieve the vision should be developed.</p> <p>All proposed options should align with the overall vision for the location and will address real or perceived conflicts, road safety issues, legibility, priority, and so on.</p> <p>The final proposed treatment or design should be checked to ensure it matches the desired character and function of the street. If not, then the options again should be reviewed again, including wider network treatments wherever necessary, to ensure the desired street function and operating environment is achieved.</p>
6 Choose the preferred option	<p>Option/s based on the established vision, objectives, and evaluation criteria should be chosen.</p> <p>In this main street example, this is where it is decided that a pedestrian crossing is an appropriate improvement because it aligns with the vision for the place.</p> <p>Once a pedestrian crossing has been determined to be the most suitable solution, there is a technical framework which informs the location, design, and layout of the crossing, and complementary treatments that may be considered to mitigate risks or to enhance pedestrian outcomes and place-making aspirations.</p>

B.5 Strategic alignment with the Healthy Streets Design Check Australia tool

When taking a movement and place approach, the *Healthy Streets Design Check Australia* tool can be utilised to determine how healthy a street is for people. This qualitative assessment can be used in a variety of ways to achieve community visions for creating healthier streets and more vibrant places.

There are 10 healthy streets indicators for all the ways that streets influence people's health, and pedestrian crossings significantly improve the health of a street in a number of ways. Pedestrian crossings make a street easier to cross, they invite more people to walk, and they help people feel safer and more relaxed when they do.

The appropriate siting and design of pedestrian crossings can have a strong influence in a street's healthy streets design check score. When we improve this score, we demonstrate that we have enabled people to engage in healthier activities in everyday life.

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Appendix C Technical framework

C.1 Australian standards

AS 1742.10 Manual of uniform traffic control devices – Part 10: Pedestrian control and protection

The installation of a pedestrian crossing is an implicit social contract between pedestrians, drivers and road authorities / governments.

A pedestrian crossing indicates to pedestrians a safe place to cross the road and tells them they have legal right of way. Drivers are required to approach the crossing looking for pedestrians and at a speed at which they can stop if required. Road authorities / governments must ensure they install pedestrian crossings in a way that meets the expectations of pedestrians and drivers; an essential part of this is ensuring pedestrians and drivers are able to see each other.

The situational, line marking, signage and lighting requirements set out in AS 1742.10 are designed to meet the expectations of pedestrians and drivers and, taking a Safe System approach, provide an environment in which pedestrians and drivers are best able to see each other and negotiate access to the space occupied by the pedestrian crossing, including on dark, rainy nights when pedestrians are wearing dark clothing.

The key situational criteria for pedestrian crossings as set out in AS 1742.10 are:

- non-arterial road
- 50 km/h or less
- no more than one lane of moving traffic on each approach
- adequate sight distances (refer to Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*)
- adequate kerb ramps
- adequate lighting.

AS/NZS 1158.4 Lighting for roads and public spaces: Lighting for pedestrian crossings

AS/NZS 1158.4 provides the minimum lighting requirement for pedestrian crossings.

C.2 NSW Supplements to the Australian Standards

The NSW supplements to the Australian standards have been written expressly for use by Transport for NSW on state roads. Local governments are not required to adhere to the supplements.

Supplement to Australian Standard AS 1742.10-2009, Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection – The pedestrian crossing warrants

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described in the *Supplement to Australian Standard AS 1742.10-2009* are not required for pedestrian crossings on roads that meet the situational criteria set out in AS 1742.10; that is, non-arterial road, speed limit less than or equal to 50 km/h and only one moving traffic lane in each direction.

A pedestrian demand is required to justify the installation of a pedestrian crossing. The pedestrian demand may already exist or may be anticipated, for example, because of land use changes, development, or place-making activities where reprioritisation of pedestrian and vehicle movements is desirable.

The supplements may also include enhanced practices that are not mandatory for local governments but are strongly recommended, for example, in relation to pedestrian crossings: using double barrier lines on approach and installing kerb ramps that extend the full length of the crossing.

C.3 Austroads guides

The Austroads guides are national guidelines established by state road authorities (or equivalent) in Australia and New Zealand and are skewed towards state road application. However, there are several guides that are applicable to the design and management of main streets, local roads and civic spaces and include guidelines relevant to pedestrian crossings.

AGTM06-20 – describes the appropriate use of, and design of, the various intersection types and the techniques that need to be applied if efficient and safe intersections are to be provided to the road user. All categories of road use – including cars, trucks, public transport, motorcycles, cyclists, and pedestrians, including people who have disability or mobility difficulty, are addressed.

Pedestrian crossing information in Part 6 is primarily applicable to main roads but some concepts can be adapted for intersections and crossings on local roads, main streets and civic spaces.

AGTM07-20 – outlines the planning and management of centres typified by high levels of internal activity and interaction, especially by people on foot. It addresses the need to obtain a balance between providing for vehicular access and providing for pedestrian, cyclist, and public transport needs without compromising the functionality of a site. It outlines operational and physical measures to provide for movement to and within such centres, either as part of their planning or in their day-to-day management.

Pedestrian crossing information in Part 7 is primarily applicable to civic spaces and main streets.

AGTM08-20 – outlines the principles and practice of influencing driver behaviour on local and residential streets – both directly by physical changes to the environment, and indirectly by influencing driver perceptions of what is appropriate behaviour. It shows ways to reduce traffic

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volumes and speeds in local streets, to increase amenity, incorporate localised place-making, and to improve safety and access for residents, especially pedestrians and cyclists.

Pedestrian crossing information in Part 8 is primarily applicable to local streets but some concepts or treatments may be adapted for civic spaces or main street design and management.

AGTM10-20 – outlines the tools that are required for traffic management and traffic control within a network. It covers the various control devices used to regulate and guide traffic, including signs, traffic signals, pavement markings, delineators, and traffic islands. It provides advice on the functions, suitability and correct use of devices to create a more efficient and safer road traffic environment for all users in permanent or temporary situations.

Pedestrian crossing information in Part 10 is primarily applicable to local streets, main streets and civic spaces.

AGRD04-17 – outlines information that is common to the geometric design of all at-grade intersections. It contains information on the types of intersections, the road design considerations for intersections and the design process for the development of an intersection layout. Guidance is also provided for pedestrian, cyclist, and rail crossings.

AGRD04A-17 – provides equations for sight distances.

Pedestrian Facility Selection Tool – designed to help practitioners select the most appropriate type of pedestrian crossing based on walkability, safety, and economic outcomes. The tool may not deliver a definitive answer; instead it informs decision-making with a range of suitable options to which the practitioner can then apply local context to determine the preferred option.

C.4 NSW Supplements to the Austroads guides

The Supplements to the Austroads Guides have been written expressly for use by Transport for NSW on state roads. Local governments are not required to adhere to the Supplements but, where appropriate, adoption of enhanced practice is encouraged.

