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ORDINARY MEETING OF COUNCIL

To be held on

Wednesday, 11 December 2024
4:00 PM

at

Armidale Council Chambers

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MINUTES

ORDINARY MEETING OF COUNCIL

Held on

Wednesday, 27 November 2024
4:00 PM

at

Armidale Council Chambers

PRESENT: Councillor Sam Coupland, Councillor Kay Endres, Councillor Paul Gaddes, Councillor Eli Imad, Councillor Susan McMichael, Councillor Todd Redwood, Councillor Dorothy Robinson, Councillor Rob Taber and Councillor Bradley Widders.

IN ATTENDANCE: Mr James Roncon (General Manager), Ms Aimee Hutton (Acting Chief Officer Corporate and Community), Mr Darren Schaefer (Acting Chief Officer Assets and Services), Mr Daniel Boyce (Chief Officer Planning and Activation), Mr Alex Manners (Project Director – Kempsey Rd, via Teams), Ms Ann Newsome (Chief Financial Officer), Mr Steve Williams (Manager Governance) and Ms Melissa Hoult (Executive Officer).

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1. CIVIC AFFIRMATION AND ACKNOWLEDGEMENT OF COUNTRY
Cr Taber delivered the Civic Affirmation and Cr Widders delivered the Acknowledgement of Country.

2. STATEMENT IN RELATION TO LIVE STREAMING OF COUNCIL MEETINGS
The General Manager delivered the statement.

3. APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS
Nil.

4. DISCLOSURES OF INTEREST

Name	Item	Nature of Interest	Reason/Intended Action
Clr Widders	10.3	□ Pecuniary ■ Non Pecuniary – Significant Conflict □ Non Pecuniary – Non Significant Conflict	Reason: Councillor is mentioned in Newspaper's frequently in relation to the topic of the Anaiwan signage. Intended action: Remain in the Chamber

5. CONFIRMATION OF MINUTES

5.1 Minutes of Previous Meeting held 23 October 2024

Ref: AINT/2024/56024 (ARC16/0001-9)

203/24 **RESOLVED**

That the Minutes of the Ordinary Council meeting held on 23 October 2024 be taken as read and accepted as a true record of the meeting.

Moved Cr McMichael Seconded Cr Imad

The Motion on being put to the vote was CARRIED unanimously.

6. MAYORAL MINUTE

6.1 Mayoral Minute - Amendment to December 2024 Ordinary Council Meeting Date *Ref: AINT/2024/56100 (ARC16/0025-7)*

204/24 **RESOLVED**

That the December 2024 Ordinary Council Meeting date be amended from 18 December 2024 to 11 December 2024.

Moved Cr Coupland

The Motion on being put to the vote was CARRIED unanimously.

7. REPORTS - GENERAL MANAGER'S OFFICE

7.1 Ethical Decision Making and Conflicts of Interest *Ref: AINT/2024/56180 (ARC16/0001-9)*

205/24 **RESOLVED**

That Council note the report.

Moved Cr Redwood **Seconded Cr Robinson**

The Motion on being put to the vote was CARRIED unanimously.

7.2 Appointment of Councillor representatives to Council Committees and Panels

Ref: AINT/2024/51184 (ARC16/0001-9)

206/24 **RESOLVED**

That Council:

a. formalise the appointment of Councillor representatives to committees/panels as follows:
    i. Aboriginal Advisory Committee – Cr Widders
    ii. Access Advisory Committee – Cr Widders
    iii. Local Bushfire Management Committee – Cr Taber
    iv. Armidale Regional Sports Council (Advisory) – Cr Endres
    v. Local Area Traffic Committee – Cr McMichael
    vi. NSW Public Library Association Zone – Cr McMichael
    vii. Project Zero30 – Cr Redwood
b. And that as other opportunities or invitations to committees present, the Mayor determine representation and report back to Council at the next available opportunity.

Moved Cr Widders **Seconded Cr McMichael**

The Motion on being put to the vote was CARRIED unanimously.

7.3 Reintroduction of "Community Plan - Key Pillar Working Groups"

Ref: AINT/2024/58759 (ARC16/0001-9)

207/24 **RESOLVED**

That Council;

a. Set a date for the first 'Community Plan Roundtable' to establish a direction for the Key Pillar Working Groups that is consistent with the Community Plan. Invitations will be extended to other community groups to join the Roundtable process.

b. That the 'Community Plan Roundtable' meets quarterly, serving as the reporting line for the Key Pillar Working Groups.

c. That the General Manager forms the Key Pillar Working Groups as optional for Councillors to lead and participate in.

d. The Mayor liaises with individual Councillors to determine their interest in KPWG membership, with a report to be presented at the February 2025 Ordinary Meeting of Council.

Moved Cr Gaddes **Seconded Cr Widders**

DIVISION The result being:-

FOR: Crs S Coupland, K Endres, P Gaddes, E Imad, S McMichael, T Redwood, R Taber and B Widders

AGAINST: Cr D Robinson

The Mayor declared the motion CARRIED.

7.4 Council Actions Report October 2024 - November 2024

Ref: AINT/2024/56101 (ARC16/0001-9)

208/24 **RESOLVED**

That Council notes the report summarising the actions taken on the resolutions of Council.

Moved Cr Redwood **Seconded Cr Gaddes**

The Motion on being put to the vote was CARRIED unanimously.

8. REPORTS - FINANCE

8.1 Cash and Investment Report 31 October 2024 *Ref: AINT/2024/57040 (ARC17/1711)*

209/24 **RESOLVED**

That Council note the Cash and Investment Report for October 2024.

Moved Cr Robinson **Seconded Cr McMichael**

The Motion on being put to the vote was CARRIED unanimously.

8.2 Presentation of Audited Financial Statements and Audit Reports Year Ended 30 June 2024 *Ref: AINT/2024/58063 (ARC16/0001-9)*

210/24 **RESOLVED**

That Council note the report on the presentation of the audited Annual Financial Statements for the year ended 30 June 2024.

Moved Cr Robinson **Seconded Cr Redwood**

The Motion on being put to the vote was CARRIED unanimously.

9. REPORTS - PLANNING AND ACTIVATION

9.1 Insurance payable under Lease to Armidale Livestock Selling Agents Pty Limited *Ref: AINT/2024/57492 (ARC23/6054)*

211/24 **DEFERRED**

That Council defer the motion to a future date.

Moved Cr Gaddes **Seconded Cr Robinson**

The Motion on being put to the vote was CARRIED unanimously.

10. REPORTS - CORPORATE AND COMMUNITY

10.1 Code of Conduct Complaint Statistics *Ref: AINT/2024/55726 (ARC24/8009)*

212/24 **RESOLVED**

That Council:

a. Receive and note the annual Code of Conduct Statistics for reporting period 1 September 2023 – 31 August 2024.

b. Submit the endorsed data to the Office of Local Government via the Office of Local Government online council portal before 31 December 2024.

Moved Cr Robinson **Seconded Cr Imad**

The Motion on being put to the vote was CARRIED unanimously.

10.2 Annual Report 2023/2024 and State of the Region Report 2022-2024

Ref: AINT/2024/57517 (ARC24/8009)

213/24 **RESOLVED**

That Council endorse the Armidale Regional Council Annual Report 2023/2024 with the appended Armidale Regional Council State of the Region Report 2022-2024.

Moved Cr Gaddes **Seconded Cr Redwood**

The Motion on being put to the vote was CARRIED unanimously.

10.3 Civic and Ceremonial Functions and Representation Policy - For Adoption (Post Public Exhibition) *Ref: AINT/2024/58506 (ARC24/9257)*

214/24 **RESOLVED**

That Council:

a. Note the 24 submissions received during the public consultation period, in relation to the draft Civic and Ceremonial Functions and Representation Policy.

b. Adopt the final Civic and Ceremonial Functions and Representation Policy which excludes the changes proposed in the draft policy, as attached to this report.

c. As per the 2023 motion that Council commence the erection of signs acknowledging Armidale as the ancestral home of the Anaiwan people, starting with a request for designs with a 40 day Expression of Interest, from the Community

d. Endorse community consultation across the local government area in relation to the acknowledgement of Aboriginal people and how ancestral lands should be recognised.

Moved Cr Widders **Seconded Cr McMichael**

DIVISION The result being:-

FOR: Crs S Coupland, K Endres, P Gaddes, S McMichael, T Redwood, R Taber and B Widders

AGAINST: Crs E Imad and D Robinson

The Mayor declared the motion CARRIED.

11. REPORTS - ASSETS AND SERVICES

11.1 Kempsey to Armidale Road Restoration Project (K2A) - Status Report for October 2024 Period *Ref: AINT/2024/56962 (ARC16/0001-9)*

215/24 **RESOLVED**

That Council note the information contained in this report regarding the Kempsey – Armidale Road Restoration Project.

Moved Cr Gaddes **Seconded Cr Redwood**

The Motion on being put to the vote was CARRIED unanimously.

11.2 Tender - Bridge Maintenance Works *Ref: AINT/2024/56985 (ARC24/6659)*

216/24 **RESOLVED**

That Council:

a) Endorse the award of RFT A2024/12Bridge Maintenance Works, to the following panel of suppliers:

- Professional Bridge Services Pty Ltd
- Evolution Civil Maintenance Pty Ltd
- Technical Access Pty Ltd
- Bridge Check Australia Pty Ltd

for the period until 1 October 2027, with the option of a further 2 years and within approved bridge maintenance budgets and a total contract value of $2.4M.

b) Delegate authority to the General Manager to:

i. sign all relevant documents on Council's behalf for the adoption of the tenders

ii. authorise multiple orders to the limit of available funding in accordance with the timeframe of this arrangement.

iii. extend the period of the contract for 2 years (24) months subject to satisfactory performance

Moved Cr Redwood **Seconded Cr McMichael**

The Motion on being put to the vote was CARRIED unanimously.

11.3 Installation of Ultrasonic Digital Water Meters *Ref: AINT/2024/57883 (ARC23/6299)*

217/24 **RESOLVED**

That Council

a) Endorse Option 2 – Full rollout of Ultrasonic Digital Water Metering Devices as a single project to convert the whole network in a 12-month period spread over two financial years (2024-25 and 2025-2026).

b) Approve the release of $2,200,000 (excluding GST) from the Water Reserve in the 2024/25 financial year.

c) Endorses the Procurement Strategy in regard to Telstra and its strategic water partner Taggle Systems Pty Ltd be endorsed under Section 55 (3)(i) of the *Local Government Act 1993* (the Act) (that) an exception to the Act as endorsed for this contract where, because of extenuating circumstances, remoteness of locality or the unavailability of competitive or reliable tenderers a satisfactory result would not be achieved by inviting tenderers.

d) Delegate authority to the General Manager to approve expenditure for the project up to the upper limit of $4,500,000 (excluding GST).

Moved Cr Robinson **Seconded Cr Imad**

The Motion on being put to the vote was CARRIED unanimously.

12. NOTICES OF MOTION

12.1 Improved Community Consultation *Ref: AINT/2024/58598 (ARC16/0025-7)*

218/24 **RESOLVED**

Noting the GM's comment that Council is moving to online submissions through the Engagement HQ platform in the first quarter of 2025, improving the accessibility of public submissions is considered as part this initiative.

Moved Cr Robinson **Seconded Cr Redwood**

The Motion on being put to the vote was CARRIED unanimously.

12.2 Water Investigation *Ref: AINT/2024/58611 (ARC16/0025-7)*

219/24 **The Motion lapsed for want of a mover.**

13. COMMITTEE REPORTS

13.1 Traffic Advisory Committee - Minutes of the meeting held 12 November 2024

Ref: AINT/2024/58255 (ARC16/0168-9)

220/24 **RESOLVED**

That in relation to the Traffic Advisory Committee Meeting held 12 November 2024, that Council:

a) Note the Minutes of the Traffic Advisory Committee meeting held on 12 November 2024

b) Note that the New England Antique Machinery Club – Rally Advertising Run was held from 9.30am until 12.30pm Friday 8 November 2024.

c) Note that the Black Gully Festival was held at the Black Gully Reserve 9 November 2024.

d) Endorse the Notice of intention to hold a Public Assembly for the Ulysses Annual Toy Run 14 December 2024.

e) Endorse the Special Event Transport Management Plan for the temporary road closure of Prisk Street between Manse Street and Ollera Street, Guyra for the 22, 23, and 24 November 2024, for the Annual Guyra Campraft.

f) That Council seek funding for the relocation of the Children's Crossing to Northern side of Jewell Avenue and associated required changes to the parking arrangements in Chapel Street, Armidale.

g) That Council note: TfNSW have requested that Council conduct traffic counts for the consideration of a pedestrian crossing on Barney at the Faulkner Intersection, with further discussions to take place at the next meeting.

Moved Cr McMichael **Seconded Cr Taber**

The Motion on being put to the vote was CARRIED unanimously.

14. QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN

14.1 Malpas Dam *Ref: AINT/2024/57878 (ARC16/0001-9)*

221/24 **RESOLVED**

That Council note the response to the Questions for which Notice has been Given provided by Cr Robinson.

Moved Cr Robinson **Seconded Cr Widders**

The Motion on being put to the vote was CARRIED unanimously.

14.2 Council Owned Property Guyra *Ref: AINT/2024/58621 (ARC16/0025-7)*

222/24 **RESOLVED**

That Council note the response to the Questions for which Notice has been Given provided by Cr Imad.

Moved Cr Imad **Seconded Cr McMichael**

The Motion on being put to the vote was CARRIED unanimously.

PROCEDURAL MOTION

223/24 **RESOLVED**

a) That Council move into closed Session to receive and consider the following items:

15.1 EOI and RFT Process and Recommendation: ARC Retail Energy Supplier and Renewables Transition Partner. (AINT/2024/52616) - *(**General Manager's Note:** The report considers and is deemed confidential under Section 10A(2)(d) of the Local Government Act 1993, as it deals with commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret).*

b) That Council exclude the press and public from the proceedings of the Council in Confidential Session pursuant to Section 10A, subsections 2 & 3 and section 10B of the Local Government Act 1993, on the basis that the items to be considered are of a confidential nature.

c) That Council make the resolutions made in Confidential Session public as soon as practicable.

Moved Cr Robinson **Seconded Cr Imad**

The Motion on being put to the vote was CARRIED unanimously.

Council entered Closed Session at 5:11pm.

Council returned to Open Session at 5:39pm.

RESUMPTION OF MEETING

224/24 **RESOLVED**

That Council move back into open Session and that the resolutions of the closed Session be made public.

Moved Cr Imad **Seconded Cr Gaddes**

The Motion on being put to the vote was CARRIED unanimously.

15. CLOSED SESSION

15.1 EOI and RFT Process and Recommendation: ARC Retail Energy Supplier and Renewables Transition Partner *Ref: AINT/2024/52616 (ARC24/7359)*

225/24 **RESOLVED**

That Council;

a. Note the Contents of this Report

b. Note the current and future actions to implement Renewable Energy retail supply to the whole of Council for implementation commencing 1 January 2025

Moved Cr Robinson **Seconded Cr Redwood**

The Motion on being put to the vote was CARRIED unanimously.

15.2 Mayoral Minute: Endorsement of Expression of Interest for the Recruitment of a General Manager (Cr Sam Coupland)

Ref: ARC16/0001-9

226/24 **RESOLVED**

That Council endorse;

1. The selection of Capstone as the qualified recruitment agency to manage the recruitment, selection and appointment of a new General Manager.

2. That the General Manager's Performance Review Committee work with the successful recruitment agency to commence and establish the process to be undertaken for the recruitment of a new General Manager and for the purposes of this recruitment, the General Manager's Performance Review Committee comprise:
    a. Cr Coupland
    b. Cr Redwood
    c. Cr McMichael
    d. Cr Imad
    e. Cr Gaddes
3. That Council endorse the preferred candidate for approval prior to the appointment of the General Manager.
4. That the Mayor be delegated the role of negotiating with the preferred candidate to make an offer of appointment once approval to make an offer has been resolved by Council.
5. An extension of James Roncon's term as General Manager whilst the recruitment process is finalised. This term will be four months then monthly after that as required and agreed with the Mayor.

Moved Cr Coupland **Seconder Cr Redwood**

DIVISION The result being:-

FOR: Crs S Coupland, K Endres, P Gaddes, E Imad, S McMichael, T Redwood, R Taber and B Widders

AGAINST: Cr D Robinson

The Mayor declared the motion CARRIED.

There being no further business the Mayor declared the meeting closed at 5:42pm.

ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
23/10/2024	Mayoral Minute: Recruitment Process and Selection Committee for the Position of General Manager	179/24	**RESOLVED** That Council: 1. That this Mayoral Minute be noted and received. 2. That Council note the resignation of General Manager James Roncon, to be effective from 10 January 2025. 3. That Council endorse the Mayor to seek Expressions of Interest from a suitably qualified recruitment agencies. 4. That the General Manager's Performance Review Committee work with the successful recruitment agency to commence and establish the process to be undertaken for the recruitment of a new General Manager. 5. That Council endorse the preferred candidate for approval prior to the appointment of the General Manager. 6. That the Mayor be delegated the role of negotiating with the preferred candidate to make an offer of appointment once approval to make an offer has been resolved by Council. **Moved Cr Coupland** **Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	Hoult, Melissa	**15 Nov 2024 9:21am Hoult, Melissa** EOI launched 6 November 2024. Submissions must be submitted by 20 November 2024. **15 Nov 2024 9:22am Hoult, Melissa - Target Date Revision** Target date changed by Hoult, Melissa from 04 November 2024 to 06 December 2024 **04 Dec 2024 1:24pm Hoult, Melissa** EOI has been evaluated with a successful recruitment agency selected., The recruitment panel are meeting with staff on Thursday 12 December 2024 to workshop a list of 'non-negotiables' for the incoming GM, with a focus on culture and the culture journey at ARC.
23/10/2024	Workshop on Water	196/24	**RESOLVED** a) That a workshop is held to inform councillors about water issues including the cost of the different infrastructure proposals, the methodology for the proposed willingness-to-pay consultation and the National Water Grid (NWG) funding deed for Armidale Regional Water Security Strategy Detailed Business Case.	Hoult, Melissa	**04 Nov 2024 11:20am Bower, Jessica - Reallocation** Action reassigned to Hoult, Melissa by Bower, Jessica **15 Nov 2024 1:48pm Hoult, Melissa**

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
			b) That discussions are held with the NWG consultants on the feasibility of raising Malpas before constructing Oaky and the methodology for obtaining realistic estimates of future water needs of: i. typical residential water users and ii. intensive water users allowing for savings from smart water meters and other cost-effective water saving measures, and the changed patterns of water use after the severe drought in 2019 c) That councillors are provided with all relevant reports and draft presentations at least 3 days before the workshop(s) to facilitate constructive discussions of all important issues. **Moved Cr Robinson Seconded Cr Imad** **The Motion on being put to the vote was CARRIED unanimously.**		Part one workshop of a total of five workshops was held on Wednesday 13 November 2024. Future workshop dates TBA. **15 Nov 2024 1:50pm Hoult, Melissa - Target Date Revision** Target date changed by Hoult, Melissa from 06 November 2024 to 28 February 2025 **04 Dec 2024 1:29pm Hoult, Melissa** Part two workshop of five workshops is being held Thursday 5 December 2024.
23/10/2024	Amended: Fairview Estate - Drainage Rectification	202/24	**RESOLVED** That Council: a. Delegate authority to the General Manager to negotiate the purchase 6 Elaine Close to the upper limit outlined in Section 5.4 of this report. b. Endorse the sale of the land once drainage works and easement creation have been completed. **Moved Cr McMichael Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	Porter, Simon	

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
23/10/2024	Mayoral Minute: Creating a Region of Significance	178/24	**MOTION** That Council; 1. Commit to our Local Strategic Planning Statement (LSPS) *Toward 50,000* and our Local Housing Strategy (LHS). 2. Commit to providing regional water security for its current region population and a future region population of 50,000. 3. Commit to participating in annual investment missions to establish direct contact with target groups for investment attraction in our region. 4. Commit to delivering Big Chill for 2025, 2026, 2027 and 2028. 5. Commit to a workshop prior to 20 December 2024 to collate the aspirations of all councillors as they relate to regional growth and where applicable have these aspirations inform the Delivery Program. **Moved Cr Coupland** **Seconded Cr Redwood** **AMENDMENT** That council commits to a workshop prior to 20 December 2024 to: a) collate the aspirations of all councillors and the community relating to regional growth, quality of life, water security, investment missions and festivals b) consider how to include these aspirations in the Delivery Program. **Moved Cr Robinson** **Seconded Cr Widders** **DIVISION** The result being:- **FOR:** Crs E Imad, D Robinson, R Taber and B Widders.	Hoult, Melissa	**04 Nov 2024 11:48am Bower, Jessica - Reallocation** Action reassigned to Hoult, Melissa by Bower, Jessica **20 Nov 2024 1:08pm Hoult, Melissa** In line with item 5 of the resolution, Governance will be delivering a workshop in December 2024 to collate the aspirations of all councillors as they relate to regional growth and where applicable have these aspirations inform the Delivery Program. **20 Nov 2024 1:09pm Hoult, Melissa - Target Date Revision** Target date changed by Hoult, Melissa from 06 November 2024 to 20 December 2024 **04 Dec 2024 1:21pm Hoult, Melissa** A full day workshop for all Councillors has been scheduled for 16 December 2024 to formulate aspirations for the new term of Council.

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
			AGAINST: Crs S Coupland, K Endres, P Gaddes, S McMichael and T Redwood. **The Amendment on being put to the vote was LOST.** **PROCEDURAL MOTION** That the items be considered in seriatim. **Moved Cr Robinson** **Seconded Cr Widders** **DIVISION** The result being:- **FOR:** Crs E Imad, D Robinson, R Taber and B Widders. **AGAINST:** Crs S Coupland, K Endres, P Gaddes, S McMichael and T Redwood. **The Motion on being put to the vote was LOST.** **RESOLVED** That Council; 1. Commit to our Local Strategic Planning Statement (LSPS) *Toward 50,000* and our Local Housing Strategy (LHS). 2. Commit to providing regional water security for its current region population and a future region population of 50,000.		

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
			3. Commit to participating in annual investment missions to establish direct contact with target groups for investment attraction in our region. 4. Commit to delivering Big Chill for 2025, 2026, 2027 and 2028. 5. Commit to a workshop prior to 20 December 2024 to collate the aspirations of all councillors as they relate to regional growth and where applicable have these aspirations inform the Delivery Program. **DIVISION** The result being:- **FOR:** Crs S Coupland, K Endres, P Gaddes, E Imad, S McMichael and T Redwood **AGAINST:** Crs D Robinson, R Taber and B Widders. **The Motion on being put to the vote was CARRIED.**		
23/10/2024	Annual Supply Contract - Traffic Control Services Panel Recommendations from Regional Procurement	194/24	**RESOLVED** That Council: a. Accept the submission of the following contractors as recommended by the evaluation committee from Regional Procurement. Council will seek the best value options for fitness and purpose of various upcoming projects: • Ahoy Traffic Control and Labour Hire Services Pty Ltd • Coffs Coast Traffic Solutions • Crown Traffic Services Pty Ltd • Go Traffic Pty Ltd	McCarthy, Tony	

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
			• Lack Group Traffic Pty Ltd • Men And Women At Work (Newada Pty Ltd) • Peel Valley Traffic Control Pty Ltd • Watchout Traffic Control (DOB Enterprises Pty Ltd) • Workforce Road Services Pty Ltd b. delegate authority to the General Manager to: i. sign all relevant documents on Council's behalf for the adoption of the tenders ii. authorise multiple orders to the limit of available funding in accordance with the timeframe of this arrangement. iii. extend the period of the contract for twelve (12) months subject to satisfactory performance. **Moved Cr Endres Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**		
23/10/2024	Councillor Leadership Development	181/24	**RESOLVED** That Council: a. Commit to the Leadership Development program for Councillors, to be supplied by the Dattner Group. b. Endorse the sole supplier Procurement Strategy of The Dattner Group to continue to provide high level and specialist consultancy services and a consistent approach to achieve Council's culture change objectives as part of the 'Restore and Thrive' Strategy.	Hoult, Melissa	**04 Nov 2024 11:19am Bower, Jessica - Reallocation** Action reassigned to Hoult, Melissa by Bower, Jessica **15 Nov 2024 2:21pm Hoult, Melissa** MH liaising with Dattner Group for workshop dates to start in February 2025.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
			c. That this Procurement Strategy be endorsed under Section 55(3)(i) of the *Local Government Act 1993* (that) an exception to the act as endorsed for this contract where, because of extenuating circumstances, remoteness of locality or the unavailability of competitive or reliable tenderers, a council decides by resolution (which states the reasons for the decision) that a satisfactory result would not be achieved by inviting tenders" for the reasons earlier outlined in this report and; d. Endorse an additional cost to the upper limit of $67,500 (excluding GST) for the completion of this program by the Dattner Group. **DIVISION** The result being:- **FOR:** Crs S Coupland, K Endres, P Gaddes, E Imad, S McMichael, T Redwood, R Taber and B Widders **AGAINST:** Cr D Robinson **Moved Cr Redwood** **Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED.**		**15 Nov 2024 2:24pm Hoult, Melissa - Target Date Revision** Target date changed by Hoult, Melissa from 06 November 2024 to 07 February 2025
23/10/2024	New England Weeds Authority Update	182/24	**RESOLVED** That Council: 1. Receives and notes the report. 2. In conjunction with the other constituent Councils (namely Walcha, Uralla and Glen Innes), a joint Proposal be prepared to the Minister for Local Government to dissolve the New England County Council which includes the requirements of the Office of Local Government (OLG).	Roncon, James	**03 Dec 2024 9:31pm Bower, Jessica** Preparation of the proposal to the Minister for Local Government to dissolve the New England County Council is underway. General Managers of the constituent Councils are meeting regularly to progress these actions.

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			3. Includes in the proposal in (2) above, the transfer of responsibilities under the Biosecurity Act from the New England County Council to the four constituent Councils. 4. Authorises the General Manager to work with the other constituent Councils, the New England County Council, and the Office of Local Government to achieve the earliest possible date for the transfer of Biodiversity Act Responsibilities; and to develop and implement all necessary administrative arrangements. 5. Endorses the proposal for Armidale Regional Council to resume standalone biosecurity services with the potential for an MOU with Uralla Shire Council and other Councils, to be reviewed by the General Manager. 6. Advises the Audit Office NSW of Council's commitment to continue to provide financial assistance to ensure the financial sustainability of the New England County Council until it is dissolved. **Moved Cr Robinson Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**		

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ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
23/10/2024	ARC Renewable Energy Tender - Request for Council endorse GM Delegations to Award on the Recommendations of Evaluation Panel	186/24	**RESOLVED** That Council a. Endorse the successful offer that is to provide 100% renewable (Green) energy and supporting Program Coordination. b. Authorise the General Manager to negotiate and accept final pricing based on that indicated in the tender evaluation. c. Authorise the General Manager to sign an agreement with the preferred supplier for an initial two year period, with options to extend for a further two x two years at Council's sole discretion commencing 1 January 2025. d. Request a report from the General Manager on the final details of the contract. **Moved Cr Robinson** **Seconded Cr Widders** **The Motion on being put to the vote was CARRIED unanimously.**	McCarthy, Tony	
27/11/2024	Council Owned Property Guyra	222/24	**RESOLVED** That Council note the response to the Questions for which Notice has been Given provided by Cr Imad. **Moved Cr Imad** **Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**	Imad, Eli	**04 Dec 2024 3:47pm Hoult, Melissa - Target Date Revision** Target date changed by Hoult, Melissa from 11 December 2024 to 11 December 2024 - Response to be provided at the 11 December 2024 Ordinary Council Meeting.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
27/11/2024	Tender - Bridge Maintenance Works	216/24	**RESOLVED** That Council: a) Endorse the award of RFT A2024/12Bridge Maintenance Works, to the following panel of suppliers: • Professional Bridge Services Pty Ltd • Evolution Civil Maintenance Pty Ltd • Technical Access Pty Ltd • Bridge Check Australia Pty Ltd for the period until 1 October 2027, with the option of a further 2 years and within approved bridge maintenance budgets and a total contract value of $2.4M. b) Delegate authority to the General Manager to: i. sign all relevant documents on Council's behalf for the adoption of the tenders ii. authorise multiple orders to the limit of available funding in accordance with the timeframe of this arrangement. iii. extend the period of the contract for 2 years (24) months subject to satisfactory performance **Moved Cr Redwood** **Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**	Wilson, Mark	

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ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
27/11/2024	Mayoral Minute: Endorsement of Expression of Interest for the Recruitment of a General Manager	226/24	226/24 **RESOLVED** That Council endorse; 1. The selection of Capstone as the qualified recruitment agency to manage the recruitment, selection and appointment of a new General Manager. 2. That the General Manager's Performance Review Committee work with the successful recruitment agency to commence and establish the process to be undertaken for the recruitment of a new General Manager and for the purposes of this recruitment, the General Manager's Performance Review Committee comprise: a. Cr Coupland b. Cr Redwood c. Cr McMichael d. Cr Imad e. Cr Gaddes 3. That Council endorse the preferred candidate for approval prior to the appointment of the General Manager. 4. That the Mayor be delegated the role of negotiating with the preferred candidate to make an offer of appointment once approval to make an offer has been resolved by Council. 5. An extension of James Roncon's term as General Manager whilst the recruitment process is finalised. This term will be four months then monthly after that as required and agreed with the Mayor.	Coupland, Sam	

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			Moved Cr Coupland **Seconder Cr Redwood** **DIVISION** The result being:- **FOR**: Crs S Coupland, K Endres, P Gaddes, E Imad, S McMichael, T Redwood, R Taber and B Widders **AGAINST**: Cr D Robinson **The Mayor declared the motion CARRIED.**		
27/11/2024	EOI and RFT Process and Recommendation: ARC Retail Energy Supplier and Renewables Transition Partner	225/24	**RESOLVED** That Council; a. Note the Contents of this Report b. Note the current and future actions to implement Renewable Energy retail supply to the whole of Council for implementation commencing 1 January 2025 **Moved Cr Robinson** **Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	McCarthy, Tony	
27/11/2024	Reintroduction of "'Community Plan - Key Pillar Working Groups'	207/24	**RESOLVED** That Council; a. Set a date for the first 'Community Plan Roundtable' to establish a direction for the Key Pillar Working Groups that is consistent with the	Roncon, James	

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
			Community Plan. Invitations will be extended to other community groups to join the Roundtable process. b. That the 'Community Plan Roundtable' meets quarterly, serving as the reporting line for the Key Pillar Working Groups. c. That the General Manager forms the Key Pillar Working Groups as optional for Councillors to lead and participate in. d. The Mayor liaises with individual Councillors to determine their interest in KPWG membership, with a report to be presented at the February 2025 Ordinary Meeting of Council. **Moved Cr Gaddes** **Seconded Cr Widders** **DIVISION** The result being:- **FOR**: Crs S Coupland, K Endres, P Gaddes, E Imad, S McMichael, T Redwood, R Taber and B Widders **AGAINST**: Cr D Robinson **The Mayor declared the motion CARRIED.**		
27/11/2024	Appointment of Councillor representatives to Council Committees and Panels	206/24	**RESOLVED** That Council: a. formalise the appointment of Councillor representatives to committees/panels as follows: i. Aboriginal Advisory Committee – Cr Widders ii. Access Advisory Committee – Cr Widders	Hoult, Melissa	**04 Dec 2024 1:32pm Hoult, Melissa** Committees are starting to form. The Traffic Committee had it's first meeting on 3 December 2024 with Cr McMichael in attendance.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
			iii. Local Bushfire Management Committee – Cr Taber iv. Armidale Regional Sports Council (Advisory) – Cr Endres v. Local Area Traffic Committee – Cr McMichael vi. NSW Public Library Association Zone – Cr McMichael vii. Project Zero30 – Cr Redwood b. And that as other opportunities or invitations to committees present, the Mayor determine representation and report back to Council at the next available opportunity. **Moved Cr Widders Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**		
27/11/2024	Civic and Ceremonial Functions and Representation Policy - For Adoption (Post Public Exhibition)	214/24	**RESOLVED** That Council: a. Note the 24 submissions received during the public consultation period, in relation to the draft Civic and Ceremonial Functions and Representation Policy. b. Adopt the final Civic and Ceremonial Functions and Representation Policy which excludes the changes proposed in the draft policy, as attached to this report. c. As per the 2023 motion that Council commence the erection of signs acknowledging Armidale as the ancestral home of the Anaiwan people, starting with a request for designs with a 40 day Expression of Interest, from the Community	Hutton, Aimee	**04 Dec 2024 3:35pm Hutton, Aimee** Council officers are currently collating information to inform the design and construction of the welcome signage. This will inform the EOI which will be released in January 2025.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
			d. Endorse community consultation across the local government area in relation to the acknowledgement of Aboriginal people and how ancestral lands should be recognised. **Moved Cr Widders** **Seconded Cr McMichael** **DIVISION** The result being:- **FOR**: Crs S Coupland, K Endres, P Gaddes, S McMichael, T Redwood, R Taber and B Widders **AGAINST**: Crs E Imad and D Robinson **The Mayor declared the motion CARRIED.**		
27/11/2024	Insurance payable under Lease to Armidale Livestock Selling Agents Pty Limited	211/24	**DEFERRED** That Council defer the motion to a future date. **Moved Cr Gaddes** **Seconded Cr Robinson** **The Motion on being put to the vote was CARRIED unanimously.**	Walsh, Annabelle	

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ACTIONS TRACKING SUMMARY SHEET

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ARMIDALE Regional Council

Actions completed since the 27 November 2024 OCM.

Meeting Date	Report Title	Res #	Detail	Officer	Notes
22/05/2024	Outcome of Public Exhibition of Draft Detailed Concept Design Plans for the East Mall, Beardy Street	94/24	**RESOLVED** That Council: a. Note the publicly exhibited Draft East Mall Detailed Concept Design Plans - Preferred Option - 60° nose-to-kerb parking and the Alternate Option - parallel parking in Attachment 1. b. Receive and note the submissions contained in the public exhibition submissions summary table in Attachment 2. c. Receive and note the information contained in the East Mall Detailed Concept Design Plan Background Report in Attachment 3. d. Adopt the Final East Mall Detailed Concept Design Plans - 60° nose-to-kerb parking in Attachment 4.	Dick, Jesse	**19 Jun 2024 9:09am Boyce, Daniel** Master Plan adopted. Quantity Surveyor report commissioned to cost works. **03 Dec 2024 5:31pm Boyce, Daniel - Completion** Completed by Boyce, Daniel on behalf of Dick, Jesse (action officer) on 03 December 2024 at 5:31:37 PM - Briefing note provided to Councillors updating on costs and options.

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ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
			e. Seek grant funding for detailed design and construction of the upgrades identified in the East Mall Plans. f. Establish a public art and heritage committee with an appropriate budget to assist in the development of public art and heritage improvement projects to complement the East Mall Plans. g. Continue to work with the East Mall Key Stakeholder Working Group throughout the detailed design and construction phase of the project. **Moved Cr Robinson Seconded Cr Gaddes** **The Motion on being put to the vote was CARRIED unanimously.**		
22/05/2024	Draft Active Transport Strategy for Public Exhibition	86/24	**MOTION** That Council: a. Notes that currently Transport for NSW requires the project to be finalised and acquitted by 31 August 2024 and requests a further time extension. b. Asks GHD to organise workshops or online meetings with active transport users to review the priorities listed in the draft Strategy and develop practical plans for high priority work, including how proposed cycleways will fit in with the existing road structure. c. Asks GHD to provide an extended list of injury data over at least 20 years and advise on data collection systems to report injuries, near misses and	Colmanetti, Lilian	**19 Jun 2024 8:59am Boyce, Daniel** Public Exhibition from Friday 24 May to 5pm Monday 24 June. **16 Jul 2024 1:54pm Boyce, Daniel** Workshop held., Submissions under consideration. **03 Dec 2024 5:31pm Boyce, Daniel - Completion** Completed by Boyce, Daniel on behalf of Colmanetti, Lilian (action officer) on 03 December 2024 at 5:31:13 PM - Draft Active Transport Strategy considered for adoption at Dec OCM.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
			other problems and also measure active transport use to ensure continued refinement and future development of the Strategy. d. Places the draft Strategy on public exhibition for a period of 28 days once the practical plans have been developed and incorporated. e. Receives a further report, with an optional workshop for councillors, once the submission period closes to consider any submissions received and a revised Strategy. **Moved Cr Robinson** **Seconded Cr McMichael** **Cr Redwood foreshadowed a motion in the event the motion on foot was defeated.** **DIVISION** The result being:- **For:** Crs S McMichael, S Mepham, P Packham, D Robinson and B Widders. **Against:** Crs S Coupland, P Gaddes, J Galletly, D O'Brien, M O'Connor and T Redwood **The Motion on being put to the vote was LOST.** **FORESHADOWED MOTION** **Moved Cr Redwood** **Seconded Cr Packham** **RESOLVED** That Council:		

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			a. Note that an extension of time variation has been approved by Transport for NSW requiring the project to be finalised and acquitted by 31 August 2024. b. Note that GHD will organise a workshop with the Councillors and a workshop with community members. c. Endorse the Draft Active Transport Strategy for public exhibition for a period of 28 days. d. Delegate authority to the General Manager to make any minor amendments to the Draft Active Transport Strategy prior to public exhibition. e. Receive a further report once the submission period closes to consider any submissions received and the revised strategy. **Moved Cr Redwood** **Seconded Cr Packham** **The Motion on being put to the vote was CARRIED unanimously.**		
26/06/2024	New England Weeds Authority	110/24	**RESOLVED** That Council notes the report of 7 June 2024 from the New England Weeds Authority (NEWA) Interim Administrator Mr John Rayner. **Moved Cr O'Connor** **Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**	Roncon, James	**03 Dec 2024 9:33pm Bower, Jessica - Completion** Completed by Bower, Jessica on behalf of Roncon, James (action officer) on 03 December 2024 at 9:33:29 PM - No further action required. A report was submitted to the October OCM with a further update on this matter.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
24/07/2024	Tender Recommendation - Armidale Pedestrian and Bicycle Link Safety Lighting - Stage 2	148/24	**RESOLVED** That Council: a. Accept the tender recommendations from NSW Public Works on awarding JLE Electrical the Armidale Pedestrian and Bicycle Link Safety Lighting – Stage 2 project tender submitted by Large Industries trading as JLE Electrical of $480,082.68 ex GST b. Delegate authority to the General Manager to approve expenditure up to the upper funding limit of $772,250.00 ex GST available for the project from Council General funds via the Stronger Country Communities Fund Round 5 grant. c. Delegate authority to the General Manager to execute all documents in relation to the Contract. **Moved Cr Robinson Seconded Cr O'Brien** **The Motion on being put to the vote was CARRIED unanimously.**	Bower, Tom	**15 Nov 2024 2:34pm Boyce, Daniel - Reallocation** Action reassigned to Bower, Tom by Boyce, Daniel **03 Dec 2024 8:35pm Bower, Tom - Completion** Completed by Bower, Tom (action officer) on 03 December 2024 at 8:35:12 PM - Tender awarded as per recommendation and works are underway with completion expected in the coming months.
24/07/2024	Confidential Tender Recommendation - Armidale Sportsground Carpark Upgrade	147/24	**RESOLVED** That Council: a. Accept the tender recommendations from NSW Public Works on awarding Brycon Pty Ltd for the Armidale Sportsground Carpark Upgrade which includes the lump sum tender amount. b. Delegate authority to the General Manager to approve expenditure up to the upper funding limit of $430,000 available for the project from	Biggs, Amy	**03 Dec 2024 8:44pm Bower, Tom** Item A through to C are all complete. **03 Dec 2024 8:47pm Bower, Jessica - Completion**

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			Councils Section 7.12 Developers Construction Fund ($295,000) and the Local Roads and Community Infrastructure Program Phase 4 ($135,000). c. Delegate authority to the General Manager to execute all documents in relation to the Contract. **Moved Cr Galletly Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**		Completed by Bower, Jessica on behalf of Biggs, Amy (action officer) on 03 December 2024 at 8:47:39 PM - All actions are complete.
24/07/2024	Kempsey Road Funding Application and Procurement Strategy	158/24	**RESOLVED** That Council: a. Note the proposed procurement strategy for the engagement of contractors to deliver road restoration works; b. Provide delegation to the General Manager to conduct a procurement process in compliance with the *Local Government Act (1993)* pending security of funds under the Disaster Recovery Funding Arrangements; c. Note the report regarding the funding arrangements; and d. Provide delegation to the general manager to enter into tripartite agreement between transport for New South Wales the New South Wales Reconstruction Authority and execute all documentation in relation to the deed. **Moved Cr Redwood Seconded Cr Galletly** **The Motion on being put to the vote was CARRIED unanimously.**	Todd, Stewart	**02 Dec 2024 2:36pm Todd, Stewart - Completion** Completed by Todd, Stewart (action officer) on 02 December 2024 at 2:36:09 PM - , a. For noted. completed., b. General Manager has delegation to put project to tender. Action considered completed., c. For noted. completed., d. Council has executed the tripartite agreement.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
9/10/2024	Delegation of Authority of the Mayor	173/24	**RESOLVED** That Council delegate the functions to the Mayor as described in the Instrument of Delegation attached to this Report. **Moved Cr Redwood** **Seconded Cr Widders** **The Motion on being put to the vote was CARRIED unanimously.**	Drew, Stacey	**04 Dec 2024 3:36pm Drew, Stacey - Completion** Completed by Drew, Stacey (action officer) on 04 December 2024 at 3:36:00 PM - endorsed and signed.
9/10/2024	Delegation of Authority to the General Manager	172/24	**RESOLVED** That Council delegate the functions to the General Manager as described in the Instrument of Delegation attached to this Report, pursuant to Section 377 of the *Local Government Act 1993.* **Moved Cr Gaddes** **Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**	Drew, Stacey	**04 Dec 2024 3:35pm Drew, Stacey - Completion** Completed by Drew, Stacey (action officer) on 04 December 2024 at 3:35:45 PM - endorsed and signed.
23/10/2024	Kempsey to Armidale Road Restoration Project - September 2024 Status Report	192/24	**RESOLVED** That Council note the information contained in this report regarding the Kempsey – Armidale Road Restoration Project. **Moved Cr Redwood** **Seconded Cr Robinson** **The Motion on being put to the vote was CARRIED unanimously.**	O'Shea, Eilish	**02 Dec 2024 2:40pm O'Shea, Eilish - Reallocation** Action reassigned to O'Shea, Eilish by O'Shea, Eilish - Discussed with Anton, reassigned to Kempsey-Road Executive Officer **02 Dec 2024 2:41pm O'Shea, Eilish - Completion**