Per the Austroads guides listed in Appendix C.3, the relevant Austroads supplements are:

- *Supplement to Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings*
- *Supplement to Austroads Guide to Traffic Management Part 7: Traffic Management in Activity Centres*
- *Supplement to Austroads Guide to Traffic Management Part 8: Local Area Traffic Management*
- *Supplement to Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices*

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- *Supplement to Austroads Guide to Road Design Part 4: Intersections and Crossings – General*
- *Supplement to Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.*

C.5 TfNSW technical directions

The following technical directions provide some technical guidance related to pedestrian crossings as well as illustrating some alternate treatments that may be considered when exploring treatment options for a specific location:

- TTD 2020/03 *Shared Environment Intersection Treatment*
- TTD 2016/001 *Design and Implementation of Shared Zones Including Provision for Parking*
- TTD 2014/005 *Statutory 10 m No Stopping at Unsignalised Intersections Review Checklist*
- TDT 2013/05 *Continuous Footpath Treatments*
- TDT 2011/01a *Pedestrian Refuges*
- TDT 2002/12c *Stopping and Parking Restrictions at Intersections and Crossings.*

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Appendix D Complementary treatments to improve pedestrian safety and amenity

D.1 Multiple pedestrian crossings

In high pedestrian activity areas, for example in civic spaces and main street environments, for example, shopping precincts, schools, hospitals, and other high place valued locations, multiple pedestrian crossings may be desirable. The recommended minimum distance between crossings is around 40 m. If a practitioner determines that crossings can be justified at less than 40 m apart, they should consider whether a shared zone or other pedestrian prioritisation / vehicle restriction treatment would be more appropriate at that location.

D.2 Pedestrian crossing with kerb blisters or kerb extensions

Table 2 – Pedestrian crossing with kerb blisters or kerb extensions

	
<p>Figure 5 – Kerb blisters, Jacksons Road, North Narrabeen</p>	<p>Figure 6 – Kerb extensions, Katoomba Street, Katoomba</p>
<p>Kerb blisters are structures used to locally narrow the carriageway. The advantage of kerb blisters over kerb extensions is that they generally have minimal impact on drainage therefore may present a simpler option for some councils to implement.</p>	<p>Kerb extensions are a local widening of the footpath generally used to assist pedestrians to cross the road by narrowing the width of the carriageway. Because kerb extensions are contiguous with the adjacent footpath they must be designed and constructed taking into account local drainage issues.</p>

Kerb blisters and kerb extensions narrow the crossing distance for pedestrians and improve visibility between pedestrians and drivers.

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Kerb blisters and kerb extensions alone may not result in vehicle speed reduction. However, if the kerb blisters or kerb extensions significantly narrow the traffic lanes, some speed reduction may be achieved at the crossing point.

Depending on the width of the kerb blisters or kerb extensions, and therefore the effect on sight distances, the statutory no stopping distances may be reduced by permitting parking closer to the crossing.

Kerb blisters and extensions may be landscaped to improve the aesthetics of the street environment. Care must be taken to ensure foliage does not obscure pedestrians.

D.3 Pedestrian crossing with refuge

A refuge in the middle of a pedestrian crossing may be desirable in locations where there are high numbers of more vulnerable pedestrians such as young children or elderly pedestrians, or where there are high volumes of traffic. The refuge can simplify the cognitive load for the pedestrian because they only have to concentrate on one direction of vehicular travel at a time.

Refuges alone may not result in vehicle speed reduction. Some speed reduction may be achieved if the refuge creates a significant narrowing of traffic lanes. Kerb extensions along with the refuge may also help to achieve reduced vehicle speeds.



Figure 7 – Pedestrian crossing with refuge, Jacksons Road, North Narrabeen. Refuges are often supplemented with kerb blisters or extensions

D.4 Raised pedestrian crossings

Where speed or visibility, including visibility of children and/or elderly or mobility impaired pedestrians, may pose a safety risk, the pedestrian crossing may be raised. Refer to AS 1742.10 for more detail on raised (wombat) pedestrian crossings. Raised crossings are

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preferred to speed humps as they directly control the speed of the vehicle at the crossing point and may help to reduce the number of vertical displacements required on a length of road.



Figure 8 – Raised pedestrian crossing, Parramatta Station, Parramatta. A kerb extension has been installed on one side of the crossing to narrow the width of the crossing and to provide pick-up/drop-off bays close to the station entrance.

D.5 Raised safety platforms at intersections

The purpose of raised safety platforms is to reduce crash risk and severity at intersections.

Where there is sufficient pedestrian activity, pedestrian crossings can be installed on the raised safety platform, preferably across each leg of the intersection if local traffic movements permit.

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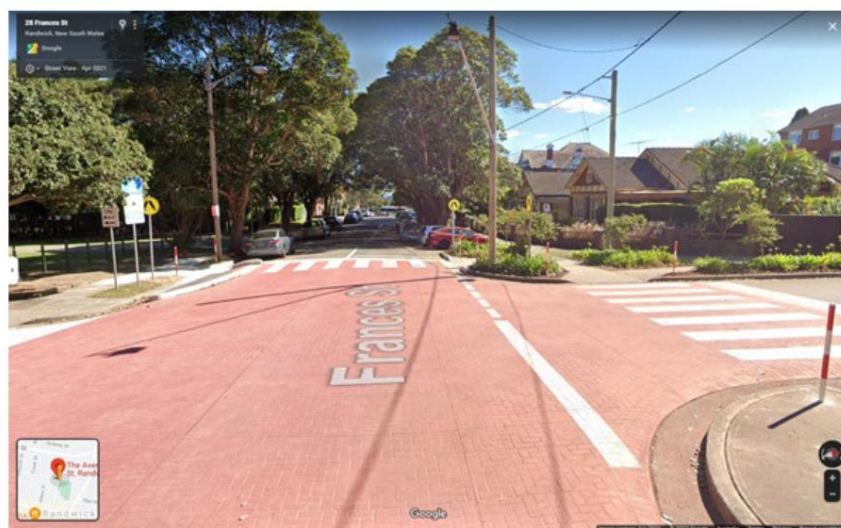


Figure 9 – The Avenue and Frances Street, Randwick. Pedestrian crossings were only installed on two legs of this intersection because the drop-off/pick-up queues at the local school were extensive and impacting on state road movements nearby.

D.6 Pedestrian crossings at shared paths

In NSW, bicycle riders are not legally allowed to ride across a pedestrian crossing. Bicycle riders will generally not dismount despite the law. In recognition of this, it is preferable to provide suitable facilities rather than taking an enforcement mentality. Therefore, to enable bicycle riders to cross without dismounting, space can be allocated beside the pedestrian crossing.

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Figure 10 – Pedestrian crossing with bicycle space allocated beside it, Chippendale Way, Chippendale.