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					Completed by O'Shea, Eilish (action officer) on 02 December 2024 at 2:41:45 PM - Item for Noting only - no Action required.
23/10/2024	Annual Supply Contract - Road Resurfacing Works panel recommendations from Regional Procurement	193/24	**RESOLVED** That Council resolves to: (a) Accept all nine (9) suppliers selected by the Regional Procurement Panel being: • Bitupave Ltd t/a Boral Asphalt • Colas New South Wales Pty Ltd • Country Wide Asphalt Pty Ltd • Fenworx Pty Ltd t/a Newpave Asphalt • Fulton Hogan Industries Pty Ltd (Gunnedah & Liverpool Plains Shires only) • NSW Building and Civil Pty Ltd • Roadwork Industries Pty Ltd • RPQ Spray Seal Pty Ltd • Stateline Asphalt Pty Ltd (b) Accept that four (4) of the nine (9) tenders received for the provision of road resurfacing works be accepted as the primary tenderers to be used by Council from the a panel contract for the period 1 October 2024 to 30 September 2026, those being Boral (Bitupave), Roadwork Industries (BMR Quarries), RPQ (NSW Spray Seal) and Fenworx (Newpave). (c) Accept that four (4) of the nine (9) tenders considered capable of the provision of asphaltic concrete and cold milling works be accepted as the primary tenderers to be used by Council for a panel contract for the	Wilson, Mark	**28 Nov 2024 1:35pm Wilson, Mark - Completion** Completed by Wilson, Mark (action officer) on 28 November 2024 at 1:35:38 PM - Actions related to adoption of annual supply tender completed by Tony McCarthy

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			period 1 October 2024 to 30 September 2026, those being Roadwork Industries (BMR Quarries), Fenworx (Newpave), NSW Building & Civil Asphalt and Stateline Asphalt. (d) delegate authority to the General Manager to: i. sign all relevant documents on Council's behalf for the adoption of the tenders ii. authorise multiple orders to the limit of available funding in accordance with the timeframe of this arrangement. iii. extend the period of the contract for twelve (12) months subject to satisfactory performance **Moved Cr Gaddes Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**		
23/10/2024	Update to General Manager's Delegations - Professional Services Contract - K2A Project	191/24	**RESOLVED** 1. That Council authorise to the General Manager to manage, within approved budget available to the Kempsey to Armidale Road Restoration Project, the contracts with: a. Bellwether Consulting Services Pty Ltd, b. Projence Pty Ltd, and c. Rob Ausling and Associates Pty Ltd **Moved Cr Gaddes Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	O'Shea, Eilish	**02 Dec 2024 2:40pm O'Shea, Eilish - Reallocation** Action reassigned to O'Shea, Eilish by O'Shea, Eilish - Discussed with Anton, reassigned to Kempsey-Road Executive Officer **02 Dec 2024 2:41pm O'Shea, Eilish - Completion** Completed by O'Shea, Eilish (action officer) on 02 December 2024 at 2:41:39 PM - Item for Noting only - no Action required.

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Meeting Date	Report Title	Res #	Detail	Officer	Notes
23/10/2024	Audit Risk and Improvement Committee	188/24	**RESOLVED** That Council: a. Note the minutes of the ARIC meeting held 20 June 2024. b. Note the minutes of the ARIC meeting held 18 September 2024. **Moved Cr Redwood** **Seconded Cr Endres** **The Motion on being put to the vote was CARRIED unanimously.**	Williams, Steven	**04 Dec 2024 3:38pm Hoult, Melissa - Completion** Completed by Hoult, Melissa on behalf of Williams, Steven (action officer) on 04 December 2024 at 3:38:17 PM - For noting, NAR.
23/10/2024	Tabling of Annual Disclosures of Interest	189/24	**RESOLVED** That Council note the tabling of Disclosures of Pecuniary Interest and Other Matters by Councillors and designated persons lodged for the 12 months ending 30 June 2024. **Moved Cr McMichael** **Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	Drew, Stacey	**04 Dec 2024 3:37pm Drew, Stacey - Completion** Completed by Drew, Stacey (action officer) on 04 December 2024 at 3:37:15 PM - statutory compliance requirement met.
27/11/2024	Improved Community Consultation	218/24	**RESOLVED** Noting the GM's comment that Council is moving to online submissions through the Engagement HQ platform in the first quarter of 2025, improving the accessibility of public submissions is considered as part this initiative. **Moved Cr Robinson** **Seconded Cr Redwood**	Robinson, Dorothy	**04 Dec 2024 3:47pm Hoult, Melissa - Completion** Completed by Hoult, Melissa on behalf of Robinson, Dorothy (action officer) on 04 December 2024 at 3:47:03 PM - Response tabled at the meeting.

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
			The Motion on being put to the vote was CARRIED unanimously.		
27/11/2024	Installation of Ultrasonic Digital Water Meters	217/24	**RESOLVED** That Council a) Endorse Option 2 – Full rollout of Ultrasonic Digital Water Metering Devices as a single project to convert the whole network in a 12-month period spread over two financial years (2024-25 and 2025-2026). b) Approve the release of $2,200,000 (excluding GST) from the Water Reserve in the 2024/25 financial year. c) Endorses the Procurement Strategy in regard to Telstra and its strategic water partner Taggle Systems Pty Ltd be endorsed under Section 55 (3)(i) of the *Local Government Act 1993* (the Act) (that) an exception to the Act as endorsed for this contract where, because of extenuating circumstances, remoteness of locality or the unavailability of competitive or reliable tenderers a satisfactory result would not be achieved by inviting tenderers. d) Delegate authority to the General Manager to approve expenditure for the project up to the upper limit of $4,500,000 (excluding GST). **Moved Cr Robinson** **Seconded Cr Imad** **The Motion on being put to the vote was CARRIED unanimously.**	Byrne, Mark	**04 Dec 2024 2:41pm Schaefer, Darren - Completion** Completed by Schaefer, Darren on behalf of Byrne, Mark (action officer) on 04 December 2024 at 2:41:14 PM - Council resolved to implement water meters per recommendation unanimously.

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
27/11/2024	Kempsey to Armidale Road Restoration Project (K2A) - Status Report for October 2024 Period	215/24	**RESOLVED** That Council note the information contained in this report regarding the Kempsey – Armidale Road Restoration Project. **Moved Cr Gaddes** **Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	O'Shea, Eilish	**02 Dec 2024 2:41pm O'Shea, Eilish - Reallocation** Action reassigned to O'Shea, Eilish by O'Shea, Eilish - Discussed with Anton, reassigned to Kempsey-Road Executive Officer **02 Dec 2024 2:41pm O'Shea, Eilish - Completion** Completed by O'Shea, Eilish (action officer) on 02 December 2024 at 2:41:50 PM - Item for Noting only - no Action required.
27/11/2024	Malpas Dam	221/24	**RESOLVED** That Council note the response to the Questions for which Notice has been Given provided by Cr Robinson. **Moved Cr Robinson** **Seconded Cr Widders** **The Motion on being put to the vote was CARRIED unanimously.**	Robinson, Dorothy	**04 Dec 2024 3:43pm Hoult, Melissa - Completion** Completed by Hoult, Melissa on behalf of Robinson, Dorothy (action officer) on 04 December 2024 at 3:42:55 PM - Response tabled at the meeting.
27/11/2024	Traffic Advisory Committee - Minutes of the meeting held 12 November 2024	220/24	**RESOLVED** That in relation to the Traffic Advisory Committee Meeting held 12 November 2024, that Council: a) Note the Minutes of the Traffic Advisory Committee meeting held on 12 November 2024 b) Note that the New England Antique Machinery Club – Rally Advertising Run was held from 9.30am until 12.30pm Friday 8 November 2024.	Butcher, Claire	**02 Dec 2024 3:03pm Butcher, Claire - Completion** Completed by Butcher, Claire (action officer) on 02 December 2024 at 3:03:07 PM - completed

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
			c) Note that the Black Gully Festival was held at the Black Gully Reserve 9 November 2024. d) Endorse the Notice of intention to hold a Public Assembly for the Ulysses Annual Toy Run 14 December 2024 . e) Endorse the Special Event Transport Management Plan for the temporary road closure of Prisk Street between Manse Street and Ollera Street, Guyra for the 22, 23, and 24 November 2024, for the Annual Guyra Campraft. f) That Council seek funding for the relocation of the Children's Crossing to Northern side of Jewell Avenue and associated required changes to the parking arrangements in Chapel Street, Armidale. g) That Council note: TfNSW have requested that Council conduct traffic counts for the consideration of a pedestrian crossing on Barney at the Faulkner Intersection, with further discussions to take place at the next meeting. **Moved Cr McMichael Seconded Cr Taber** **The Motion on being put to the vote was CARRIED unanimously.**		
27/11/2024	Water Investigation	219/24	**The Motion lapsed for want of a mover.**	Imad, Eli	**04 Dec 2024 3:43pm Hoult, Melissa - Completion** Completed by Hoult, Melissa on behalf of Imad, Eli (action officer) on 04 December 2024 at 3:43:50 PM - The Motion lapsed for want of a mover.

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

Meeting Date	Report Title	Res #	Detail	Officer	Notes
27/11/2024	Annual Report 2023/2024 and State of the Region Report 2022-2024	213/24	**RESOLVED** That Council endorse the Armidale Regional Council Annual Report 2023/2024 with the appended Armidale Regional Council State of the Region Report 2022-2024. **Moved Cr Gaddes** **Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	Giandomenico, Michaella	**04 Dec 2024 3:38pm Giandomenico, Michaella - Completion** Completed by Giandomenico, Michaella (action officer) on 04 December 2024 at 3:38:21 PM - The Annual Report 2023/2024 and State of the Region Report 2022-2024 were endorsed. Reports are now on display on the Armidale Regional Council Website and the Minister will be notified through OLG
27/11/2024	Council Actions Report October 2024 - November 2024	208/24	**RESOLVED** That Council notes the report summarising the actions taken on the resolutions of Council. **Moved Cr Redwood** **Seconded Cr Gaddes** **The Motion on being put to the vote was CARRIED unanimously.**	Hoult, Melissa	**29 Nov 2024 3:51pm Hoult, Melissa - Completion** Completed by Hoult, Melissa (action officer) on 29 November 2024 at 3:51:34 PM - For noting, NAR.
27/11/2024	Ethical Decision Making and Conflicts of Interest	205/24	**RESOLVED** That Council note the report. **Moved Cr Redwood** **Seconded Cr Robinson** **The Motion on being put to the vote was CARRIED unanimously.**	Hoult, Melissa	**04 Dec 2024 11:43am Hoult, Melissa - Completion** Completed by Hoult, Melissa (action officer) on 04 December 2024 at 11:43:56 AM - For noting, NAR.

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
27/11/2024	Mayoral Minute - Amendment to December 2024 Ordinary Council Meeting Date	204/24	**RESOLVED** That the December 2024 Ordinary Council Meeting date be amended from 18 December 2024 to 11 December 2024. **Moved Cr Coupland** **The Motion on being put to the vote was CARRIED unanimously.**	Coupland, Sam	**04 Dec 2024 3:48pm Hoult, Melissa - Completion** Completed by Hoult, Melissa on behalf of Coupland, Sam (action officer) on 04 December 2024 at 3:48:20 PM - Meeting date amended to 11 December 2024. Website has been updated.
27/11/2024	Code of Conduct Complaint Statistics	212/24	**RESOLVED** That Council: a. Receive and note the annual Code of Conduct Statistics for reporting period 1 September 2023 – 31 August 2024. b. Submit the endorsed data to the Office of Local Government via the Office of Local Government online council portal before 31 December 2024. **Moved Cr Robinson** **Seconded Cr Imad** **The Motion on being put to the vote was CARRIED unanimously.**	Drew, Stacey	**04 Dec 2024 3:38pm Drew, Stacey - Completion** Completed by Drew, Stacey (action officer) on 04 December 2024 at 3:38:08 PM - statutory compliance requirement met, uploaded to OLG portal 2/12/24.
27/11/2024	Presentation of Audited Financial Statements and Audit Reports Year Ended 30 June 2024	210/24	**RESOLVED** That Council note the report on the presentation of the audited Annual Financial Statements for the year ended 30 June 2024. **Moved Cr Robinson** **Seconded Cr Redwood** **The Motion on being put to the vote was CARRIED unanimously.**	Newsome, Ann	**03 Dec 2024 10:34am Newsome, Ann - Completion** Completed by Newsome, Ann (action officer) on 03 December 2024 at 10:34:53 AM - Financial Statements presented after public exhibition.

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ACTIONS TRACKING SUMMARY SHEET

Ordinary and Extraordinary Council Meetings Oct 2024 – Nov 2024

ARMIDALE Regional Council

Meeting Date	Report Title	Res #	Detail	Officer	Notes
27/11/2024	Cash and Investment Report 31 October 2024	209/24	**RESOLVED** That Council note the Cash and Investment Report for October 2024. **Moved Cr Robinson** **Seconded Cr McMichael** **The Motion on being put to the vote was CARRIED unanimously.**	Newsome, Ann	**03 Dec 2024 10:32am Newsome, Ann - Completion** Completed by Newsome, Ann (action officer) on 03 December 2024 at 10:32:15 AM - Noted

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Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Report by responsible accounting officer

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2005:

30 September 2024

It is my opinion that the Quarterly Budget Review Statement for Armidale Regional Council for the quarter ended 30/09/24 indicates that Council's projected financial position at 30/6/25 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Signed: _____ **date:** 1/12/2024

Ann Newsome
Responsible accounting officer

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Income & expenses budget review statement

Budget review for the quarter ended 30 September 2024
Income & expenses - Council Consolidated

($000's)	**Original budget 2024/25**	Carry forwards	**Revised budget 2024/25**	**Variations for this Sep Qtr**	Notes	**Projected year end result**	**Actual YTD figures**
Income							
Rates and annual charges	46,300	-	46,300	-		46,300	47,195
User charges and fees	22,092	-	22,092	-		22,092	5,341
Other revenues	5,715	-	5,715	-		5,715	806
Grants and contributions - operating	14,721	2,269	16,990	155		17,145	749
Grants and contributions - capital	23,700	8,914	32,614	-		32,614	2,566
Interest and investment revenue	5,625	-	5,625	-		5,625	-
KARRP	56,000	-	56,000	(50,000)		6,000	-
Total income from continuing operations	**174,153**	**11,183**	**185,336**	**(49,845)**		**135,491**	**56,657**
Expenses							
Employee benefits and on-costs	30,851	-	30,851	-		30,851	6,989
Borrowing costs	907	-	907	-		907	29
Materials and services	34,719	2,354	37,073	475		37,548	9,399
Depreciation and amortisation	27,085	-	27,085	-		27,085	6,771
Total expenses from continuing operations	**93,562**	**2,354**	**95,916**	**475**		**96,391**	**23,188**
Net operating result from all operations	**80,591**	**8,829**	**89,420**	**(50,320)**		**39,100**	**33,469**
Net Operating Result before Capital Items	**891**	**(85)**	**806**	**(320)**		**486**	**30,903**

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Income & expenses budget review statement

Budget review for the quarter ended 30 September 2024
Income & expenses - General Fund

($000's)	Original budget 2024/25	Carry forwards	Revised budget 2024/25	Variations for this Sep Qtr	Notes	Projected year end result	Actual YTD figures
Income							
Rates and annual charges	34,713		34,713			34,713	35,668
User charges and fees	12,700		12,700			12,700	2,576
Other revenues	4,066		4,066			4,066	371
Grants and contributions - operating	14,681	2,074	16,755			16,755	749
Grants and contributions - capital	22,500	5,788	28,288			28,288	2,450
Interest and investment revenue	3,394		3,394			3,394	
KARRP	56,000		56,000	(50,000)	4	6,000	
Total income from continuing operations	**148,054**	**7,862**	**155,916**	**(50,000)**		**105,916**	**41,814**
Expenses							
Employee benefits and on-costs	27,603		27,603			27,603	5,606
Borrowing costs	428		428			428	29
Materials and services	25,256	1,948	27,204	120	3	27,324	7,713
Depreciation and amortisation	20,602		20,602			20,602	5,151
Total expenses from continuing operations	**73,889**	**1,948**	**75,837**	**120**		**75,957**	**18,499**
Net operating result from all operations	**74,165**	**5,914**	**80,079**	**(50,120)**		**29,959**	**23,316**
Net Operating Result before Capital Items	**(4,335)**	**126**	**(4,209)**	**(120)**		**(4,329)**	**20,866**

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Income & expenses budget review statement

Budget review for the quarter ended 30 September 2024
Income & expenses - Water Fund

($000's)	**Original budget 2024/25**	Carry forwards	**Revised budget 2024/25**	**Variations for this Sep Qtr**	Notes	**Projected year end result**	**Actual YTD figures**
Income							
Rates and annual charges	3,627		3,627			3,627	3,619
User charges and fees	9,130		9,130			9,130	2,630
Other revenues	41		41			41	40
Grants and contributions - operating	40	195	235	155	2	390	
Grants and contributions - capital	600	3,126	3,726			3,726	116
Interest and investment revenue	1,045		1,045			1,045	
Total income from continuing operations	**14,483**	**3,321**	**17,804**	**155**		**17,959**	**6,405**
Expenses							
Employee benefits and on-costs	1,954		1,954			1,954	730
Borrowing costs	479		479			479	
Materials and services	5,458	406	5,864	155	2	6,019	695
Depreciation and amortisation	4,431		4,431			4,431	1,108
Total expenses from continuing operations	**12,322**	**406**	**12,728**	**155**		**12,883**	**2,533**
Net operating result from all operations	**2,161**	**2,915**	**5,076**	**-**		**5,076**	**3,872**
Net Operating Result before Capital Items	**1,561**	**(211)**	**1,350**	**-**		**1,350**	**3,756**

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Income & expenses budget review statement

Budget review for the quarter ended 30 September 2024
Income & expenses - Sewer Fund

($000's)	**Original budget 2024/25**	Carry forwards	**Revised budget 2024/25**	**Variations for this Sep Qtr**	Notes	**Projected year end result**	**Actual YTD figures**
Income							
Rates and annual charges	7,960		7,960			7,960	7,908
User charges and fees	262		262			262	135
Other revenues	1,608		1,608			1,608	395
Grants and contributions - operating	-		-			-	
Grants and contributions - capital	600		600			600	
Interest and investment revenue	1,186		1,186			1,186	
Total income from continuing operations	**11,616**	**-**	**11,616**	**-**		**11,616**	**8,438**
Expenses							
Employee benefits and on-costs	1,294		1,294			1,294	653
Borrowing costs	-		-			-	
Materials and services	4,005		4,005	200	1	4,205	991
Depreciation and amortisation	2,052		2,052			2,052	513
Total expenses from continuing operations	**7,351**	**-**	**7,351**	**200**		**7,551**	**2,157**
Net operating result from all operations	**4,265**	**-**	**4,265**	**(200)**		**4,065**	**6,281**
Net Operating Result before Capital Items	**3,665**	**-**	**3,665**	**(200)**		**3,465**	**6,281**

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Income & expenses budget review statement
Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes	Details				
1	Sewer Fund	increase in expenditure rollover of inflow and infiltration study from 2023/24	$200k	increase	Sewer Reserve
2	Water Fund	increase in grant funding Regional Drought Resilience Planning	$155k		Water Reserve
		increase in expenditure Regional Drought Resilience Planning	$155K		
3	General Fund	Street Trees - previous resolution of council $120k per year for 10years) expenditure	$120k	increase	sec 7.12
4	General Fund	K2A - Kempsey Armidale Road Restoration - main works commencement now scheduled for next financial year	($50m)	decrease	Grants
5	General Fund	multiple movements between different internal codes balancing out and no variation required at this stage. these numbers will continue to be reviewed on a monthly basis			

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Capital budget review statement

Budget review for the quarter ended 30 September 2024
Capital budget - Council Consolidated

($000's)	**Original budget 2024/25**	**Carry forwards**	**Revised budget 2024/25**	**Variations for this Sep Qtr**	Notes	**Projected year end result**	**Actual YTD figures**
Capital expenditure							
Loan repayments (principal)	3,398		3,398			3,398	24
Capital Expenditure - General Fund	30,914	23,131	54,045	5,802	a,c-j	59,847	4,810
Capital Expenditure - Water Fund	2,940	6,596	9,536	7,605	l	17,141	809
Capital Expenditure - Sewer Fund	1,744	1,242	2,986	794	k	3,780	559
KARRP	56,000		56,000	(50,000)	b	6,000	1,578
Total capital expenditure	**94,996**	**30,969**	**125,965**	**(35,799)**		**90,166**	**7,779**
Capital funding							
Rates & other untied funding	8,968	985	9,953	573		10,526	
Capital grants & contributions	21,900	9,098	30,998	3,302		34,300	
KARRP	56,000		56,000	(50,000)		6,000	
Reserves:							
- External resrtictions/reserves	4,683	19,974	24,657	9,216		33,873	
- Internal restrictions/reserves	3,445	912	4,357	1,110		5,467	
Total capital funding	**94,996**	**30,969**	**125,965**	**(35,799)**		**90,166**	**-**

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Capital budget review statement
Recommended changes to revised budget

Budget variations being recommended include the following material items:

Notes	Details	Project		Amount	Fund
a	SRV Funded - Woodward St Carpark Upgrade	800187	increase	200,000	General - SRV Reserve
	SRV Funded - Woodward St AC Seal	800188	increase	200,000	General - SRV Reserve
	SRV Funded - Worra St Urban Seal	800189	increase	102,911	General - SRV Reserve
	SRV Funded – Markham St Rehab – Rusden to Beardy	800190	increase	700,000	General - SRV Reserve
	SRV Funded – Miller St Rehab Bundarra to Mann	800191	increase	800,000	General - SRV Reserve
b	K2A - Kempsey Armidale Road Restoration - main works commencement now scheduled for next financial year	270444	decrease	(50,000,000)	general - grant funded
c	Waste - defer purchase of Compactor	800043	decrease	(800,000)	waste reserve
d	Waste - purchase Hook Lift Truck		increase	607,000	waste reserve
e	Sec7.12 Developer Contributions				
	Street furniture project from s7.12:	800102	increase	80,000	7.12 reserve
	Albion Park Armidale Pedestrian Bridge	800026	increase	456,985	7.12 reserve (council resolution)
	Albion Park Armidale Pedestrian Bridge	800026	increase	30,000	7.12 reserve
	EV charging stations		increase	250,000	7.12 reserve
f	Sportsground Security Perimeter Fencing not proceeding	800028	decrease	(305,000)	General Fund
g	Brilliant Regions Fund - Smart Poles/Smart Benches		increase	200,000	General Fund
h	Armidale Mall Vibrancy reallocated	240612	decrease	(52,175)	General fund
j	Rockvale Road - grant funding	800184/18	increase	3,302,000	Grant funding
	Expenditure		increase	3,302,000	
k	Sewer Fund				Sewer Fund
	Capex: Sewer Mains Relining 22/23	260306	reduce	(313,749)	rollover/revote
	Capex: Armidale STP Upgrade - New Plant Design 22/23	260308	increase	182,252	rollover/revote
	Capex: Pump Station Upgrades	820004	increase	50,000	rollover/revote
	Capex:AP Sewer Mains Relining	820028	increase	512,749	rollover/revote
	Capex: Guyra STP Upgrade	820002	increase	362,749	rollover/revote
l	Water Fund				Water Fund
	Automatic Water Meters Installation Project			2,200,000	otherwise approved
	Capex: Guyra Dams Fencing Work	280751		100,000	rollover
	Capex: Regional WTP - Master Plan and Sludge Handling Strategy	280332		1,816,100	rollover/revote
	Capex: Armidale & Guyra WTPs - Fluoridation Upgrade Stage 2	280716		426,999	rollover/revote
	Capex: Water Security Project – Oaky Dam, Transfer Pipeline & Malpas Dam Design	280750		861,652	rollover/revote
	Capex: WTP Works including Ozone Plant Electricals & Components	820046		150,000	rollover/revote
	Capex: Marsh St Distribution Main Renewal	820018		1,800,000	rollover/revote
	Guyra WTP Automation - approved in original budget costings now determined	820045		250,000	previously approved
m	Saumarez Road This project was approved by Council a number of years ago and will be ready to commence this year	210346		730,000	General fund

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Cash & investments budget review statement

Budget review for the quarter ended 30 September 2024

Cash & investments - Council Consolidated

($000's)	30/06/2024	Original budget 2024/25	Carry forwards	Revised budget 2024/25	Variations for this Sep Qtr	Notes	Projected year end result	Actual YTD figures
Externally restricted (1)								
Total externally restricted General Fund								
Specific purpose unexpended loans - general	1,585	1,585		1,585			1,585	1,585
Specific purpose unexpended grants - general fund	18,250	17,751		17,751			17,751	18,250
Developer contributions - general	5,845	5,845		5,845	(937)		4,908	5,845
Developer contributions - water fund	6,068	6,068		6,068			6,068	6,485
Developer contributions - sewer fund	4,862	4,862		4,862			4,862	5,087
Specific purpose unexpended grants (recognised as revenue) - general fund	6,815			-			-	6,815
Water fund	25,433	23,533	(1,311)	22,222	(7,605)		14,617	25,061
Sewer fund	28,346	29,100	(1,163)	27,937	(794)		27,143	27,951
Domestic waste management	5,952	5,952		5,952			5,952	5,952
Deposits, Retentions & Bonds	1,565	1,565		1,565			1,565	1,565
Other Contributions				-			-	-
Total externally restricted	**104,720**	**96,261**	**(2,474)**	**93,787**	**(9,336)**		**84,451**	**104,596**
(1) Funds that must be spent for a specific purpose								
Internally restricted (2)								
Total internally restricted	36,347	43,393		43,393	(1,496)		41,897	32,602
Total internally restricted	**36,347**	**43,393**	**-**	**43,393**	**(1,496)**		**41,897**	**32,602**
(2) Funds that Council has earmarked for a specific purpose								
Unrestricted (ie. available after the above Restrictions)	4,685	5,170		5,170				9,164
Total Cash & investments	**145,752**	**144,824**		**142,350**				**146,362**

Armidale Regional Council

Key performance indicators budget review statement - Industry KPI's (OLG)

Budget review for the quarter ended 30 September 2024

($000's)	Current projection Amounts 24/25	Indicator 24/25	Original budget 24/25	Actuals prior periods 23/24	22/23
NSW local government industry key performance indicators (OLG):					
Operating performance					
Operating revenue (excl. capital) - operating expenses / Operating revenue (excl. capital grants & contributions)	486 / 96877	0.5 %	-0.9 %	7.9 %	8.0 %
This ratio measures Council's achievement of containing operating expenditure within operating revenue.					
Own source operating revenue					
Operating revenue (excl. ALL grants & contributions) / Total Operating revenue (incl. capital grants & cont)	79732 / 135491	58.8 %	47.2 %	54.9 %	66.8 %
This ratio measures fiscal flexibility. It is the degree of reliance on external funding sources such as operating grants & contributions.					

Armidale Regional Council

Contracts budget review statement

Budget review for the quarter ended 30 September 2024
Part A - Contracts listing - contracts entered into during the quarter

Contractor	Contract detail & purpose	Contract value	Start date	Duration of contract	Budgeted (Y/N)
Meridian Urban Pty Ltd PO Box 171 Kedron QLD 4031	Armidale and Uralla Regional Drought Resilience Plan	$159,04.00 INC GST	01/07/24	1/10/2024	Y
Bosa Facilities Management 34 Yeomans Rd, Armidale NSW 2350	Period Contract for Cleaning Services as specified at the Armidale Regional Council Airport	$158,400.00 Inc GST	01/08/24	30/06/2026	Y
Cable Span Australia Pty Ltd - 133 Strong Road Dayboro QLD 4521	Design and Construction of Albion Park Suspension Bridge	$768,110.20 Inc GST	01/02/25	30/05/2025	Y
JNC Group Indigenous Contractors Pty Ltd, 12 Wright Street, Armidale 2530	First Culvert Replacement, Herbert Park Road	$360,475.58 Inc gst	01/09/24	30/12/2024	Y
JNC Group Indigenous Contractors Pty Ltd, 12 Wright Street, Armidale 2530	Installation of Second Weighbridge, Armidale Waste Station	$257,271.35 Inc gst	01/09/24	30/12/2024	Y
Toisch Pty Ltd, Newcastle NSW 2040	Boundary Creek Bridge Replacement	$1,283,945.30 Inc gst	01/10/24	30/06/2025	Y
Waeger Constructions Pty Ltd 17 Shipley Drive Rutherford NSW 2320	Kaurala and Two-Mile Waters Bridge Replacement	$2,723,050.00 Inc gst	01/12/24	30/06/2025	Y
Geosyntec Consultants Pty Ltd Suite 3.04/1 York Street Sydney NSW 2000	Site Auditor Remediation Offsite Areas Former Armidale Gasworks	$350,000.00 (Inc GST Est)	01/08/24	30/12/2025	Y
Various (Panel of 48)	Plant Hire Services Panel	$1.5-2 Million Dollars per financial Year (Est)	01/07/24	30/06/2026	Y
Adrian Short 67 Rockvale Road Armidale NSW 2350	Contract variation 12 months that extends the temporary services of Armidale Regional Councils incumbent Quarry Supervisor until permanent recruitment can be made	$250,000.00 (Est)	01/07/24	30/06/2025	Y
Brycon Pty Ltd 11 Cassia Place, Calala, NSW 2340	Armidale Sportsground Carpark Upgrade	$394,520.27 Inc gst	01/08/24	30/06/2025	Y
JLE Electrical 3/7 Energy Place Dubbo NSW 2830	Armidale Pedestrian and Bicycle Link Safety Lighting - Stage 2	$849,475.00 Inc gst	01/08/24	30/06/2025	Y
Xylem Water Solutions Australia PO Box 6767 Silverwater NSW 1811	Purchase of three new Ozone Generator Units to replace existing and install a redundancy as per Option 2 (WTP)	$1,103,200.00 (Est)	01/08/24	30/06/2025	Y
SJF Civil Project Management 1171 Bundarra Road INVERGOWRIE NSW 2350	Contract PM Flying Fox FLR Contract PM Blackbird Flat FLR Contract PM Big Hill FCR Vehicle costs	$283,474.36 GST inc	01/07/24	30/12/2024	Y
Dillons Contracting 16 McCrossin URALLA NSW 2358	Concrete Footpath Works	$217,470.80 Gst Inc	01/07/24	30/12/2024	Y

Armidale Regional Council

Quarterly Budget Review Statement
for the period 01/07/24 to 30/09/24

Consultancy & legal expenses budget review statement

Consultancy & legal expenses overview

Expense	**YTD expenditure** (actual dollars)	**Bugeted (Y/N)**
Consultancies	1,667,655	Y
Legal Fees	106,128	Y

Definition of a consultant:

A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision making by management. Generally it is the advisory nature of the work that differentiates a consultant from other contractors.



Armidale Regional Council

Active Transport Strategy

2024

ARMIDALE Regional Council

Acknowledgement of Country

We acknowledge the traditional custodians of this land and pay our respects to Elders past, present and emerging.

The Armidale Regional Community pays tribute to their love of land, love of people, and love of culture.



Contents

Acknowledgement of Country	02
Our local context	04
Armidale Region profile	06
Community snapshot	07
What is active transport	08
Main issues in the LGA	10
Strategic context and policy review	11
Why switch to active transport	13
Best practice standards	15
Proposed improvements list	17

Our local context

The Armidale Region stands out as a unique blend of natural beauty, biodiversity, strong cultural heritage, a strategic and convenient location, and leading educational facilities.

The region also offers enormous opportunities to shape a better future, thanks to its status as a major Renewable Energy Zone, which is intended to have a network capacity of eight gigawatts. The New England REZ is currently the largest in Australia and is the backbone to Australia's low carbon future.

Our commitment to sustainable controlled environment horticulture with the largest and most significant precinct in Australia. Located 980m AHD and above 1300m AHD, our Horticulture Precincts in Armidale and Guyra will be serving the dining tables of Australia and abroad as a result of its ideal climate, excellent year-round solar exposure and water security.

Armidale's commitment to active transport is evident in its well-maintained parks and open spaces, which encourage outdoor activities and serve as social hubs for the community.

Our Active Transport Strategy aims to further enhance these features by prioritizing pedestrian and cyclist access, improving safety for all users, and promoting sustainable transport options.

This strategy reflects Armidale's dedication to creating a vibrant, healthy, and interconnected community.



In January 2022 the newly elected Armidale Regional Council (ARC) resolved to set an aspirational target to grow jobs in our region by 4,000 by 2040 (increasing our regional population by 10,000) and to identify the region building infrastructure and catalyst job growth projects that will maximise the region's potential.

This clear direction from the newly elected Council has culminated in the preparation of the Local Strategy Planning Statement (LSPS) Advancing our region: Toward 50,000.

As we grow to a population of 40,000 over the next 20 years and beyond, the Armidale region is connected to the world through 4,000 new jobs of the future and our strong sense of community and social responsibility. We are leaders of Australia's low carbon future, and our re-enlivened businesses and industries are the engine room of the New England.



Advancing our region: Toward 50,000

40,000 by 2043

4,000 new jobs

4,400 additional homes

Armidale Region profile

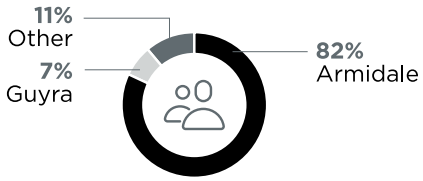
Where we are now

Population

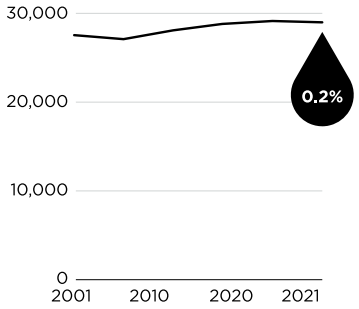
2023

29,300
people

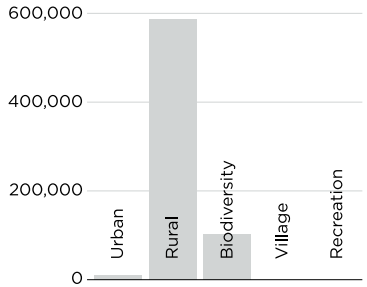
Population split



20 year population growth



Land distribution



One healthcare provider per 123 persons

CLOSED

20% retail vacancy due to oversupply

12,800 (95%) of workforce participants employed

Under supply in employment land

Winter air pollution

Water security risks

Future growth

Population

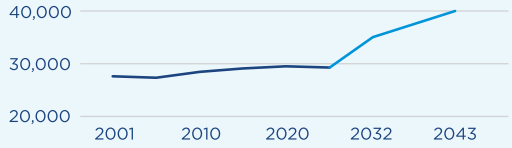
2043

40,000
people
(20 year target)

Beyond 2043

50,000
people
(beyond 20 year target)

Target population growth



4,000 new jobs

100ha additional employment land

Health precinct

City centre revitalisation

Malpas and Oaky dam water security

Improved air quality

Community snapshot

Industry of employment

8.9%
Higher education

3.9%
Hospitals

3.4%
Beef cattle

Travel to work

50%
Car

3.7%
Walk only

0.5%
Bike/scooter

Areas in need of improvement to help Armidale become more active and sustainable

0.7%
Public transport

22.6%
Work from home

37
Median age

7.6%
Indigenous population

14,426
Local jobs

2,899
Local businesses

Top industries



4.6%
Manufacturing

42%
Agriculture, forestry & fishing

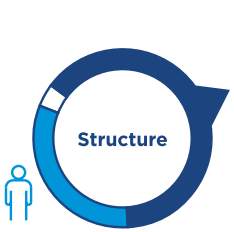
38%
Education & training

Households



44.5%
Couple without kids

36.9%
Couple with kids



63.9%
Families

32%
Single

What is active transport?

Active transport, primarily in the form of walking and cycling are a sustainable and simple means of access to places, goods, services, experiences and information.



What is active transport and its benefits?

Active transport, primarily in the form of walking and cycling are a sustainable and simple means of access to places, goods, services, experiences and information.

In the planning of public and private spaces or facilities, priority should be given to active transport modes which are attractive, safe, convenient and accessible for everyone. All responsible agencies should recognise the importance of constructing and maintaining active transport paths for transport, health, safety, leisure and social purposes.



Cleaner Environments

- The most sustainable modes of transport
- Contributes to our goal of net zero by 2050
- Reduces noise pollution
- Reduces air pollution
- Reduces polluted water run-off



Healthy Lifestyle

- Great form of physical activity
- More engagement with the local community
- Children who walk or ride to schools are more independent and more likely to continue to lead healthier lifestyles
- Healthier communities reduce the impacts on our health care system
- Helps manage weight and reduces the chance of heart disease
- Improves mental wellbeing with links to reduced anxiety and depression
- Enhances social connections



Great Places

- People of all abilities can enjoy walking or riding
- Easier to get to school and work
- More local opportunites for fun and recreation
- Creates a sence of community
- Adds vitality and vibrancy to places
- Increases range and availability of public transport



Economic Benefits

- Boosts productivity
- Reduces congestion
- More footfall for local businesses
- Lowers cost of living
- Provided regeneration benefits
- Influences property uplift
- Benefits derived by per kilometre travelled by an individual:

  Walking: $6.21 (rural) to $6.52 (urban)

  Cycling: $1.94 (rural) to $2.25 (urban)

  E-bike: $1.80 (rural) to $2.11 (urban)

Main issues in the LGA

This strategy has been collaboratively developed with industry experts, our community and a broad range of Council representatives.

- The poor condition of existing active transport infrastructure, such as shared paths and footpaths.
- Multiple shared paths are located in flood-prone areas next to rivers and streams where safety and maintenance issues were identified.
- There is a lack of cycle paths within the LGA, with most town centres except Armidale City centre having little to no cycle paths.
- Cycle paths in Armidale do not provide connectivity to the town centre.
- Poor connectivity between existing active travel infrastructure, with some areas having no footpaths for pedestrians and cyclists.
- Accessibility and connectivity in the LGA for those with a disability was poor or not present.
- Poor or no signage indicating crossing points of shared paths and major roads to alert drivers that a crossing point is present.
- Lack of bicycle parking facilities within the Armidale city and at trip generators such as schools.
- Poor attitudes and consideration of cyclists by drivers are found to be present within the community, as roads are considered to be primarily a place for cars.
- The rail line inhibits permeability between the north and south Armidale.
- Walking infrastructure such as footpaths was also not found to be present in a connected network in many of the smaller town centres in the LGA.



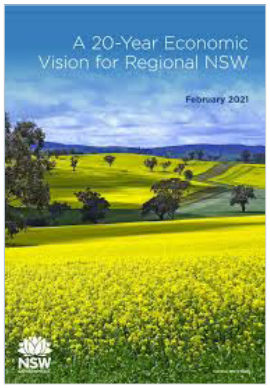
Strategic context and policy review

A review of the following documents in relation to the regional level transport context specific to Armidale Region. This review covered the following relevant plans policies and reports.

Regional context:



1.



2.



3.



4.





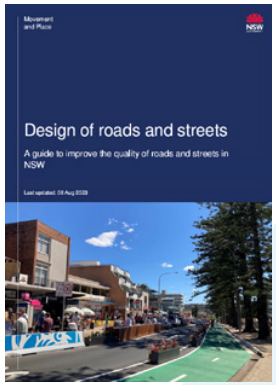
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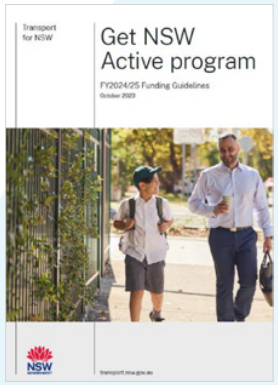
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10.