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D.7 Summary of complementary pedestrian crossing treatments

Table 3 – Complementary pedestrian crossing treatments

Pedestrian crossing and complementary treatments	Pedestrian crossing	Kerb extensions	Refuge	Speed humps	Raised crossing	Raised safety platform	Shared path
Sample photograph							
Main purpose	Basic regulatory device	Shortens crossing width Improves sight distances	Staging space for pedestrians	Traffic calming	Traffic calming and pedestrian safety	Traffic calming through intersection	Allocates space for bicycles which may/may not be regulatory
Pedestrian	Provides on-demand priority for pedestrians wanting to cross the road	Shortens crossing width	Simplifies crossing decisions for pedestrians	Nil	Improves visibility and amenity	Improves visibility and amenity	Nil
Driver/vehicle	Must approach, looking for pedestrians and be prepared to stop / give way	Retain some parking	Lateral deflection	Vertical displacement Drivers slow to go over hump/s	Vertical displacement Drivers slow at crossing	Vertical displacement Driver slows through intersection	Drivers tend to give way to bicycles as well as pedestrians






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Pedestrian crossing and complementary treatments	Pedestrian crossing	Kerb extensions	Refuge	Speed humps	Raised crossing	Raised safety platform	Shared path
Vehicle speed on crossing	No impact on vehicle speed unless a pedestrian is present	No or minimal impact	No or minimal impact	Probable reduction	Reduction	Reduction	Depends on what other complementary treatments are installed
Buses	Nil	Minimum 3 m lane widths may need to be retained	Minimum 3 m lane widths may need to be retained	Can cause discomfort to bus passengers. Too many speed humps on a bus route may affect bus journey times	Can cause discomfort to bus passengers. Too many raised crossings on a bus route may affect bus journey times	May cause discomfort to bus passengers.	Depends on what other complementary treatments are installed
Drainage	Nil	Can be constructed with no or minimal drainage impact	Nil	Minimal	Potential issues	Potential issues	Depends on what other complementary treatments are installed

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Appendix E Summary of pedestrian facilities

Table 4 – Pedestrian facilities

	No treatment	Pedestrian Refuge	Kerb extensions	Continuous footpath	Shared environment	Pedestrian crossing	Signals	Overpass/ underpass	Shared zone
Sample photo									
Regulatory	– Pedestrians wait for gaps in traffic. At intersections, turning vehicles must give way to pedestrians.	No. Refuges simplify the crossing task for pedestrians by providing a staging area and allowing them to concentrate on one direction at a time.	No. Kerb extensions narrow the carriageway reducing pedestrians' exposure to vehicles. Often installed in conjunction with refuges.	Yes. Footpath is a road related area. Vehicles entering a road related area must give way to pedestrians in the area.	Yes, when marked with GIVE WAY or STOP lines. Right of way for pedestrians. Four-way intersection for bicycles and vehicles.	Yes. Drivers must give way to pedestrians on the crossing. Pedestrians must not cross within 20 m either side of the crossing.	Yes. Designed to provide time separated pedestrian and vehicle movements. Warrants apply for the use of signals in NSW.	No. Used on main roads where vehicle volumes and/or speeds are incompatible with at-grade pedestrian movements.	Yes. Generally speed restricted to 10 km/h. Pedestrians have priority; drivers must give way to any pedestrian in the area.

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	No treatment	Pedestrian Refuge	Kerb extensions	Continuous footpath	Shared environment	Pedestrian crossing	Signals	Overpass/underpass	Shared zone
Comment	Baseline scenario. Represents the bulk of the network at intersections and mid-block.	Suitable at locations where there are sizeable gaps in traffic but more vulnerable or mobility impaired pedestrians may need a sense of security.	Suitable for pedestrian desire lines that do not warrant a formal crossing.	Suitable for locations where pedestrian ownership of the space is prioritised.	Designed for separated path crossings. A level of ambiguity causes drivers to pause and think.	Provides a visible, legal, on-demand crossing point for pedestrians.	Generally used on heavily trafficked roads where there is strong competition between road users and conflict risk is high.	Generally used where there is a strong desire line across a heavily trafficked road and at-grade crossings are not an option.	Suitable for locations where pedestrian ownership of the space is prioritised and/or there is no effective footpath.
Safety risks	Issues can arise when roads become more heavily trafficked and/or heavily parked. Long straight sections of road encourage speeding and may need to be calmed.	Risk to pedestrians is reduced compared to baseline. Risk if refuge not wide enough to accommodate regular bicycle users.	Risk to pedestrians is reduced compared to baseline.	Risk to pedestrians is reduced compared to baseline. Vehicles will slow to traverse the footpath. There need to be gaps in traffic and low speed limits to mitigate vehicle-vehicle crash risks.	Main risk is between bicycle riders and other vehicles entering the space. They need to negotiate priority. Low risk to pedestrians.	Risk that drivers do not give way to pedestrians. Can be misleadingly associated with high crash risk due to high pedestrian usage/exposure at crossings.	Risk that drivers do not stop or they encroach into the crossing. Risk from filtering traffic if permitted to turn through the crossings.	Virtually no risk from vehicles. Personal safety risks to pedestrians.	Low speed limit, pedestrian prioritisation and constrained traffic environment designed to reduce all road safety risks.

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Transport
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Traffic Signal Design

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Preface

The traffic signal design guidelines have been developed to assist in designing traffic control signals. The information contained in the various parts is intended to be used as a guide to good practice. Discretion and judgement should be exercised, taking into account all the factors that may influence the design of traffic signals at any particular site.

The guidelines make reference, where relevant, to current Australian Standards or the Austroads Guides, and are intended to supplement and otherwise assist in their interpretation and application. If any conflict arises, the Australian Standards, the Austroads Guides and the RMS Supplements are to prevail.

The complete set of traffic signal design guidelines is as follows.

Section Title	Appendix Title
1 Investigation	A Design Plan Checklist
2 Warrants	B Traffic Signal Symbols
3 Design Process	C Location and Function of Lanterns
4 Plan Requirements	D Location and Dimensions of Components
5 Geometry	E Left Turn on Red
6 Pavement Marking	F Level Crossing Interface – Concept of Operations
7 Phasing and Signal Group Display Sequence	G Level Crossing Interface – Traffic Signal Design Guidance
8 Lanterns	
9 Posts	
10 Signs	
11 Detectors	
12 Controller	
13 Provision for Future Facilities	
14 Signalised Mid-block Marked Footcrossings	
15 Special Situations	
16 References	

Primary references and complementary material

Roads and Maritime has adopted the Australian Standards and the Austroads Guides as its primary technical references. Roads and Maritime has developed the following complementary material which must be used in conjunction with the Standards and Guides.

- Australian Standards Traffic Supplements.
- Supplements to the Austroads Guides.
- Traffic Signal Design Guide.
- Delineation Manual.
- NSW Bicycle Guidelines.
- Standard Drawings.
- Technical Directions.
- Technical Specifications.