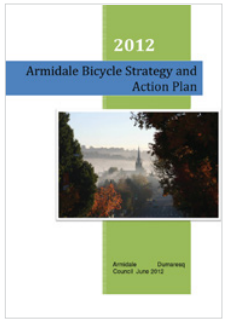


11/12.

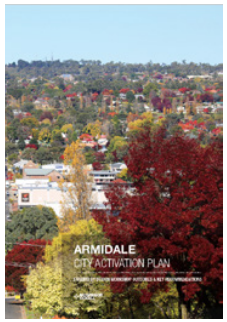
1. Future Transport Strategy, Transport for NSW, 2022
2. A 20-Year Economics Vision for Regional NSW, Department of Regional NSW, 2021
3. New England North-West Regional Plan 2041, NSW Department of Planning Environment, 2022
4. Southern New England High Country Regional Economic Development Strategy 2018-2022, Armidale Regional, Uralla Shire and Walcha Councils, 2018.
5. National Road Safety Strategy 2021-30, Department of Infrastructure, Transport, Regional Development and Communication, 2021.
6. Transport for NSW Active Transport Strategy
7. Cycleway Design Toolbox: Designing for cycling and micro mobility, Transport for NSW, 2020
8. Walking Space Guide Towards Pedestrian Comfort and Safety & Pedestrian Crossing Guideline, Transport for NSW
9. Design of roads and streets, A guide to improve the quality of roads and streets in NSW, Transport for NSW
10. Get NSW Active program FY2024/25 Funding Guidelines
11. NSW Movement and Place Framework, Transport for NSW
12. State Infrastructure Strategy 2022-2042, Infrastructure NSW, 2022

Strategic context and policy review

Local context:



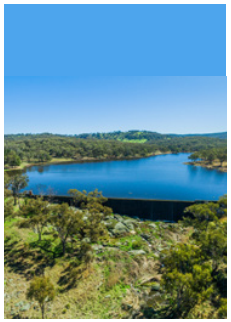
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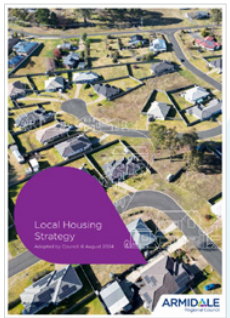


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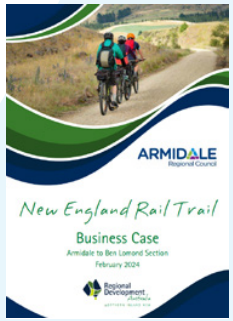


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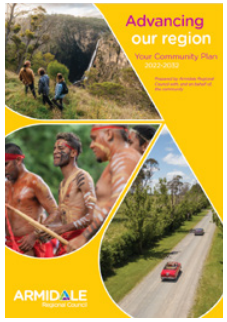
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11.



12.

1. Armidale Bicycle Strategy and Action Plan 2012, Armidale Regional Council
2. Armidale City Activation Plan 2018
3. Armidale Creeklands Masterplan 2018
4. Dumaresq Dam Master Plan 2016
5. Armidale Regional Council Local Housing Strategy
6. New England Rail Trail[1] Business Case, Armidale to Black Mountain Section, 2023
7. Disability Inclusion Action Plan 2022-2026
8. Advancing our region Community Plan 2022-2032
9. Delivery Program 2022-2026
10. Advancing our region - Toward 50,000 - Local Strategic Planning Statement
11. Armidale Region Tourism Strategy 2021-2024
12. Armidale Plan 2040, Armidale Regional Council, 2020

Why switch to active transport?

A major issue identified for active transport within the Armidale Regional LGA was a lack of incentive for residents to switch to active transport methods, as well as a lack of awareness and engagement in the community around active transport.

Residents rely heavily on personal motor vehicles to get to and from work, with the use of active transport methods quite low. The active transport strategy involves expanding and integrating more pedestrian and cycling infrastructure within the road network, which would encourage commuters to use active transport modes more often.



Promoting a switch

The primary reasons for promoting active transport has been identified as:

- Creating more connected and sociable communities.
- Creating safer spaces for residents and visitors to walk and cycle.
- Promoting social equity for those who don't have access to a car.
- Reduction in air and noise pollution around town centres.
- Increased focus on physical and mental health.
- Switching the mindset of streets being places just for cars to streets as places also to be used by other transport modes.





Best practice standards

The following are essential design aspects according to the best practice standards when considering pedestrians.

In accordance with best practice standards, Council aims to provide the following path widths, subject to the availability of road reserves:



Footpaths: 1.8 metres to 2 metres



Shared Paths: 2.5 metres to 3 metres



On-Road Bicycle Lanes: 1.5 metres to 2 metres



Off-Road Bicycle Paths (two-way): 3 metres to 4 metres

These dimensions are intended to ensure the safety, accessibility, and convenience of both pedestrians and cyclists, thereby promoting a more inclusive and efficient transportation network.

Proposed improvements list



Active transport is designed to promote healthy, sustainable, and accessible cities.

By focusing on practical and innovative solutions, the proposed improvement plan aims to create a more connected and vibrant community where walking, cycling, and other forms of active transport are not just encouraged, but seamlessly integrated into our everyday life. Through these proposed works, we can reduce our carbon footprint, enhance public health, and foster a more engaged and active society.

The implementation of the active transport strategy is a key initiative aimed at reducing carbon emissions and promoting sustainable living. The strategy focuses on enhancing infrastructure for walking and cycling, making these modes of transport more accessible and safer for residents and visitors. By encouraging the community to opt for these low-carbon alternatives over car travel, Armidale aims to significantly cut down on greenhouse gas emissions. This shift not only helps mitigating climate change, but also improves public health and enhances the overall liveability of the region.

Improvements plan

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
1	Grant to be sought	Armidale	Armidale Station/ Ben Lomond	Construct the New England Rail Trail to link Armidale to Ben Lomond.		**$20,640,000**
2	ARC*	Armidale	All Armidale	Repaint road markings.	Short term	**TBA**
3	ARC*	Armidale	All Armidale	Investigate the location of poorly maintained pedestrian and cycling facilities and infrastructure and provide the required maintenance.	Short term	**TBA**
4	ARC*	Armidale	Armidale CBD	Identify suitable locations across the Armidale CBD to provide bike parking facilities.	Short term	**16,000**
5	ARC*	Armidale	Markham Street	Provide footpath from Mann St to Brown St.	Short term	**61,200**
6	ARC*	Armidale	Jesse St/ Barney St	Upgrade the existing pedestrian refuge at Jessie Street and Barney Street.	Short term	**TBA**
7	ARC*	Armidale	Marsh St	Provide footpaths along the eastern side of Marsh St between Newton St and Donelly St to the Elite Motor Inn to the south.	Short term	**114,750**
8	ARC*	Armidale	Dumaresq St/ Taylor St	Pedestrian and mobility access redesign.	Short term	**TBA**
9	ARC*	Armidale	Kentucky St	Provide a footpath on the southern side of Kentucky Street between Dangar Street and Taylor Street.	Short term	**165,750**
10	ARC*	Armidale	Barney St/ Douglas St	Provide kerb ramps on Barney Street and Douglas Street intersection.	Short term	**20,000**
11	ARC*	Armidale	Barney St/ Douglas St	Provide refuge island on Barney Street and Douglas Street intersection.	Short term	**100,000**
12	ARC*	Armidale	Taylor St	Implement crossings to connect between the proposed shared path to the existing shared path on the Creeklands and to access between the Rologas and Wicklow Fields.	Short/ Medium term	**TBA**
13	ARC*	Armidale	Bulter St	Provide refuge island on Butler Street at the intersection of Lambs Avenue and Butler Street.	Short/ Medium term	**TBA**

*Pending Council endorsement for future budget alocation

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
14	ARC*	Armidale	Markham St/ Rusden St	Provide crossing on southern leg of Markham Street and eastern leg of Rusden Street.	Short/ Medium term	**50,000**
15	ARC*	Armidale	Lambs Ave	Provide shared path along Lambs Avenue between Butler Street and Markham St.	Short/ Medium term	**120,250**
16	ARC*	Armidale	Beardy St	Provide a footpath along Beardy Street between Martin Street and Niagara Street.	Short/ Medium term	**160,650**
17	ARC*	Armidale	Mann St	Implement a footpath along Mann Street from Miller Street to Butler Street to connect with the existing footpath to access the Armidale Secondary College.	Short/ Medium term	**155,550**
18	ARC*	Armidale	Mann St	Provide crossing over Mann Street to connect with existing pedestrian crossing over the railway line.	Short/ Medium term	**TBA**
19	ARC*	Armidale	Douglas St/ Brown St	Provide upgrade crossing to standard at Douglas Street/Brown Street near the Armidale School.	Short/ Medium term	**TBA**
20	ARC*	Armidale	Donnelly St/ Jessie St	Provide refuge island at Donnelly Street/Jessie Street intersection.	Short/ Medium term	**TBA**
21	ARC*	Armidale	Lambs Ave/ Markham St	Provide refuge island to connect the existing and proposed footpaths/shared paths: to the east from the intersection of Lambs Ave and Markham St; to the south and west of the intersection of Mossman St West and Markham St. Kerb ramps to be included where required.	Short/ Medium term	**TBA**
22	ARC*	Guyra	New England Highway	Improve footpath from Tenterden Street to Ollera Street on NEH.	Short/ Medium term	**73,950**
23	ARC*	Guyra	New England Highway / Tenterden St	Provide refuge island at New England Highway/Tenterden Street to cross the road safely near park and bus stop. This matter is under consideration with TfNSW.	Short/ Medium term	**75,000**
24	ARC*	Armidale	Several	Connect missing footpath links on the town blocks: Railway Parade/Mossman Street/Brown Street/Gordon Street/Ohio Street, etc.	Medium term	**TBA**
25	ARC*	Armidale	Marsh St/ Dumaresq St	Implement shared path from the existing paths on Marsh Street to the existing shared path on the Creeklands.	Medium term	**23,125**

*Pending Council endorsement for future budget alocation

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
26	ARC*	Armidale	Martin Street	Provide a footpath along Martin Street between Queen Elizabeth Drive and Claude Street.	Medium term	**52,785**
27	ARC*	Armidale	Several	Connect missing footpath links on the town blocks: O'Dell Street/ Allingham Street/Western end of Barney Street/Douglas Street near the racecourse/Butler Street etc.	Medium term	**TBA**
28	ARC*	Armidale	O'Connor Rd	Provide refuge island near the Kentucky Street/Dangar Street roundabout for pedestrians to cross safely and connect the existing footpath.	Medium term	**25,000**
29	ARC*	Armidale	Martin St / Mott St	Investigate the feasibility for a new pedestrian and cycling link between Martin Street and Mott Street for better connectivity and safety.	Medium term	**TBA**
30	ARC*	Armidale	Brown St/ Butler St	Provide crossings: to the west at the intersection of O'Dell Street and Brown Street; to the east at the intersection of O'Dell Street and Brown Street; to the east at the intersection of Butler Street and Brown Street	Medium term	**TBA**
31	ARC*	Armidale	Dumaresq St	Provide Kerb ramps to allow cyclists heading for the CBD. Investigate further in design stage.	Medium term	**TBA**
32	ARC*	Armidale	Brown St	Provide a new shared path along Brown Street from O'Dell Street and Barney Street.	Medium term	**157,250**
33	ARC*	Armidale	Bona Vista Rd	Provide a footpath along Bona Vista Road between Uralla Road and Kellys Plains Road.	Medium term	**192,270**
34	ARC*	Armidale	Bulter St	Implement footpaths along Bulter Street from the Mann Street railway crossing to Brown Street where the proposed crossing is located.	Medium term	**66,300**
35	ARC*	Armidale	Kentucky St	Provide crossing at the west side of intersection of Marsh Street and Kentucky Street.	Medium term	**TBA**
36	ARC*	Armidale	Douglas St	Connect all the missing footpath links on the town blocks- Douglas Street near the racecourse and Donnelley Street.	Medium/ long term	**TBA**
37	ARC*	Armidale	Rusden St	Provide a footpath along Rusden Street between Taylor Street and Douglas Street along the northern side.	Medium/ long term	**54,825**

*Pending Council endorsement for future budget alocation

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
38	ARC*	Armidale	Niagara St	Connect footpath from Dumaresq Street to existing footpath on western side of Niagara Street near pedestrian refuge crossing.	Medium/ long term	**68,850**
39	ARC*	Armidale	Dumaresq St	Connect a missing section of footpath on O'Dell Street from Dumaresq Street to Beardy Street.	Medium/ long term	**49,725**
40	ARC*	Armidale	Dumaresq St	Connect the existing footpath from O'Dell Street to Niagara Street existing footpath on northern side of Dumaresq Street.	Medium/ long term	**109,650**
41	ARC*	Armidale	Martin St/ Drew St/ Bundarra Rd	Provide refuge island and kerb blisters at the location of the following: Bundarra Rd, to the west of the intersection of Miller St and Bundarra Rd; Drew St, to the east of the intersection of Shambrook Ave and Drew St; Martin St, to the south of the intersection of Alahna Dr and Martin St; Bundarra Rd, to the east of the intersection of Mott St and Bundarra Rd.	Medium/ long term	**TBA**
42	ARC*	Armidale	Brown St/ Faulkner St	Provide refuge island on eastern leg of Brown Street.	Medium/ long term	**25,000**
43	ARC*	Armidale	Dangar St	Provide refuge island to the north from the intersection of Dangar Street and Kentucky Street.	Medium/ long term	**25,000**
44	ARC*	Armidale	Faulkner St/ Donnelly St	Provide pedestrian refuge and kerb blister to slow down eastbound traffic approaching the intersection.	Medium/ long term	**TBA**
45	ARC*	Guyra	Several	Provide Kerb ramps across the Guyra town to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021 - Design for access and mobility.	Medium/ long term	**TBA**
46	ARC*	All villages	Several	Provide Kerb ramps in villages to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021 - Design for access and mobility.	Medium/ long term	**TBA**
47	ARC*	Armidale	Galloway St	Provide refuge island across Galloway Street to the east of the intersection of Galloway Street and Perrott Street.	Medium/ long term	**TBA**
48	ARC*	Armidale	Dangar St	Repair damaged sections of footpath and trim vegetation.	Medium/ long term	**53,800**
49	ARC*	Armidale	Taylor St	Provide a new footpath on the eastern side of Taylor Street from: Lynches Road to Galloway Street; Kentucky Street to Mann Street.	Long term	**206,550**

*Pending Council endorsement for future budget alocation

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
50	ARC*	Ebor	Waterfall Way	Provide refuge island on Waterfall Way near Ebor school.	Long term	**25,000**
51	ARC*	Ebor	Waterfall Way/ Pipeclay St	Provide refuge island on Waterfall Way/Pipeclay Street.	Long term	**25,000**
52	ARC*	Ebor	Several	Provide footpath to link to Ebor Showground and additional works as proposed in the LSPS 2024.	Long term	**127,500**
53	ARC*	Armidale	Gordon St	Connect all the missing footpath links on the town blocks: Gordon Street.	Long term	**TBA**
54	ARC*	Hillgrove	Brackin St	Provide footpath on Brackin Street from Chalkers Cottage to Brereton Street.	Long term	**186,150**
55	ARC*	Wollomombi	Wollomombi Village Rd	Provide footpath on Wollomombi Village Road to provide a safe and convenient connection for pedestrians.	Long term	**104,550**
56	ARC*	Armidale	Several	Identify any further missing links or areas that may highly benefit from future improvements, including line marking, footpaths/ shared paths, signage and kerb ramps.	Long term	**TBA**
57	ARC*	Guyra	Several	Investigate further improvements to connect missing links and explore more opportunities of footpath/shared path/cycleway network throughout the town.	Long term	**TBA**
58	Grant to be sought	Armidale	Link Rd	Provide shared path on the southern side of Link Road from Scholes Street to heading East to provide connection to the eastern residential areas along Link Road and Stony Ridge Road (i.e. the Armidale Walking Trail network). Provide crossing for pedestrian and cyclists at the intersection of New England Highway (NEH) and Link Road to get to the Stony Ridge Road.	Medium term	**1,114,625**
59	Grant to be sought	Guyra	New England Highway	Provide a shared path along New England Highway from Cameron St to Tenterden St.	Short term	**1,244,125**

*Pending Council endorsement for future budget alocation

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
60	Grant to be sought	Armidale	White Ave/ Shambrook Ave/ Miller St	According to the Development Control Plan for Shambrook Avenue Precinct, the following options are provided: Option 1: Provide shared path on Old Inverell Road and Handel St Option 2: Provide shared path from the corner of Glenelg Road and Helen Avenue, via Helen Avenue Park Option 3: Provide shared path on White Avenue from Shambrook Avenue to Handel Street.	Short term	**TBA**
61	Grant to be sought	Armidale	Madgwick Dr	Maintain damaged section of drainage, line-marking and signage. More investigation on re-designing of cycleway along Trevenna Road from Library Road to Clarks Road and along Madgwick Drive and Niagara Street to McLennan Street to make it safer for cyclists.	Short term	**1,355,125**
62	Grant to be sought	Armidale	Barney St/Grafton Rd	Provide a shared path along the southern side of Grafton Road/ Barney Street from Castledoyle Road to Brown Street.	Short term	**1,424,500**
63	Grant to be sought	Armidale	Markham St	Provide on-road cycleway on Markham Street from Kentucky Steet to Erskine Street.	Short term	**1,207,125**
64	Grant to be sought	Armidale	Erskine St	Investigate the provision of an on-road cycleway along Erskine Street from Niagara Street to Cookes Road. Additionally, investigate if there would be better alternatives for this route.	Short term	**1,520,238**
65	Grant to be sought	Armidale	Elm Ave/ Handle St/ Queen Elizabeth Dr	Provide cycleway along Elm Avenue/ Handel Street/ Queen Elizabeth Drive from Madgwick Drive to Niagara Street. This will make a loop utilising the existing cycleway and provide a better opportunity for further upgrades.	Short term	**957,375**
66	Grant to be sought	Armidale	Creeklands cycleway / Merinda Place St	Provide a cycling route through Sylvia Crescent to connect the Creeklands Cycleway to existing cycling routes on Merinda Place Street. Provide refuge island at the intersection of Erskine Street and Sylvia Street.	Short term	**455,250**
67	Grant to be sought	Armidale	Handel St	Provide a shared path along the northern side of Handel Street between Old Inverell Road and Elm Avenue.	Short term	**305,250**
68	Grant to be sought	Armidale	Markham St	Connect the shared path from Kentucky Street to Ross Street on Markham Street. This is to be used as a feeder road on the south side of the residential area.	Short term	**283,050**

*Pending Council endorsement for future budget alocation

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
69	Grant to be sought	Armidale	Martin St / Mott St/ Bundarra Rd/ Golf Links Rd	Provide a shared path from Alahna Drive to Martin Street and to Bundarra Road via Martin Street and Motts Street and provide a shared path along Golf Links Road from Shambrook Avenue to Bundarra Road.	Short/ Medium term	**1,831,500**
70	Grant to be sought	Armidale	Kentucky St/Uralla Rd	Provide a shared path on Kentucky Street from O'Connor Road to all the way to NEGS and Moore Park Road along Uralla Road to provide a good connection to the school and to connect with the proposed UNE cycleway. Investigate further at the design stage.	Short/ Medium term	**1,216,375**
71	Grant to be sought	Armidale	Kirkwood St	Provide a shared path along Kirkwood Street from the Kirkwood Street/Marsh Street intersection to the Markham Street/Kirkwood Street intersection.	Short/ Medium term	**452,325**
72	Grant to be sought	Armidale	Old Inverell St/ Boorolong Rd/ Rowlands Rd	Provide a shared path along Old Inverell Street, Boorolong Road and Rowlands Road between Handel Street and Rowlands Road to form a "triangle" track.	Short/ Medium term	**1,406,000**
73	Grant to be sought	Armidale	Chestnut Ave	Provide cycling path from Rockvale Road to Old Glenn Innes Road via Chestnut Avenue to support Development Control Plan for Chestnut Avenue Precinct	Short/ Medium term	**555,000**
74	Grant to be sought	Armidale	Canambe St	Extend the current existing footpath on Canambe St from Donnelley St to the north within the Canambe St road reserve, which could be used to provide a new cycleway and crossing point over Dumaresq Creek which would link to the existing Creeklands cycleway.	Short/ Medium term	**471,750**
75	Grant to be sought	Armidale	Link Rd/ Cluny Rd/ Madgwick Dr	Provide a shared path along Link Rd from Scholes St to Cluny Rd connecting Madgwick Dr existing cycle lanes that run along the edges of Madgwick Dr and Niagara St. This would provide an active transport link to UNE, the city centre and new development areas proposed in the Link Rd South Precinct.	Short/ Medium term	**1,008,250**
76	Grant to be sought	Armidale	Watson Ave /Yoogoonda Gully	Provide a cycling path along Yoogoonda Gully from Erskine Street to Watson Avenue and provide a cycling path along Watson Avenue to connect to cycling path on Rockvale Road.	Short/ Medium term	**504,125**
77	Grant to be sought	Armidale	Lambs Ave	Provide a shared path from Markham Street to the end of Lambs Avenue.	Short/ Medium term	**270,563**

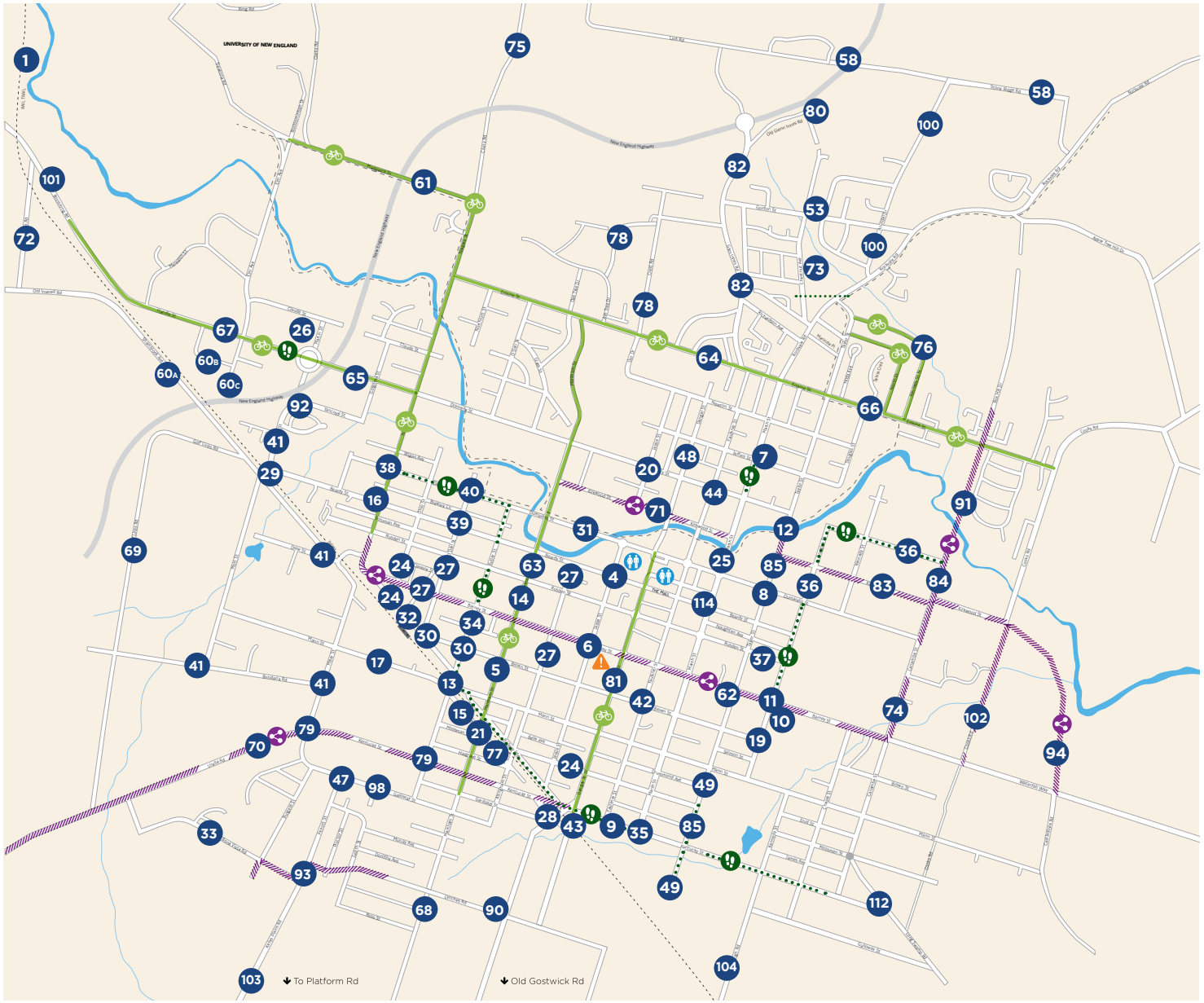
ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
78	Grant to be sought	Armidale	Orr Dr/Drummond Memorial Park	According to the Development Control Plan for the Link Road South Precinct, the following options are provided: Option 1: Provide a shared path from Donelly Street and Orr Drive through Drummond Memorial Park from Erskine Street to Scholes Street via Crest Road and Harden Street. Option 2: Provide shared path going through Monro Street and Ash Tree Drive to link with Scholes Street and Markham Street	Short/ Medium term	**730,750**
79	Grant to be sought	Armidale	Kentucky St	Provide refuge islands: to the east of the intersection of Miller Street and Kentucky Street; across Miller Street, north approach at the intersection of Miller Street and Kentucky Street.	Short/ Medium term	**TBA**
80	Grant to be sought	Armidale	Old Glenn Innes Rd	Provide shared path between Glenn Innes Road and Stony Ridge Road.	Medium term	**323,750**
81	Grant to be sought	Armidale	Dangar St	Provide designated lanes for cyclists on roads from Civic Park to O'Connor Road.	Medium term	**756,188**
82	Grant to be sought	Armidale	Glenn Innes Rd	Provide a shared path to support the Development Control Plan for Chestnut Avenue Precinct along Glenn Innes Road, between Erskine Street to New England Highway.	Medium term	**TBA**
83	Grant to be sought	Armidale	Kirkwood St East	Provide a shared path along Kirkwood Street East from Taylor Street intersecting with the Creeklands shared path to the existing footpath on Cookes Road.	Medium term	**666,000**
84	Grant to be sought	Armidale	Canambe St	Provide future pedestrian/cyclist crossing of Dumaresq Creek close to O'Connor School at end of unformed section of Canambe Street, as there is an existing shared pathway along the northern side of Dumaresq Creek.	Medium term	**TBA**
85	Grant to be sought	Armidale	Taylor St	Connect missing links along Taylor Street: provide shared path on the eastern side between Donnelly Street and Dumaresq Street for better accessibility to nearby parks and connect the existing footpaths; provide shared path between Mann Street and Kentucky Street.	Medium term	**372,313**

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
86	Grant to be sought	Guyra	Ollera St/Guyra Rd	Provide shared path on Ollera Street/Guyra Road across the town to connect Guyra with pool, showground, tennis courts and playing fields, etc. Investigate further in the design stage.	Medium term	**TBA**
87	Grant to be sought	Guyra	Urandangie Rd	Provide shared path from Urandangie Road all the way to Guyra Dam. Investigate further in the design stage.	Medium term	**TBA**
88	Grant to be sought	Guyra	Oban St/ Falconer Rd	Provide a shared path from Oban Street and Falconer Road all the way to Guyra Dam. Investigate further in the design stage.	Medium term	**TBA**
89	Grant to be sought	Ebor	Waterfall Way	Provide footpath on Waterfall way as proposed in the LSPS 2024.	Medium term	**349,350**
90	Grant to be sought	Armidale	Lynches Rd	Provide a shared path along Lynches Road between Perrott Street to Taylor Street and provide crossing the railway line near Taylor Street.	Medium term	**TBA**
91	Grant to be sought	Armidale	Canambe St	Provide shared path along Canambe Street and Box Hill Drive between Dumaresq Street and Peterson Drive.	Medium/ long term	**661,375**
92	Grant to be sought	Armidale	Tancredi St	Implement shared path from Golgotha Street to the east to Markham Street via Tancredi Street, Creeklands, Dumaresq Street.	Medium/ long term	**460,188**
93	Grant to be sought	Armidale	Kelly Plains Rd	Upgrade footpaths along Kelly Plains Road from Galloway Street (along Perrott Street) to Translator Road (along Kelly Plains Road).	Medium/ long term	**1,241,813**
94	Grant to be sought	Armidale	Tombs Rd	Provide a shared path along Tombs Road between Cookes Road and Grafton Road.	Medium/ long term	**615,125**
95	Grant to be sought	Guyra	Sole St/ Prisk St	Provide footpath from Sole Street to Prisk Street all the way to Pearson Street and Starr Road connecting with New England Rail Trail. Investigate further in the design stage.	Medium/ long term	**860,625**
96	Grant to be sought	Guyra	Baldersleigh Rd/ McKie Parkway/ Lagoon Rd/ Jabez Hill Rd	Provide shared path all the way along Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road to provide better opportunity in town. Investigate further in design stage.	Medium/ long term	**TBA**
97	Grant to be sought	Guyra	Stevenson St/ Elm St/ Starr Rd	Provide a footpath along Steveson Street and Elm Street connecting to Guyra Road. Investigate further in the design stage.	Medium/ long term	**1,269,900**

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
98	Grant to be sought	Armidale	Galloway St	Connect the existing shared path around Bicentennial Park with the proposed shared path at the intersection of Kentucky St and Butler St. Connect from the existing shared paths at the intersection of Perrott St and Galloway St to Butler St via Galloway St.	Medium/ long term	**270,563**
100	Grant to be sought	Armidale	Arundel Dr	Provide a shared path along Arundel Drive between Rockvale Road and Stony Ridge Road.	Medium/ long term	**383,875**
101	Grant to be sought	Armidale	Dumaresq Dam/ University of New England	Investigate the provision of a safe cycling route and provide shared paths to important locations like Dumaresq Dam and the University of New England. Investigate further when the construction of the New England Rail Trail starts.	Medium/ long term	**4,856,250**
102	Grant to be sought	Armidale	Cookes St	Provide a shared path along Cookes Street between Waterfall Way and McDonald Drive Park.	Long term	**453,250**
103	Grant to be sought	Armidale	Kelly Plains Rd	Extension of shared path along Kelly's Plains Road from Translator Road to Platform Road.	Long term	**1,063,750**
104	Grant to be sought	Armidale	Dangarsleigh Loop	Extension of the shared path from Dangarsleigh Road to Platform Road via Old Gostwyck Road and connect to the proposed Platform Road intersecting with Kellys Plains Road.	Long term	**3,552,000**
105	Grant to be sought	Black Mountain	Black Mountain Rd/ Toms Gully Rd	Provide walking trail along Black Mountain Road from the community Tennis court to the Baptist Church as proposed in theLSPS 2024.	Long term	**540,600**
106	Grant to be sought	Black Mountain	Elder Lane	Provide a walking trail along Elder Lane as proposed in the LSPS 2024.	Long term	**TBA**
107	Grant to be sought	Ben Lomond	Ben Lomond Rd	Provide footpath on Ben Lomond Road from Moredun Street to end of the intersection with Old Bermond Road for better connectivity.	Long term	**331,500**
108	Grant to be sought	Ben Lomond	Ben Lomond village	Provide walking trails across the village near key attractors and growth areas as proposed in the LSPS 2024.	Long term	**TBA**
109	Grant to be sought	Ebor	Waugh St	Provide footpath along Waugh Street/Park Street connecting Waterfall way as proposed in the LSPS 2024.	Long term	**224,400**

ID	Funding	Location	Street/Intersection	Proposed Treatment	Timing	Est. Cost $A
110	Grant to be sought	Ebor	Waugh St/ Pound St	Provide footpath along Waugh Street/Pound Street connecting Waterfall way as proposed in LSPS 2024.	Long term	**147,900**
111	Grant to be sought	Ebor	Ebor Falls Rd/ Pipeclay St	Investigate and provide a footpath for walking to Ebor Falls along Ebor Falls Road/Pipeclay Street/Pound Street as proposed in the LSPS 2024.	Long term	**TBA**
112	Grant to be sought	Armidale	Kentucky St	Provide a footpath on the northern side of Kentucky Street between Taylor Street and Long Swamp Road.	Long term	**296,310**
113	Grant to be sought	Guyra	Bradley St	Upgrade footpath from MacKenzie St to Ollera St.	Short term	**TBA**
114	ARC*	Armidale	Several	Investigate the feasibility of collecting data on injuries and near misses, and investigate the feasibility of collecting data on active transport usage.	Short/ Medium term	**TBA**

Note: This is an overarching strategy that discusses what the Armidale LGA needs overall. It does not discuss detailed design, as this will occur once funding for projects is approved.



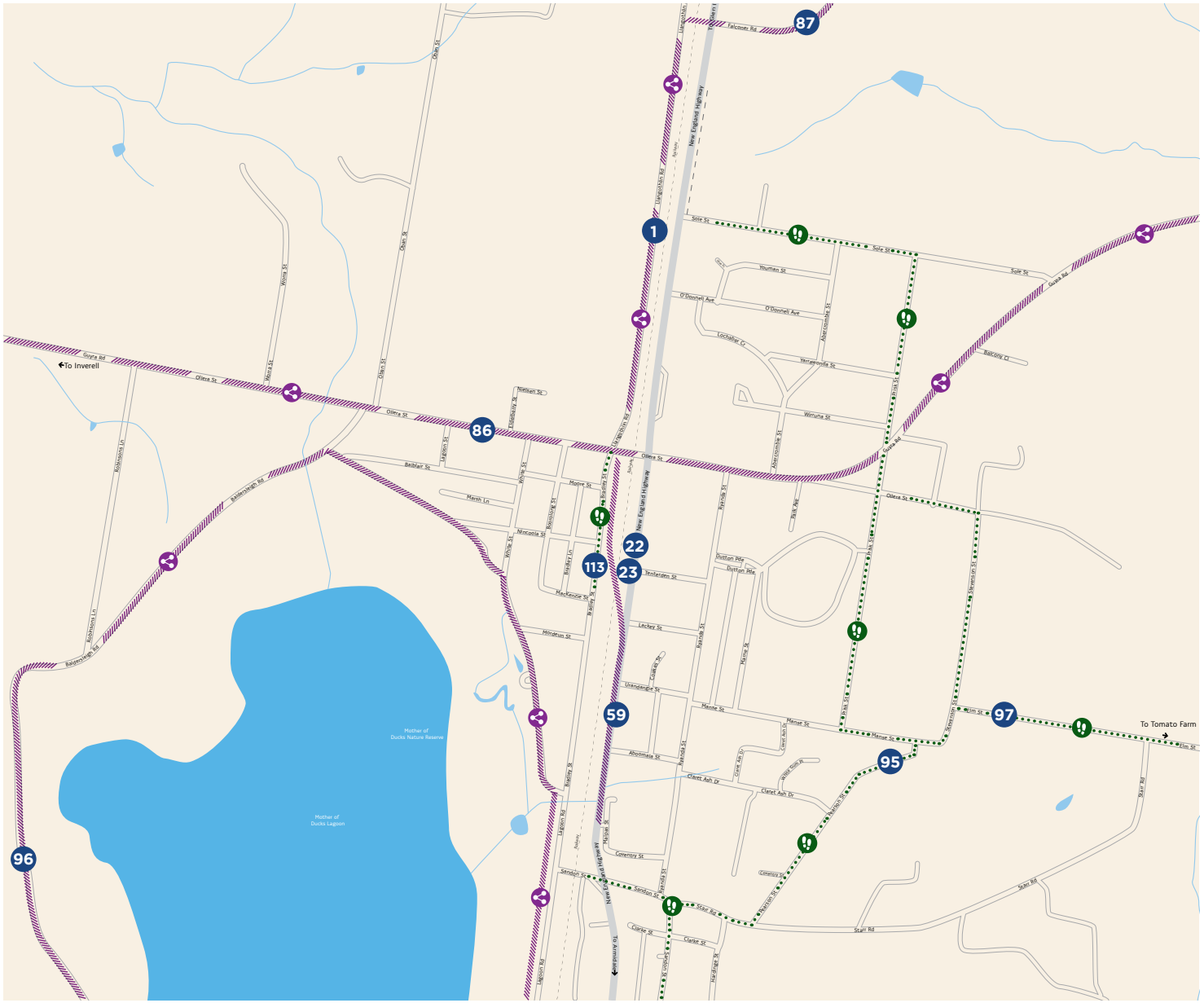
Proposed Improvement

Numbers 1 - 112
refer to table pg 18-28.

Proposed Treatment

- Crossing
- Cycling Path
- Footpath
- Shared Path
- Amenities
- Safety Treatments
- Kerb Ramp

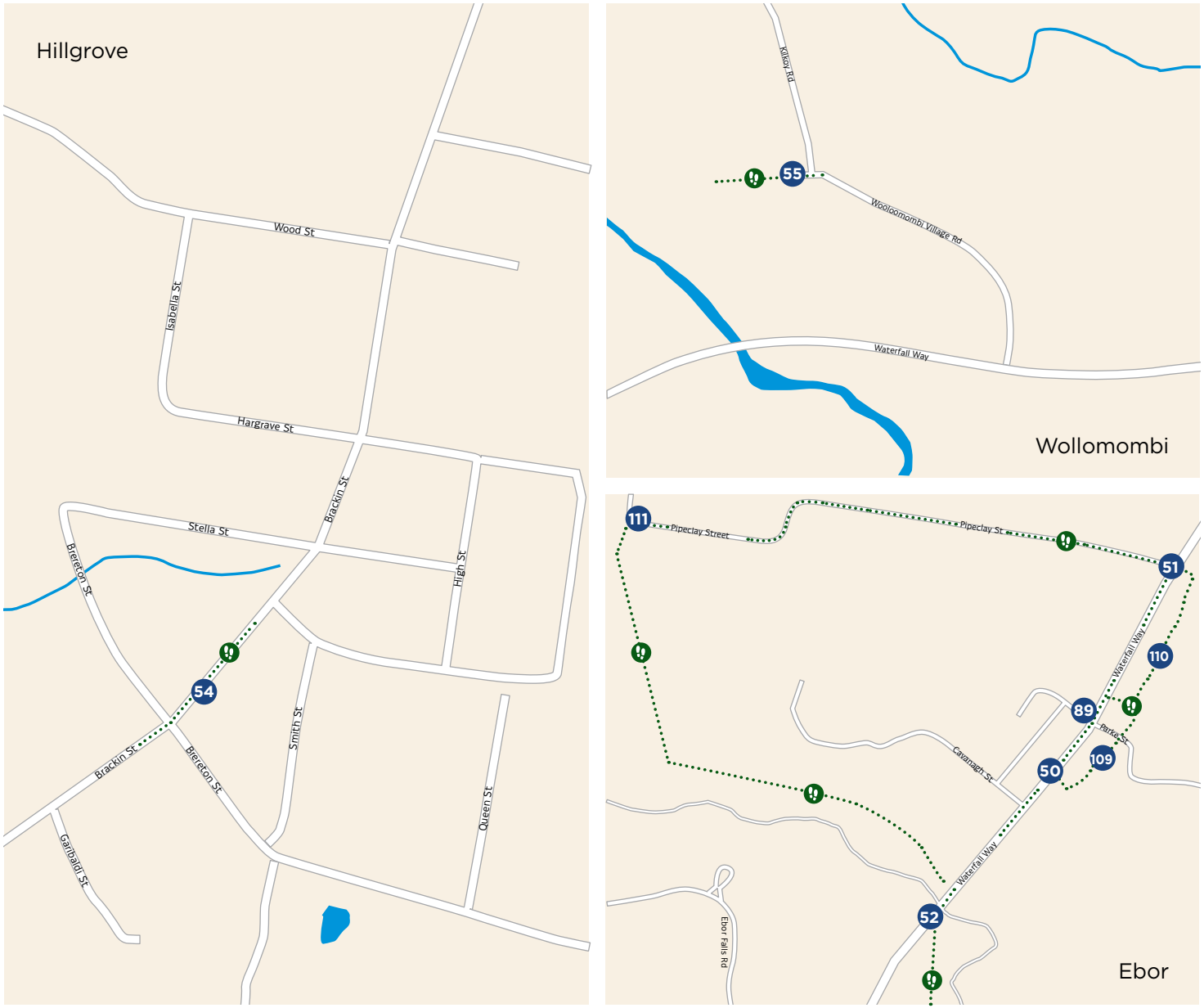
Proposed treatments for Armidale



Proposed Improvement

1. Construct the New England Rail Trail to link Armidale to Ben Lomond.
22. Improve footpath from Tenterden Street to Ollera Street on New England Highway.
23. Improve footpath from Tenterden Street to Ollera Street on New England Highway.
59. Provide a shared path along New England Highway from Cameron St to Tenterden St.
86. Provide shared path on Ollera Street/Guyra Road across the town to connect Guyra with pool, showground, tennis courts and playing fields, etc. Investigate further in the design stage.
87. Provide shared path from Urandangie Road all the way to Guyra Dam. Investigate further in the design stage.
95. Provide footpath from Sole Street to Prisk Street all the way to Pearson Street and Starr Road connecting with New England Rail Trail. Investigate further in the design stage.
96. Provide shared path all the way along Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road to provide better opportunity in town. Investigate further in design stage.
97. Provide a footpath along Steveson Street and Elm Street connecting to Guyra Road. Investigate further in the design stage.
113. Upgrade footpath from MacKenzie St to Ollera St.