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Appendix D Location and Dimensions of Components

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1.0	Feb 2008		Initial release	P Collins A/Dir Network Management
1.1	May 2009	1.1 1.2 1.4 1.7	Clearance of 0.6m shown as minimum. Text of 2nd layout amended. Text & diagrams for fencing at mid-block marked foot crossings amended. The location of a post where the nose of a median is behind a marked foot crossing amended.	R O'Keefe Mgr Policies & Guidelines
1.2	Aug 2009	1.7	Added minimum offset of 3.0m from the kerb for non-frangible posts located at rear of footway.	R O'Keefe Mgr Policies & Guidelines
1.3	Dec 2010	1.3	Diagram amended.	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation
1.4	Jan 2011	1.7	Note added to clarify the position of the post for a mid-block marked foot crossing.	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation

Note: Printed copies of this document are uncontrolled

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1.5	Jun 2012	1.7	Amendments related to Type 14 posts and Type 15 mast arms.	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation
1.6	Aug 2012	1.7	Amendment related to mid-block post locations.	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation
1.7	Mar 2013	1.7	Location of primary post for mid-block marked foot crossing amended.	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation
1.8	Dec 2016	All	Reformatted to reflect latest structure and corporate identity. Layouts numbered for ease of referencing. Hyperlinks to other sections or documents removed.	Craig Moran GM Road Network Operations
		1.1	Notes added to diagram.	
		1.2(g), 1.3(a), 1.6(e), 1.7(h)&(i)	All diagrams updated with high entry angle traffic islands. Reference to specifications included where required.	
		1.4(c)&(d)	Minimum width of median amended to 3.0m.	
		1.5(a)	Diagram updated and reference to model drawing included.	
		1.6(a)	Distance between kerb and line marking clarified.	
		1.7(a)	Post types and positioning updated.	
		1.7(f)	Post positioning updated.	
		1.8(f)	Diagram updated to indicate departure detector starts from the approach edge of the stop line.	
		1.8(i)	Addition of detector locations for motorway entry ramp with ramp metering traffic signals.	

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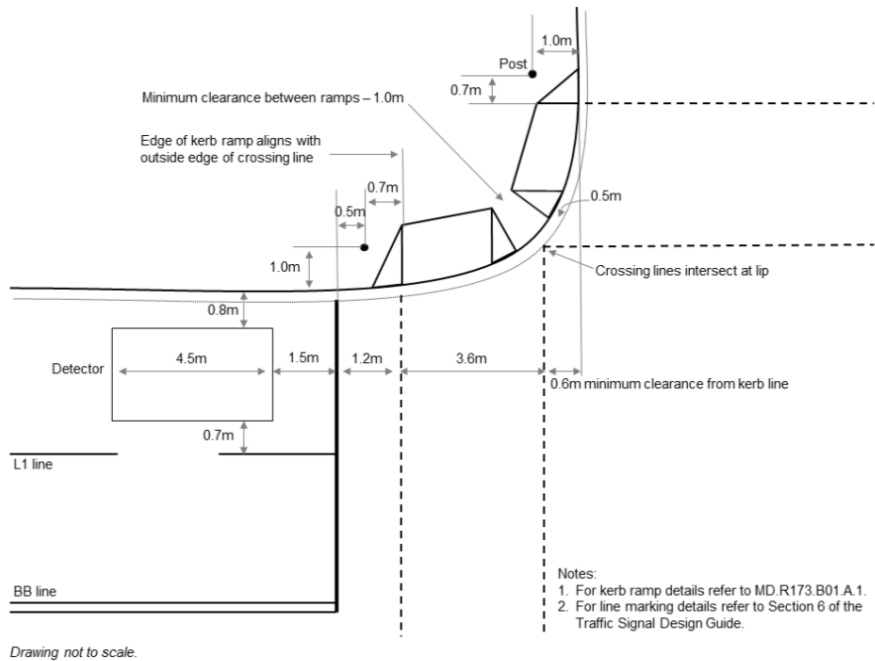
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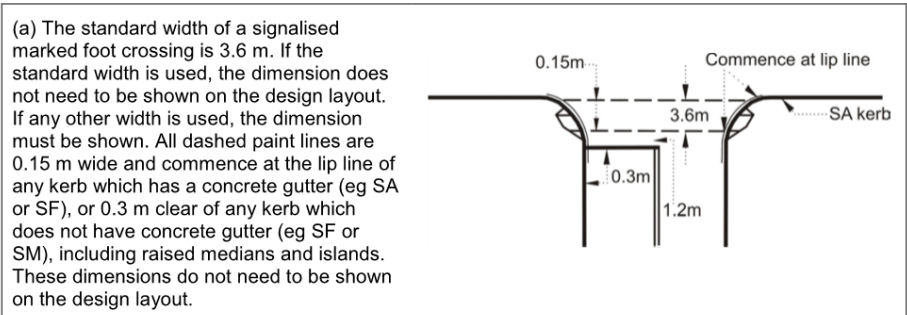
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1.1. Typical layout with combined components at a marked foot crossing



1.2. Marked foot crossings at intersections



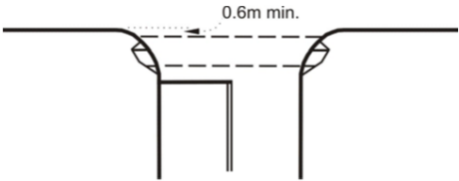
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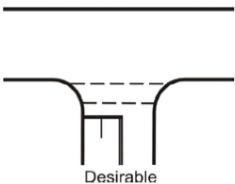
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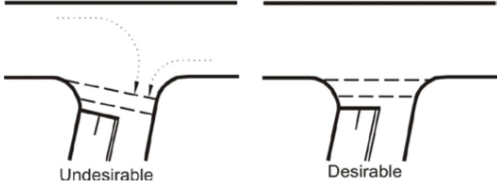
(b) The outside edge of a marked foot crossing must be a minimum of 0.6m clear of any parallel vehicle movements. In the case of a marked foot crossing adjacent to a curved carriageway, no point of the crossing may be closer than 0.6m to the projection of the kerb line. Where pedestrian numbers are high, the 0.6m width could be increased to better separate pedestrians from through traffic.



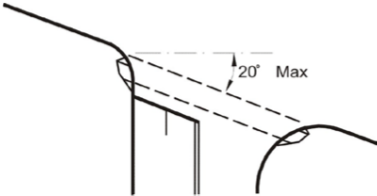
(c) When locating a marked foot crossing, the shortest path across the roadway is normally preferred.



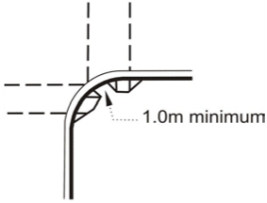
(d) In the case of an acutely angled intersection, the shortest path may be undesirable because of the increased danger to pedestrians. In this case, an angled crossing is preferred.



(e) When a marked foot crossing must be located on an angle, the angle must not be greater than 20 degrees from the shortest path across the roadway.



(f) The outside edges of two marked foot crossings intersect at the lip line (0.5m from the kerb) to allow minimum construction of the kerb ramp. If the kerb ramps are to be the full width of the crossing, the location of the marked foot crossings will need to be adjusted accordingly, so that a 1.0m minimum separation remains between the kerb ramps.



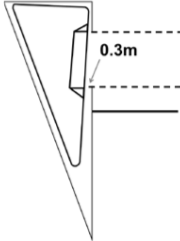
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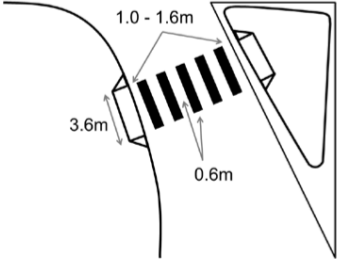
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(g) Where a marked foot crossing is provided to a corner island, the crossing ends 0.3m from the kerb, not at the paint. This is to discourage pedestrians from standing on the road pavement



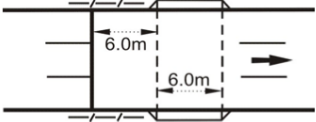
1.3. Pedestrian crossings

(a) The dimensions of a pedestrian crossing at an uncontrolled left-turn slip lane are as shown. Refer to QA specification R145.