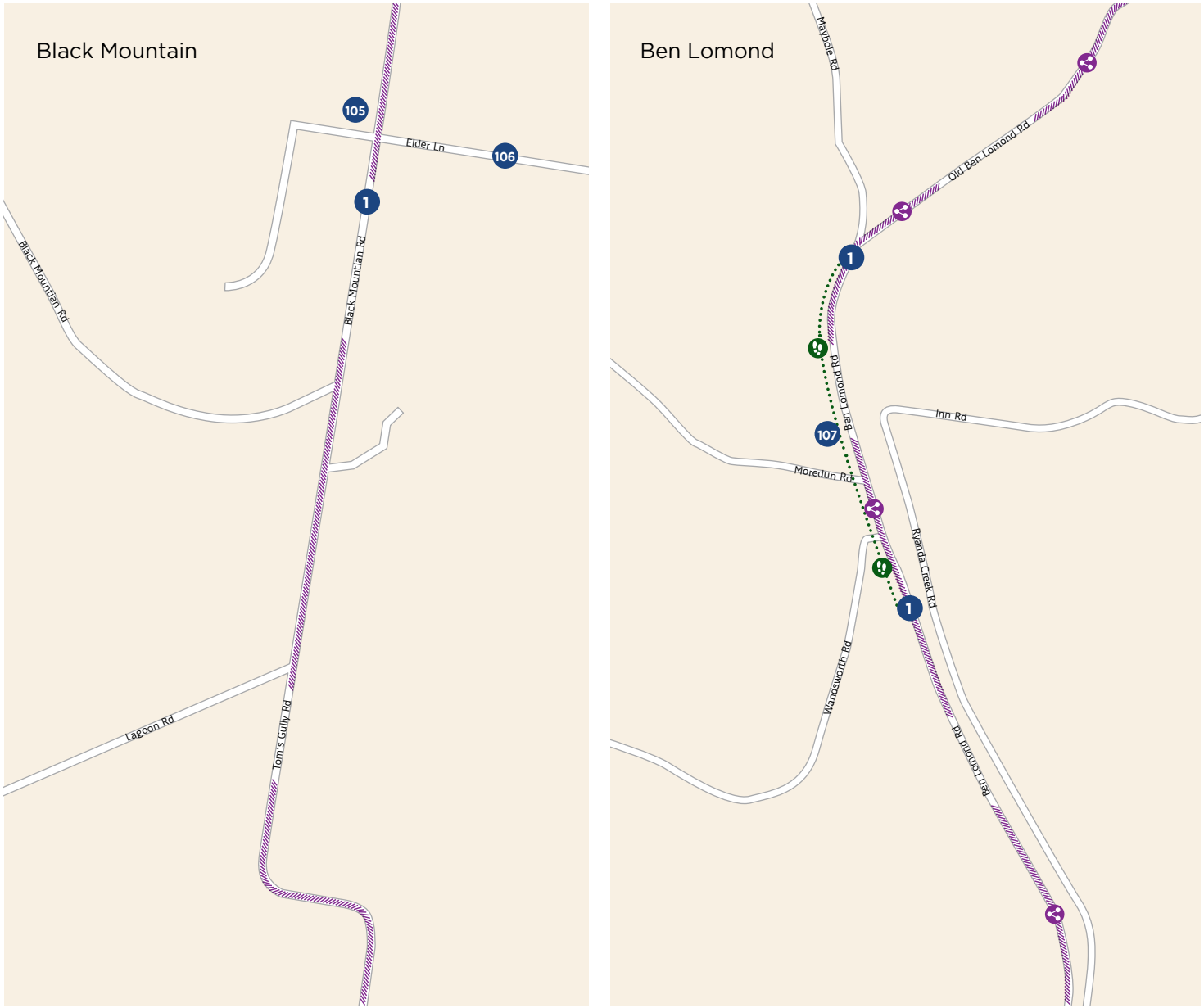
Proposed treatments for Guyra



Proposed Improvement

- **50** Provide refuge island on Waterfall Way near Ebor school.
- **51** Provide refuge island on Waterfall Way/Pipeclay Street.
- **52** Provide footpath to link to Ebor Showground and additional works as proposed in the LSPS 2024.
- **54** Provide footpath on Brackin Street from Chalkers Cottage to Brereton Street.
- **55** Provide footpath on Wollomombi Village Road to provide a safe and convenient connection for pedestrians.
- **89** Provide footpath on Waterfall way as proposed in the LSPS 2024.
- **109** Provide footpath along Waugh Street/Park Street connecting Waterfall way as proposed in the LSPS 2024.
- **110** Provide footpath along Waugh Street/Pound Street connecting Waterfall way as proposed in LSPS 2024.
- **111** Investigate and provide a footpath for walking to Ebor Falls along Ebor Falls Road/ Pipeclay Street/Pound Street as proposed in the LSPS 2024.

Proposed treatments for Hillgrove, Wollomombi, Ebor



Proposed Improvement

1. Construct the New England Rail Trail to link Armidale to Ben Lomond.
105. Provide walking trail along Black Mountain Road from the community Tennis court to the Baptist Church as proposed in the LSPS 2024.
106. Provide a walking trail along Elder Lane as proposed in the LSPS 2024.
107. Provide footpath on Ben Lomond Road from Moredun Street to end of the intersection with Old Bermond Road for better connectivity.

Proposed treatments for Black Mountain, Ben Lomond

Local Housing Strategy 2024 – Future growth areas

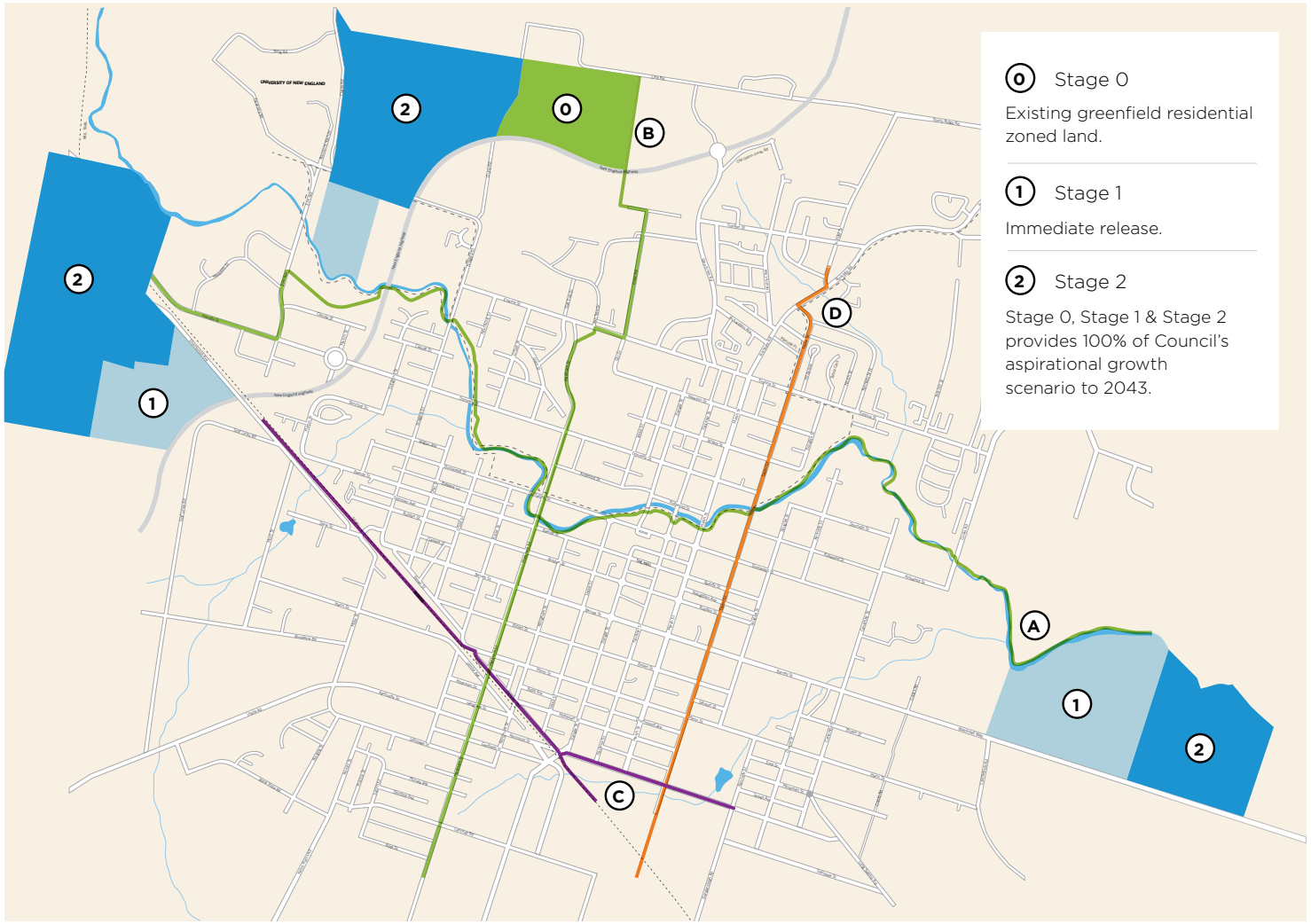


The Local Housing Strategy is a local planning strategy that will guide the delivery of housing in the Armidale Region over the next 20 years.

The strategy builds on the longer-term land use planning vision established in the Local Strategic Planning Statement – Advancing our region: Toward 50,000 (LSPS) and has been developed through a review of development, housing stock, housing trends, population trends and planning provisions.

The LSPS vision sees a growth in the regional population by 10,000 by 2043, with most of this growth being in Armidale then Guyra with the villages and rural areas absorbing the balance. The LSPS is proactive in its vision, aiming to provide a diversity in housing, in unconstrained, well-located areas, supported by infrastructure, services and access to open space whilst being sustainable and maintaining the regions natural assets, heritage and character.

In relation to active transport and building connection around the town, the following paths are a priority for the future growth areas:



0 Stage 0

Existing greenfield residential zoned land.

1 Stage 1

Immediate release.

2 Stage 2

Stage 0, Stage 1 & Stage 2 provides 100% of Council's aspirational growth scenario to 2043.

Future growth areas

A Short term

EAST:
Extend the cycleway that currently ends at Cookes Rd through to Inces Rd along the Dumaresq creeklands.

WEST:
Extend the cycleway that currently ends at the University of New England to Handle St and Shambrook Ave.

EXISTING CYCLEWAY:
Upgrade the existing cycleway connecting the eastern and western residential growth areas to the CBD.

B Short term

Create a shared path (or separate cycleway and footpath, subject to design assessment) along Markham St from Ross St (south) to Link Rd (north) via Scholes St.

C Medium term

Provide a shared path along Railway Parade and Shambrook Avenue to the new residential area.

D Long term

Provide a shared path along Taylor Street from Ross Street to Arundel Drive.

Armidale growth staging plan

Advancing our region towards active transport

Active transport improvement works have been identified and prioritised for this strategy. It is recommended that Council considers the proposed recommendations, particularly those proposed to be delivered in the short term.

Armidale Regional Council should regularly review the proposed improvements and consider the prioritisation of works and the ease of implementation to provide maximum benefit in the short and medium term for the Armidale region community. This is a living document, and priorities may change over time.

The delivery of the proposed projects is subject to funding approvals, either by Council through the annual budget process or by State/Federal agencies through grants.



ARMIDALE
Regional Council

Armidale Active Transport Strategy

Final Report

Armidale Regional Council

16 August 2024

→ **The Power of Commitment**



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GHD Pty Ltd ABN 55 120 617 021

Suite C Level 1, Peel Street

Tamworth, NSW 2340, Australia

T +61 2 4979 9900 **E** advisory@ghd.com | **ghd.com**

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→ The Power of Commitment

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1. Introduction

1.1 Background

Active transport, primarily in the form of walking and cycling are a sustainable and simple means of access to places, goods, services, experiences and information. In the planning of public and private spaces or facilities, priority should be given to active transport modes which are attractive, safe, convenient and accessible for everyone. All responsible agencies should recognise the importance of constructing and maintaining active transport paths for transport, health, safety, leisure and social purposes.

Planning for pedestrians and cyclists does not follow the same logic as planning for vehicles, which normally involves a 'car' - 'trips' - 'routes' - 'traffic network'. It places more emphasis on the environment and the conditions along routes and at key attractors.

Unlike faster-moving motorists, pedestrians and cyclists are far more attuned to the environment in which they are moving. There is international recognition that in order to significantly boost walking and cycling levels, a much higher standard of active transport facilities is required, particularly paths that provide greater separation from motor vehicle traffic.

An important aspect of active transport planning is to enhance our understanding of the elements that will make a good active transport network in the Armidale Regional Council Local Government Area (LGA) context. These include an understanding of the following:

– The types of existing / potential pedestrians and cyclists and their needs.
– The condition of the existing active transport network (including paths, gaps and barriers).
– Where pedestrians and bike riders are going and why.
– The traffic environment (speed and volume) that pedestrians and cyclists must deal with.
– The key planning and engineering principles that underpin the design of a usable and safe active transport network.
– The most appropriate design options that meet active transport needs.
– The views and aspirations of stakeholders and the community.

1.2 What is active transport?

Active transport is getting about on foot, bike, scooter, skateboard, mobility scooter, and more. Throughout this document, we talk about active transport for functional trips, such as to the shops, to school, to work, and we also talk about recreational trips. Recreational trips are those trips that you take where the primary purpose is to get out and about and get some exercise/recreation. Table 1.1 summarises these different types of active travel trips.

Both functional and recreational trips are important aspects of active transport. For example, often, when people start walking and riding for recreational reasons, they end up getting more comfortable with using these modes for functional reasons.

Table 1.1 Forms of active transport

For transport	For recreation
Walking Cycling, including electric bikes (e-bikes) Skating, scooting and rollerblading / roller skating. Mobility scooters and other mobility aids	Walking, bushwalking, jogging/running, trail running. Cycling (including road cycling, mountain biking, BMX, trail biking) Skating, scooting and rollerblading / roller skating. Horse riding Canoeing and kayaking

1.3 Benefits of active

Increased use of active transport delivers many benefits, including environmental benefits, such as reduced vehicle emissions and significant physical and mental health benefits. Additionally, economic benefits include those for individual households and businesses as well as the potential attraction of tourists (such as the New England Rail Trail). Some of these benefits that are particularly relevant to Armidale Regional Council are shown in Figure 1.1.

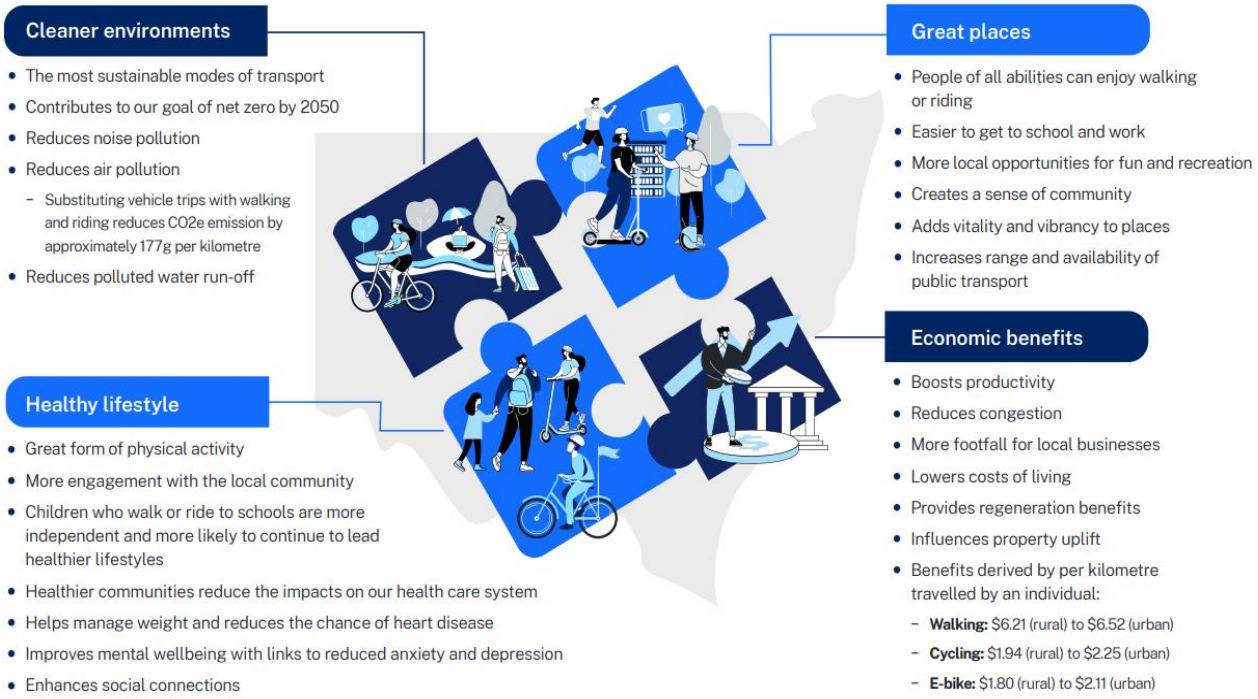


Figure 1.1 Potential active transport benefits for the Armidale LGA

Source: Transport for NSW (TfNSW) Active Transport Strategy

1.4 Local issues

The Armidale Regional LGA is located in the Northern Tablelands of NSW and covers an area of 7,807 km^2. It is situated approximately halfway between Sydney and Brisbane on the New England Highway. The estimated residential population of the Armidale Regional Council area for 2021 is 29,332, with a population density of around 3.75 persons per square km (ABS Census, 2021).

The main towns and villages include Armidale, Guyra, Ben Lomond, Black Mountain, Ebor, Hillgrove and Wollomombi. The location of these areas is shown in Figure 1.2.

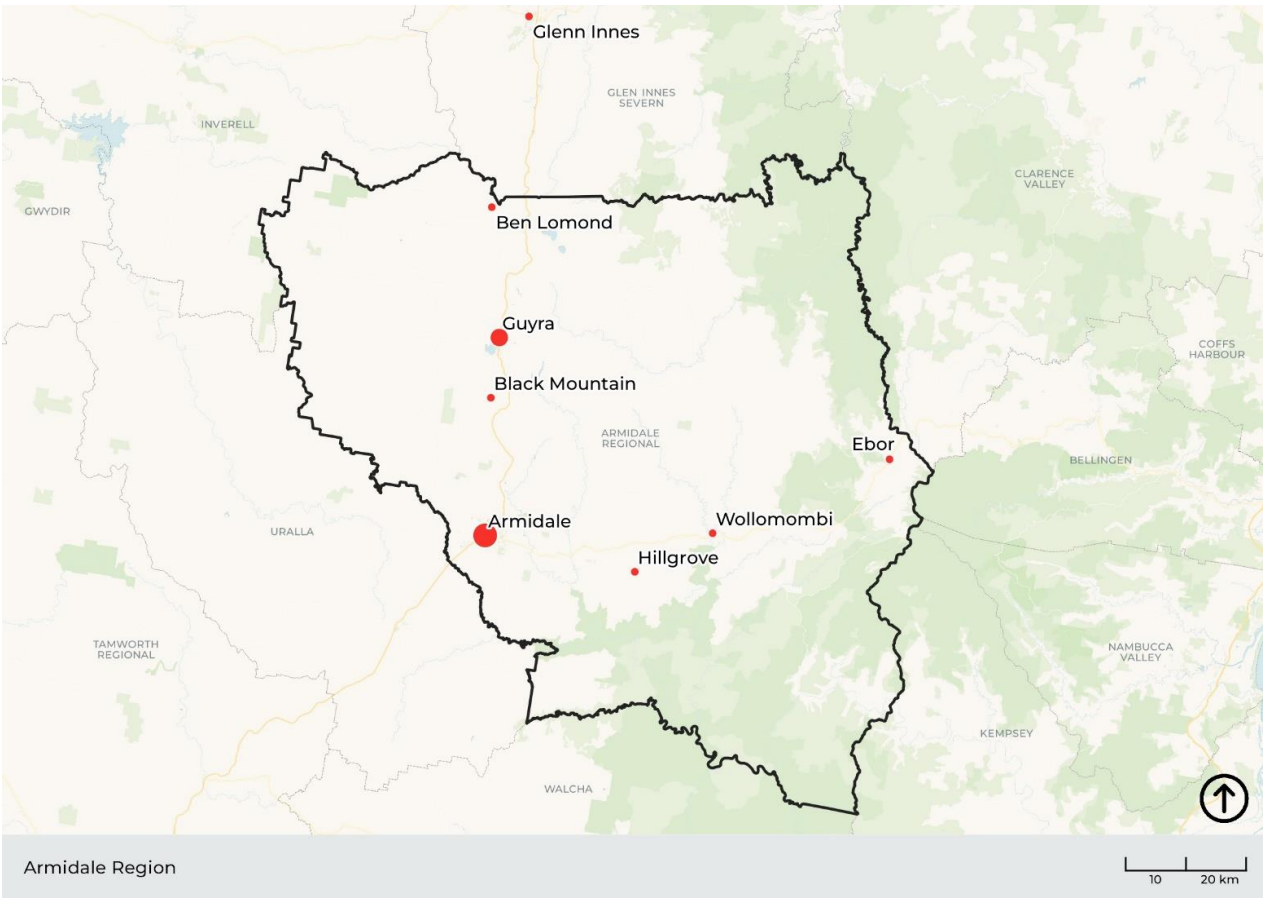


Figure 1.2 Armidale Region

Source: https://portal.spatial.nsw.gov.au/portal/home/item.html?id=3e1edb6861524b5490c74db81e42433a

Based on site visits by GHD staff and community engagement activities, some of the key issues that impact walking and cycling in Armidale include:

- Walking infrastructure such as footpaths was also not found to be present in a connected network in many of the smaller town centres in the LGA.
- The poor condition of existing active transport infrastructure, such as shared paths and footpaths.
- Multiple shared paths are located in flood-prone areas next to rivers and streams where safety and maintenance issues were identified.
- There is a lack of cycle paths within the LGA, with most town centres except Armidale City centre having little to no cycle paths.
- Cycle paths in Armidale do not provide connectivity to the town centre.
- Poor connectivity between existing active travel infrastructure, with some areas having no footpaths for pedestrians and cyclists.
- Accessibility and connectivity in the LGA for those with a disability was poor or not present.