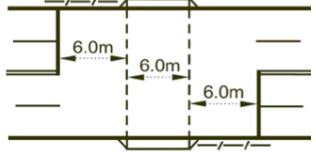


1.4. Mid-block marked foot crossings

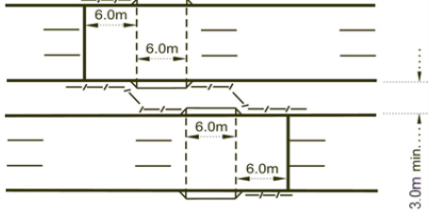
(a) The dimensions of a one-stage mid-block marked foot crossing at a one-way street are as shown. A barrier fence may be installed between the stop line and the crossing if considered necessary.



(b) The dimensions of a one-stage mid-block marked foot crossing at a two-way street are as shown. A barrier fence may be installed between the stop line and the crossing if considered necessary.



(c) The dimensions of a two-stage mid-block marked foot crossing with a left-hand offset are as shown. A barrier fence must be provided on the median, and may also be installed on the kerb between the stop line and the crossing if considered necessary.



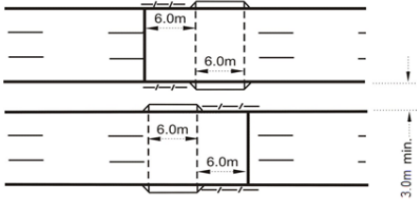
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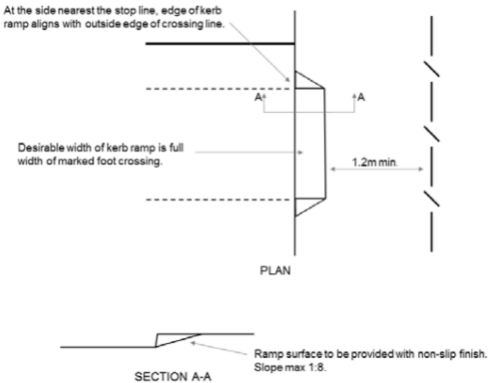
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(d) The dimensions of a two-stage mid-block marked foot crossing with a right-hand offset are as shown. A barrier fence must be provided on the median, and may also be installed on the kerb between the stop line and the crossing if considered necessary.



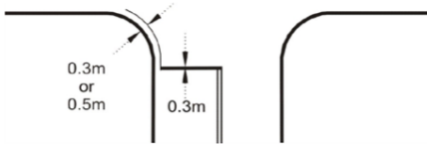
1.5. Kerb ramps

(a) The basic dimensions of a kerb ramp are as shown. For full details, refer to model drawing MD.R173.B01.A.1. All kerb ramps should be shown on the design layout to ensure there are no conflicts with posts or utilities. To aid the passage of wheelchairs, trolleys and strollers, a vertical rise should not be provided at the gutter ie no lip.



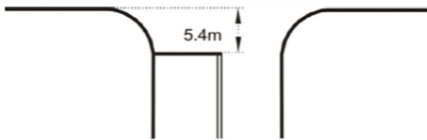
1.6. Stop lines

(a) Stop lines are 0.3 m wide and commence 0.3m clear of any kerb that does not have a concrete gutter eg SF type kerb, or from the edge of the gutter for kerbs that do have a concrete gutter, eg SA, SE type kerbs, (including raised medians and islands).



These dimensions do not need to be shown on the design layout.

(b) Stop lines should be located no less than 5.4m from the prolongation of the kerb line of the cross street. This distance is measured to the front edge of the stop line and will allow the immediate installation of a marked foot crossing, or an installation in the future. If it is known that there is little likelihood of a marked foot crossing ever being installed, this distance may be reduced to 3m following approval by the Principal Manager, Network Operations.



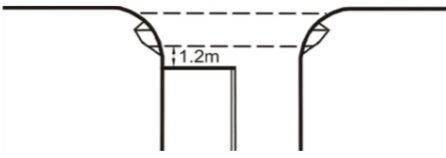
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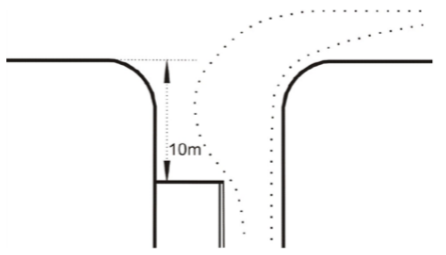
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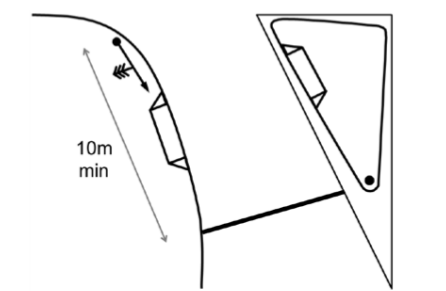
(c) Where a marked foot crossing is installed, a distance of 1.2m is provided between the front edge of the stop line and the outside edge of the dashed marked foot crossing line. This distance is to reduce the incident of vehicle intrusion into the pedestrian walk area.



(d) Where necessary, the stop line may be set back further than normal to ensure it is clear of any conflicting turning movements. In this situation a set-back of the stop line of up to 10m from the prolongation of the kerb line of the cross street is acceptable. Any distance greater than 10m must be approved by the Principal Manager, Network Operations.



(e) The stop line should be at least 10.0m from the starting lantern. However, If this distance cannot be achieved, an absolute minimum of 6.0m is permitted (the mounting height of the lantern assembly must be lowered in this instance).



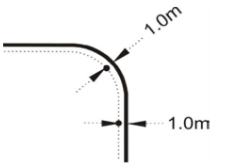
1.7. Posts (including Mast Arms and Poles)

(a) Post types 1, 2, 4, 5, 7, 8 & 13 are located a minimum of 1.0 m from the kerb. This dimension does not need to be shown on the design layout. Any offset other than 1.0 m must be shown. Distances are measured to the centre of the post.

Post types 3, 6 & 9 are located a minimum 1.0 m from the kerb, ONLY if they cannot be located further from the kerb.

Post types 10, 11 & 12 are located at the rear of the footway with a minimum offset of 3.0m from the kerb, unless protection is provided or an exemption given. When an exemption is given, the posts are located a minimum of 1.0 m from the kerb.

Post types 14 and 15 (multi-function poles) are located a minimum of 1.0 m from the kerb if the unloaded weight does not exceed 700 kg. If above 700 kg, they are located at the rear of the footway with a minimum offset of 3.0 m from the kerb, unless protection is provided or an exemption given (See Section 9.1.1 in Posts for exemptions). Note: the loaded weight must not exceed 800 kg unless an exemption is given.

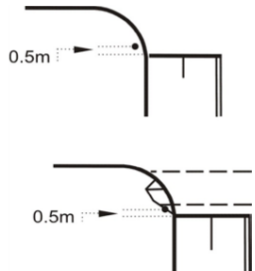

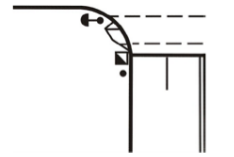

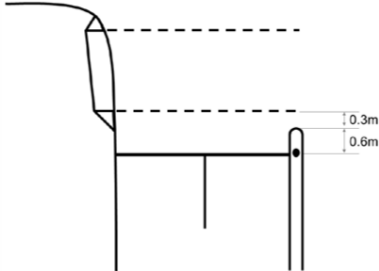


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<p>(b) The primary post is located 0.5 m beyond the front edge of the stop line, irrespective of whether a marked foot crossing is provided or not.</p> <p>NB: For mid-block marked foot crossings, the primary post is located on the front line of the stop line.</p>	
<p>(c) Posts must be located a minimum of 1.0 m from any services.</p>	
<p>(d) When a post cannot be located as outlined above, it may be located before the stop line, rather than beyond the stop line. In this case, the pedestrian lantern may need to be transferred to a more suitably located post. The post carrying the pedestrian push button should, ideally, be located as near as practical to the kerb ramp for ease of access by the disabled.</p>	
<p>(e) Where the nose of a median is not behind a marked foot crossing, a post on the median must be located a minimum of 2.0 m from the nose. If a distance of 2.0 m is used, it does not need to be shown on the design layout. Any other distance must be shown.</p>	
<p>(f) Where the nose of a median is behind a marked foot crossing and the median is ≥ 3.0 m wide, the median post is to be located 0.6 m from the nose to accommodate the mandatory pedestrian push button. Where the median is < 3.0 m wide, the post must be 2.8 m from the nose (to suit ladder access) and a Type 13 post located 0.6 m from the nose. Only the dimension for the re-located post needs to be shown.</p>	

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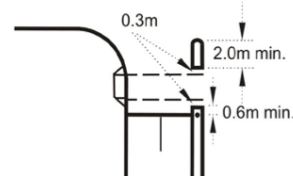
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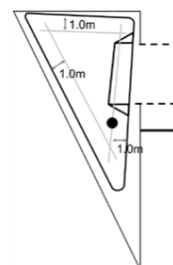
(g) Where a median extends beyond the marked foot crossing and there is a break in the median, the median nose must be a minimum of 2.0 m long and the post located a minimum of 0.6 m from the break in the median.

A clearance of 0.3m should be allowed between the outside edge of the marked foot crossing lines and the ends of the median. If turning path templates won't permit this arrangement, the median nose should be deleted and a treatment similar to the one previous should be used. These dimensions do not need to be shown on the design layout.



(h) Post types 1, 2 & 13 on an island must be located a minimum of 1.0 m* from every edge of the island.

* Measurements are to the centre of the post, mast arm or pole.

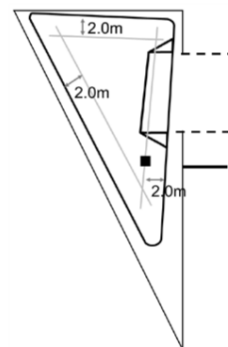


(i) Mast arms types 4, 5 & 9 and post type 6 on an island, must be located a minimum of 2.0 m* from every edge and a barrier type kerb must be used.

Mast arms types 3, 10, 11 & 12 are required to be located out of the clear zone unless protection is provided or an exemption given. When an exemption is given, the posts are located a minimum of 2.0 m from every edge of the island and a barrier type kerb must be used.

Post types 14 & 15 (Multi-function Poles) are located a minimum of 2.0 m* from every edge and a barrier type kerb must be used if the fully loaded weight does not exceed 700kg. If above 700kg, they are located at the rear of the footway with a minimum offset of 3.0m from the kerb, unless protection is provided or an exemption given. (See Section 9.1.1 Posts for exemptions)

* Measurements are to the centre of the post, mast arm or pole.

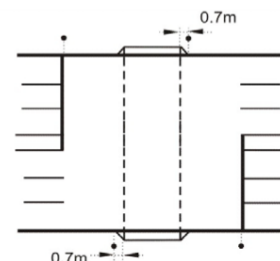


(j) For mid-block marked foot crossings:

- The primary post is to be located on the front edge of the stop line.
- The tertiary post with pedestrian lantern is to be located 0.7m beyond edge of the marked foot crossing to accommodate the kerb ramp.

Note:

For marked foot crossings, posts with the pedestrian lanterns are located 0.7m beyond edge of marked foot crossing to accommodate the kerb ramp.



Note: Printed copies of this document are uncontrolled

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1.8. Vehicle detectors

(a) The dimensions of a 4.5 m long stop line detector are as shown:

- A is 0.7 m if adjacent to a barrier line or 0.5 m if adjacent to a raised median, painted median or edge line.
- B is 0.8 m if adjacent to integral kerb and gutter or 0.5 m if adjacent to a raised island, painted island or edge line.
- C is the width of the detector. All dimensions except C are standard and do not need to be shown on the design layout unless they vary from the standard for some reason. Dimension C must always be shown.

Note: Dimensions A, B & C shown apply to all the vehicle detector diagrams which follow except where another dimension is shown.

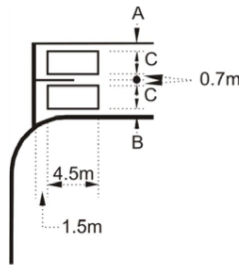


Diagram (a) illustrates a 4.5 m long stop line detector. Dimension A is the offset from the barrier line or raised median. Dimension B is the offset from the integral kerb and gutter or raised island. Dimension C is the width of the detector. The detector length is 4.5 m, and the offset from the edge line is 1.5 m.

(b) If the stop line is on an angle, the detectors are staggered as shown. This is due to the fact that the stop line detectors should be rectangular.

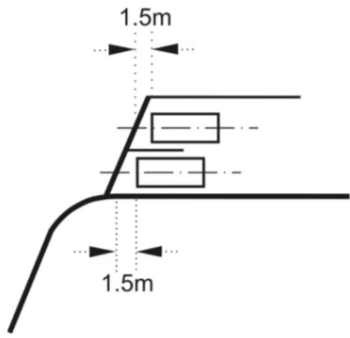


Diagram (b) shows two rectangular detectors staggered along an angled stop line. The offset from the edge line is 1.5 m for both detectors.

(c) If the detectors are on a curved approach, then dimensions A and B must be the minimum offset from the kerbs and paint lines.

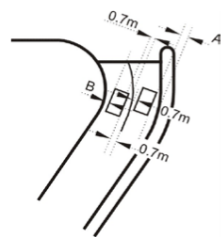


Diagram (c) shows two detectors on a curved approach. Dimensions A and B are the minimum offsets from the kerbs and paint lines. The offset from the edge line is 0.7 m.

(d) The saw cuts for vehicle detector loops must be located a minimum of 0.3 m from expansion joints, services and service covers. If this results in detectors being located in a non-standard position, setting-out dimensions must be shown.

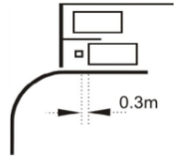


Diagram (d) shows a detector loop with a saw cut offset of 0.3 m from an expansion joint.

(e) Stop line detectors should always be rectangular. When the edges of the lane are not parallel, the orientation of the detector may be varied to suit the predominant flow.

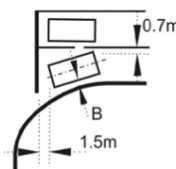


Diagram (e) shows a rectangular detector oriented to suit the predominant flow on a non-parallel lane. The offset from the edge line is 1.5 m.

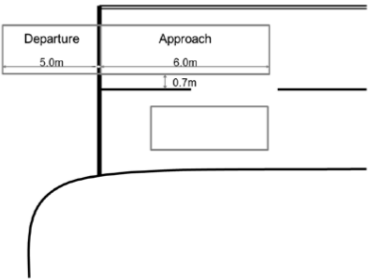
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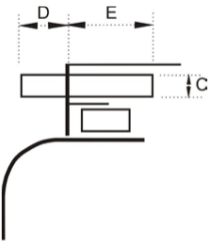
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(f) Where intersection geometry allows, the location of an 11.0 m stop line detector should be as shown.



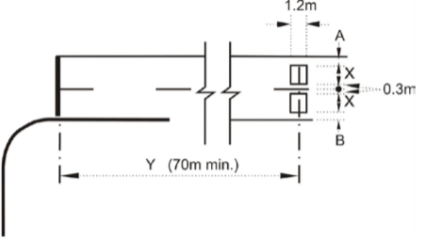
(g) Where this is not possible, dimension D or E needs to be shown to enable the detector to be located.



(h) The location of advance (passage) detectors must be shown as a distance from the stop line to the centre of the detector.

Dimensions X and Y must always be shown. All other dimensions are standard and do not need to be shown unless they vary from the standard for some reason.

- A is 0.3 m if the detector is adjacent to a raised median without integral kerb and gutter, painted median or edge line or 0.6 m if adjacent to a barrier line or raised median with integral kerb and gutter.
- B is 0.3 m if the detector is adjacent to a raised island without integral kerb and gutter, painted island or edge line or 0.8 m if adjacent to integral kerb and gutter.

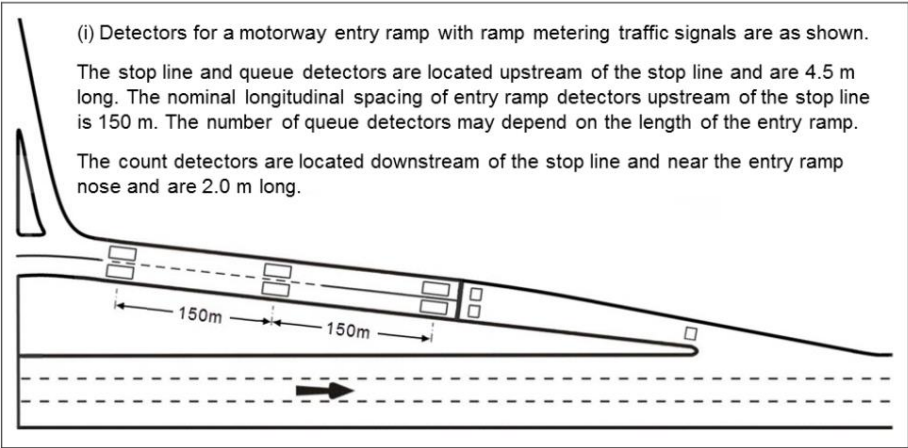


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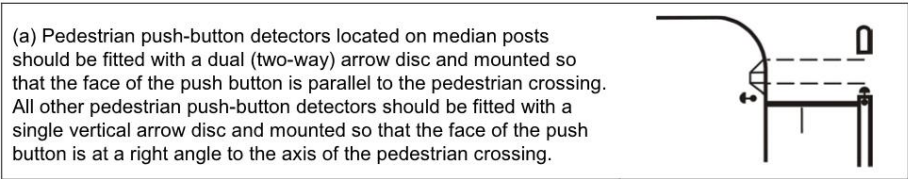
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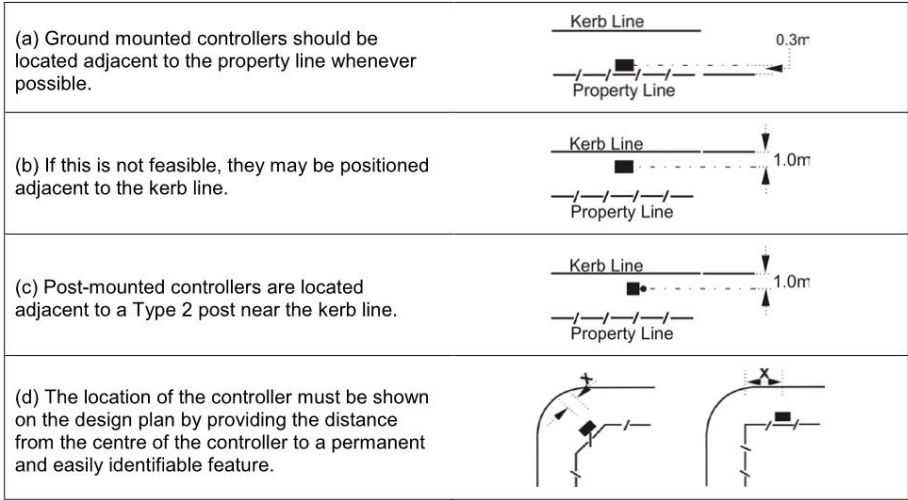
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1.9. Pedestrian push-button detectors



1.10. Controllers



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December 2016
RMS 08.092
ISBN: 978-1-921242-95-3

AGEING AND ACCESS COMMUNITY COMMITTEE**14 FEBRUARY 2023**

4.2 AGEING AND ACCESS COMMUNITY COMMITTEE ACTION PLAN

RECORD NUMBER: 2023/23

AUTHOR: Amanda Rodwell, Ageing and Development Officer

EXECUTIVE SUMMARY

A requirement for all Committees is to develop an Action Plan. The purpose of the Action Plan is to identify and record actions that are incorporated into the Delivery/Operational Plan so the Committee is informed of progress against tasks of interest to the Committee.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “5.1. Engage with the community to ensure facilities and programs meet changing lifestyle and social needs”.

FINANCIAL IMPLICATIONS

Financial implications will be dependent on the decision of the Committee and subsequent endorsement of the Council.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the Ageing and Access Community Committee Action Plan be reviewed and updated.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

ATTACHMENTS

1 Ageing and Access Community Committee Action Plan, D22/20484

AGEING AND ACCESS COMMUNITY COMMITTEE

14 FEBRUARY 2023

Attachment 1 Ageing and Access Community Committee Action Plan

D22/20484

Ageing and Access Community Committee

Action Plan

No	Action	Who	Delivery/ Operational Plan reference	Cost Implications	Resourcing Implications	Start	End	Update/ Completed
1	That Council write to Orange Health Service to express a concern raised by the Ageing and Access Committee that cars parked in the drop off zone prevent access by other vehicles and request that the zone be monitored / enforced.	Manager Community Services	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	No budget required	No funding required	27/04/2022	14/02/2023	<p>Manager Community Services has sent a letter to Western NSW Local Health District.</p> <p>Response received from Catherine Nowlan, General Manager, Orange Hospital which stated:</p> <p>‘Thank you for the letter regarding the drop off zone at Orange Hospital.</p> <p>I will ensure the information is provided to Spotless management who manage the car parks, all outdoor areas including the drop off zones at the Hospital.</p> <p>I will also ensure this is include in the hospitals environmental quality and safety meeting.’</p>
2	That Council investigate establishing a program to assist local businesses to purchase temporary ramps to allow access for people with disability and limited mobility.	Council Local Business Owners	5.1 Live - Engage with the community to ensure facilities and programs meet changing	Budget required	Quotes to be provided	27/04/2022	1/03/2023	Investigation recommendation to be approved by Council

Ageing and Access Community Committee

Action Plan

1

AGEING AND ACCESS COMMUNITY COMMITTEE

14 FEBRUARY 2023

Attachment 1 Ageing and Access Community Committee Action Plan

No	Action	Who	Delivery/ Operational Plan reference	Cost Implications	Resourcing Implications	Start	End	Update/ Completed
			lifestyle and social needs					
3	That Council investigate the potential costs and appropriate providers to conduct an accessibility review of all Council properties.	Council	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	Budget required	Cost to be confirmed	27/04/2022	14/02/2023	Manager Building Services has submitted a budget bid to undertake an access audit of Council buildings in the next financial year.
4	That Council review the placement of speed humps to maintain clear passage for people in wheelchairs and mobility scooters.	Manager Engineering Services	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	No budget available	Costs unknown	27/04/2022	14/02/2023	Manager Engineering Services to provide a report re the relevant standards for speed hump installation. Report provided by Manager Engineering Services outlining the installation and standards of speed humps.
5	That Council investigate installing an accessible bathroom with an adult change table and hoist in the central business district.	Council	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	No budget available	Cost unknown	27/04/2022	30/06/2023	Investigation to be undertaken to identify a suitable Council owned property in the central business district for an accessible bathroom with an adult change table and hoist to be located. Funding sources to be investigated.
6	That Council conduct an investigation into increasing lighting one day per month at the	Manager Orange	5.1 Live - Engage with the community to ensure facilities	No budget available	Costs unknown	9/08/2022	30/06/2023	Orange Regional Museum staff are investigating the possibility of increasing lighting one day per month. There are

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	Orange Regional Museum.	Regional Museum	and programs meet changing lifestyle and social needs					<p>conservation as well as technical considerations that need to be explored. The Museum has raised a CRM with Building Services to seek advice from electricians, as the lights are currently only able to be set to on or off, with the lux of each light set individually during installation with a scissor lift.</p> <p>The Museum is seeking clarification regarding the switch array to ascertain whether we can set a third 'house lights' setting. If this is possible, we will also need to look at the conservation implications, particularly with loan items. There are certain loan items where this will not be allowable within the terms of the contract.</p> <p>Given the complexity of the lighting request, Museum staff are also looking at other ways of making the content more accessible. Independent of this request, we have made the decision to change out all of the labels in the Inherit exhibition for a higher contrast between text and background. We hope</p>

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								<p>to do this early in 2023. We have also been working with Social Futures (for an accessibility audit to identify areas of improvement.</p> <p>The Museum is also now commencing initial concept development for its new long-term local history exhibition to replace Inherit in FY 25/26, pending funding. We have identified the need to prioritise robust objects that can be on display longer and at greater lux to ensure we can create a brighter and more welcoming environment. We hope to engage with the Ageing and Access Committee as part of the development process to gather ideas and priorities.</p>
7	That Council investigate changes to lighting in park toilets and high visibility painting of bollards.	Works Manager (bollards) Manager Building Services (lighting)	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	Budget required	Costs unknown	9/08/2022	30/06/2023	<p>Bollards - Under investigation</p> <p>Lighting – Lighting in Robertson Park toilets has been investigated. Non-operational light has been repaired and lighting is operating as designed.</p>
8	That Council investigate the best method to congratulate businesses	Ageing and Development Officer	5.1 Live - Engage with the community to	No budget available	Costs unknown	9/08/2022	30/06/2023	Referred to Council's Communications Team to

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	that are providing 'best practice access' to their products.		ensure facilities and programs meet changing lifestyle and social needs					identify an appropriate method of acknowledgement.
9	That Council engage an external educator to provide an 'access experience' for council staff and Councillors.	Ageing and Development Officer	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	Nil	Costs unknown	9/08/2022	2/12/2022	Guide Dogs NSW/ACT and Aidacare have been contacted to assist with an 'access challenge' to celebrate International Day of People with Disability 2022. Aidacare have confirmed. The event will also include information stalls, activities and a barbeque. Event successfully held on Friday 2 December 2022. Seventeen services registered to have a stall, nine Councillors and Council staff participated in the Access Experience and approximately one hundred community members attended.
10	That the Manager Engineering Services be invited to the next meeting to provide information on the process to approve and install a pedestrian crossing as well as options for sensor activation of	Ageing and Development Officer	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	No budget required	Nil	8/11/2022	14/02/2023	Report provided by Manager Engineering Services outlining the installation and standards of pedestrian crossings and pedestrian signals.

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	pedestrian signals in lieu of pushing a button.							
11	That an information sheet be developed outlining affordable and accessible transport options for people with disability and older people.	Ageing and Development Officer	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	Budget required	Graphic design and printing costs TBC	8/11/2022	14/02/2023	Information sheet included on the agenda for the meeting to be held on 14 February 2023 for the Committee to review.
12	That Council investigate the installation of permanent ramps to the grassed areas of Robertson Park.	Manager City Presentations	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	Budget required	Costs unknown	8/11/2022	14/02/2023	Following the trialling of a couple of different style of ramps a portable and temporary style ramp was selected. Council has since purchased six of the ramps. When a community event is planned for Robertson Park, City Presentation staff liaise with the event organiser and place ramps out to suit the event layout.
13	That Council provide a report on the number of abandoned trolleys in the community and the costs associated with cleaning and returning them.	Council	5.1 Live - Engage with the community to ensure facilities and programs meet changing lifestyle and social needs	TBC	Costs unknown	8/11/2022		
14	That Council investigate installing a ramp from the Byng Street footpath to	Works Manager	5.1 Live - Engage with the community to	Budget required	Costs unknown	8/11/2022	14/02/2023	Following investigation this area is located on private property. A letter has been sent

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	the footpath of the Kmart undercover car park.		ensure facilities and programs meet changing lifestyle and social needs					<p>to Management of Orange Central Square Shopping Centre informing them of this issue and requesting a ramp be installed.</p> <p>Council has been informed that this car park is owned by a third party not Charter Hall. The letter has been forwarded to the Property Management.</p> <p>Upon request from the Property Management photos of the area in question have been provided.</p> <p>Response received stated: "under the new guidelines they would not get the fall and it would impact the council footpath. Unfortunately when the building was built no one had the fore thought for catering for disability access. ...there is still access near My Car as well as the shopping centre entrances."</p>
15	That Orange City Council provide a letter of support to the Rail Action Group endorsing their work to extend the Bathurst Bullet train service to Orange.		5.1 Live - Engage with the community to ensure facilities and programs meet changing	No budget required	No funding required	8/11/2022		

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			lifestyle and social needs					