– Poor or no signage indicating crossing points of shared paths and major roads to alert drivers that a crossing point is present.
– Lack of bicycle parking facilities within the Armidale city and at trip generators such as schools.
– Poor attitudes and consideration of cyclists by drivers are found to be present within the community, as roads are considered to be primarily a place for cars.
– The rail line inhibits permeability between the north and south Armidale.

1.5 Purpose of this report

This Armidale Regional Active Transport Strategy (ATS) has been prepared for the Armidale Regional Council (ARC) to provide a framework for existing active transport needs, future management, use and enhancement for walking and cycling of all ages and mobility. The ATS is a strategic document that identifies the active transport network hierarchy and associated action plans for management.

1.6 Scope and limitations

This report: has been prepared by GHD for Armidale Regional Council and may only be used and relied on by Armidale Regional Council for the purpose agreed between GHD and Armidale Regional Council as set out in this report.

GHD otherwise disclaims responsibility to any person other than Armidale Regional Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

1.7 Stakeholder engagement

The input of the local community is a critical component of this ATS, as they have a detailed understanding of local issues and will be the key beneficiaries of upgrades to the active transport networks. The key stakeholder engagement tasks associated with this include:

– Online surveys
– Interactive mapping
– In person engagements at Armidale and Guyra
– A community workshop at ARC chambers

Details of the stakeholder engagement tasks completed to support the ATS are detailed in Section 4.

1.8 Structure of this report

The remaining sections of this report are structured as follows:

- **Section 2 – Strategic context and policy review:** provides a summary of the previous pedestrian planning and related policies from the Council and various NSW Government agencies.
- **Section 3 – Background review:** provides a detailed summary of Armidale's population/demographic characteristics and current walking/cycling infrastructure.
- **Section 4 – Stakeholder engagement:** provides a summary of stakeholder engagement tasks and their outcomes.
- **Section 5 – Design guidelines and planning for pedestrians and bicycle riders:** provides an overview of best practice standards that apply to the treatment of pedestrian facilities.
- **Section 6 – Proposed pedestrian and bicycle rider improvements:** a list of potential pedestrian improvements is given with the different types of infrastructure to improve safety, amenity, and access for pedestrians.
- **Section 7- Priorities for pedestrian and bicycle rider improvements**: an assessment of the pedestrian and cyclist requirements was conducted and is provided with short, medium and long-term infrastructure projects.
- **Section 8**- **Conclusions and recommendations**: provides the key findings with a list of recommendations and priorities in the ATS for the active transport improvements.

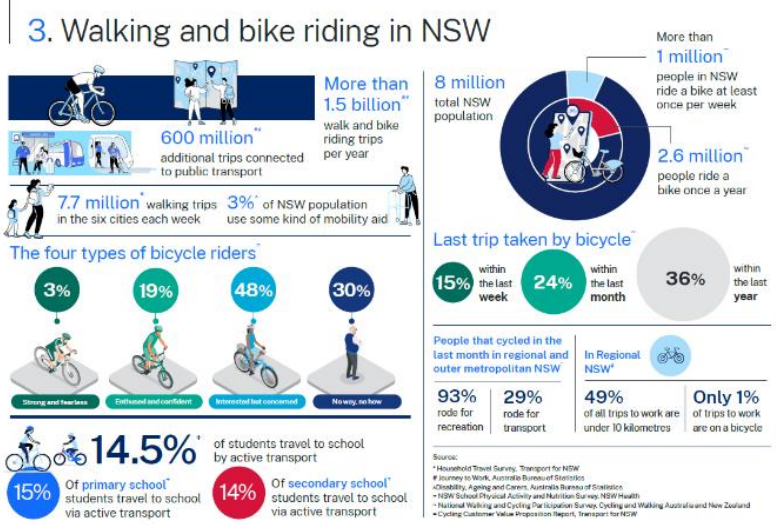
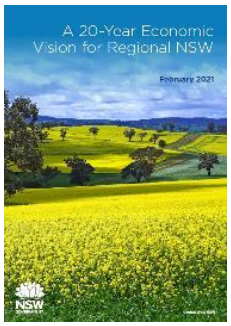
2. Strategic context and policy review

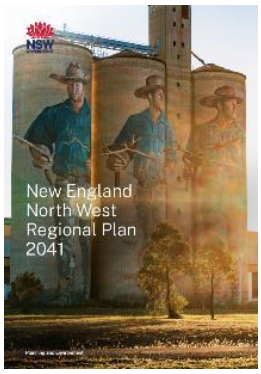
2.1 Regional context

GHD conducted a review of the following documents in relation to the regional level transport context specific to Armidale Region. This review covered the plans, policies, and reports that are summarised in Table 2.1.

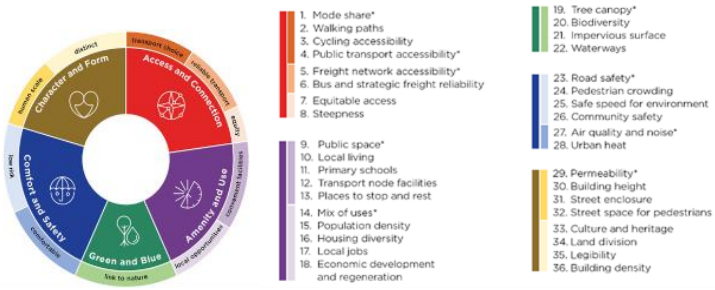
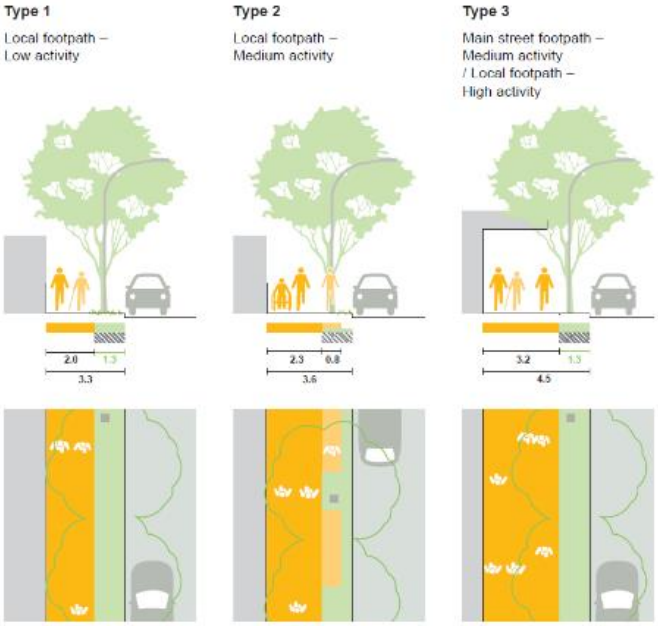
Table 2.1 Review of Strategic Planning Context (Regional)

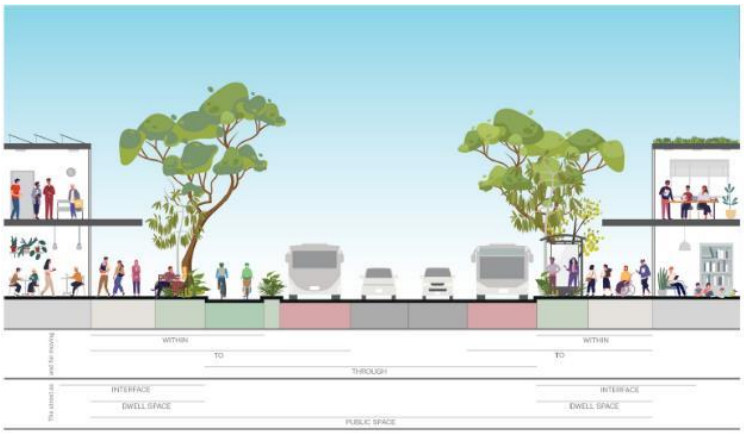
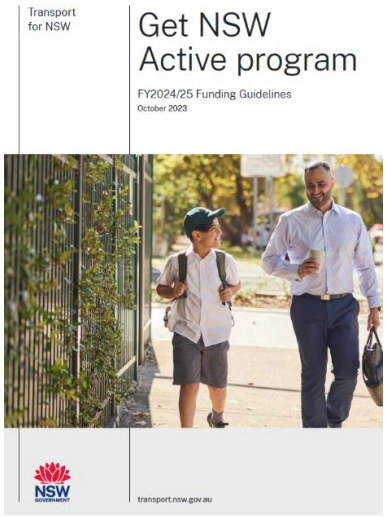
Planning Document	Relevant / Reference to Armidale
Future Transport Strategy (Transport for NSW, 2022)  This strategy replaces Future Transport Strategy 2056: Shaping the future, which was published in 2018. It contains a suite of strategies, policies and plans for transport developed in concert with the Department of Planning and Environment, the Greater Cities Commission, Infrastructure NSW and other government agencies, to provide the integrated vision for the state.	The key strategies are summarised as follows: – **Support car-free, active, sustainable transport options** so that the community can have connected cycleway networks to serve places such as local centres that are effectively integrated with public transport. – **Support thriving and healthy 15-minutes neighbourhoods** so that local communities can have healthy lifestyles by prioritising walking and cycling. – **Provide spatially efficient ways for people walking and cycling** by making sure that strategic walking and cycling routes are safely connected to the key destinations. – **Improve the safety of people walking and cycling:** • Deliver reduced speed and speed limits. • Deliver infrastructure safety treatments, including through the Towards Zero Safer Roads Program. • Continue investing in pedestrian crossings, refuge islands and traffic-calming measures. • Ensure micro-mobility devices are embedded safely within networks.
Transport for NSW Active Transport Strategy 	The purpose of the Active Transport Strategy is to double active transport trips in 20 years. This Active Transport Strategy draws on the Future Transport Strategy and its vision for walking, bike riding and personal mobility. This Strategy provides longer term ambitions accompanied by five-year priority moves to guide planning, investment, and priority actions for active transport across NSW. The Active Transport Strategy focuses on five areas: – Enable 15-minute neighbourhoods. – Deliver continuous and connected cycling networks. – Provide safer and better precincts and main streets. – Promote walking and cycling and encourage behaviour change. – Support partners and accelerate change. Walking and bike riding statistics for NSW are shown overleaf.

Planning Document	Relevant / Reference to Armidale
	
A 20-Year Economics Vision for Regional NSW (Department of Regional NSW, 2021)  This is a plan that outlines the 20-year economic vision for regional NSW. It addresses how the NSW government sets out a long-term investment plan and framework for social and economic success in regional NSW.	The NSW Government plans priority actions for regional economic development with the following principles to promote active transport. – Principle 2: Improved travel between regional centres and from regional centres to international gateways. • Within five years, the NSW Government will improve active transport activity with walking and cycling investments for better health, social and environmental outcomes. – Principle 7: Regulation and planning to promote commercial opportunities: • Within five years, the NSW Government will increase opportunities to grow wellbeing and liveability with the investment in active transport and open space infrastructure that is walkable, safe, connected, and accessible.
National Road Safety Strategy 2021-30 (Department of Infrastructure, Transport, Regional Development and Communication, 2021) 	The strategy sets multiple priorities to reach Vision Zero and consider how the road transport system works together to prevent death and serious injury. Followings are the priority that supports pedestrians and cyclists to have a safe trip. – Provide safe access for all road users. – Increase community understanding of risky road use and address it through education and enforcement. – Better transport options and assistance – Governments at all levels will plan and implement network-wide safety improvements. – Governments will focus on designing a Safe System that is future focused.

Planning Document	Relevant / Reference to Armidale
The National Road Safety Strategy aims to reduce the annual number of fatalities by at least 50 percent and serious injuries by at least 30 percent by 2030 and reach Vision Zero by 2050. This Strategy addresses three main roles to improve road safety. Three main themes are safe roads, safe vehicles, and safe road use.	
New England North-West Regional Plan 2041 (NSW Department of Planning Environment, 2022)  This plan outlines the key framework to guide detailed land use plans, development proposals and infrastructure funding decisions. Also, the framework in the Regional Plan provides guidance for decision-making and balancing social, economic, and environmental objectives.	This plan outlines that walking and cycling provide greater accessibility that can facilitate cheaper and more efficient movements and achieve wider benefits that enhance the health of communities and the environment. *Objective 21: Improve active and public transport networks* outlines the strategy to encourage the use of active transport as follows: – Prioritising pedestrian amenity within centres. – Providing a legible, connected, and accessible network of pedestrian and cycling facilities. – Integrating the active transport network with public transport facilities. – Creating opportunities for new active transport corridors and links that deliver safe pedestrian and cycle infrastructure to and from existing and future schools.
Southern New England High Country Regional Economic Development Strategy 2018-2022 (Armidale Regional, Uralla Shire and Walcha Councils, 2018)  This regional economic development strategy sets out a long-term economic vision and associate strategy to develop economic opportunities such as natural resource, infrastructure, location and established institutions and clusters. Also, strategy provides guidance to NSW government investment and policy decisions to support regional economic development.	Following key strategies and actions support and encourage people to walk and cycle. This includes: – Strengthen, consolidate and grow key sectors. • Upgrade of Bellevue Oval and the expansion of the Stadium. • Implement the Master Plan for the development of the Dumaresq Dam as a regional nature and water-based activity park. – Enhance an attractive, desirable lifestyle. • Progressively upgrade and expand sporting, recreation and cultural facilities to cater for large scale events. • Upgrade existing and develop new mountain bike tracks. – Active transport can be integrated relatively seamlessly into natural corridors such as parks and waterways, expanding access to this area for the public whilst promoting the protection of green space.

Planning Document	Relevant / Reference to Armidale
State Infrastructure Strategy 2022-2042 (Infrastructure NSW, 2022)  State Infrastructure Strategy outlines the infrastructure needs, priorities and strategic directions to deliver and achieve better outcomes for the next 20 years. In order to achieve the best outcomes, Infrastructure NSW applied the guiding principles. This includes: – Optimise existing assets and networks. – Partner with local governments and communities. – Drive Collaboration across government. – Pursue long-term fiscal and market sustainability.	The key objectives, strategic directions and recommendations summary for active transport are summarised below: **Objective**: Service growing communities NSW government aims to achieve the evolving needs of citizens by delivering quality infrastructure that enables better access to essential services. **Strategic Directions:** – Deliver housing in great neighbourhoods for all parts of the community. – Improve access to efficient, quality services through better use of assets and a better mix of physical infrastructure and technology-enabled solutions. – Continue NSW's investment program in sectors that require renewal, with a focus on TAFE and Justice. **Recommendations summary** – Fund and deliver a prioritised active transport infrastructure program to support liveability and 15-minute neighbourhoods. – Improve efficiency and service quality in the social infrastructure sectors through co-location and divestment of legacy assets. – Establish a prioritised program of investments for Justice and TAFE infrastructure services and identify options to complement initiatives outlined in 20-year health and education sector infrastructure strategies.
Cycleway Design Toolbox: Designing for cycling and micro mobility (Transport for NSW, 2020)  This Cycleway Design Toolbox aims to achieve high-quality cycling infrastructure by providing design guidance for high-quality cycling infrastructure. This design toolbox is for all bicycle users, regardless of their ages and abilities, in the context of New South Wales and Greater Sydney.	 There are six (6) design principles that assist in achieving high-quality cycling intrastate. The principles are listed below: – **Safe**: Providing safe cycling infrastructure so cycling users can access places safely and perceived to be safe so that people of all ages and abilities feel comfortable when using facilities. – **Direct**: Providing direct routes that minimise the time and distance of cycle users. – **Connected**: Providing high-quality cycling infrastructure that is simple to navigate and consistent along the routes so that people can easily reach their day-to-day destinations. – **Attractive**: Providing cycle infrastructure that is well-designed and attractive. The attractiveness of a cycleway facility includes safe and quality cycling routes and the surrounding environment, such as shade, quality public open space, and welcoming destinations. – **Comfortable**: Providing quality routes that all cycling users can feel comfortable. The comfortable routes include adequate width for the volume of users, a smaller number of steep gradients and stopping and limited interaction with high-speed or high-volume motorised traffic. – **Adaptable**: Design cycling infrastructure that has flexibility in design to accommodate changes in user needs and demand over time.

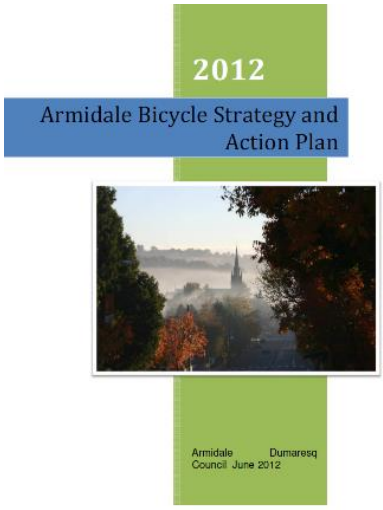
Planning Document	Relevant / Reference to Armidale
NSW Movement and Place Framework (Transport for NSW) NSW movement and Place Framework is a 'place-based' approach that build and support thriving communities through collaboration on shared outcomes. This framework classifies that streets are not just for a movement for people. They are also places where people can live and work. 	This approach aims to support analysis and support the planning, design, and delivery of a well-designed built environment. Also, it supports collaboration in working towards a place-based vision. Well-designed built environment is classified by five themes and 36 Built Environment Indicators, as shown in the figure below:  This provides for the integrated and efficient movement of people and goods as well as the demands of places and communities. In order to ensure the best outcomes, Transport for NSW sets three key strategies below: – Establishing the vision for the project – Identifying the issues and opportunities – Establishing and assessing solutions
Walking Space Guide Towards Pedestrian Comfort and Safety & Pedestrian Crossing Guideline **(Transport for NSW)** This Walking Space Guide (Guide) provides a set of standards and tools to assist those responsible for Walking Spaces on streets, to ensure that sufficient space is provided to achieve comfortable environments which encourage people to walk.	Relevance to Armidale study in providing practical guidance on how to improve the pedestrian networks in Armidale and other villages based on TfNSW guidelines. **Walking Space Guide – Footpath Types** 

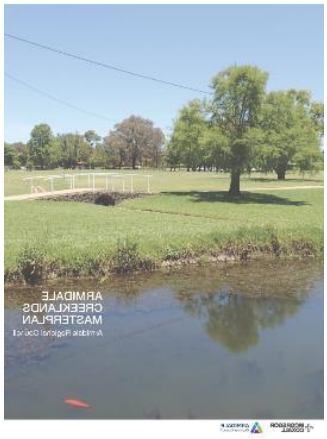
Planning Document	Relevant / Reference to Armidale
Design of roads and streets **A guide to improve the quality of roads and streets in NSW (Transport for NSW)** This is a practical 'how to' manual explaining how we can improve our design of roads and streets throughout NSW by better understanding their role and context as local places. 	This document is applied alongside the movement and place framework to enable planners and designers to create meaningful and appropriate functional street and road environments. 
Get NSW Active program FY2024/25 Funding Guidelines 	Get NSW Active is a multi-year program funding local council projects that encourage more people across NSW to incorporate walking and bike riding into their everyday travel. The benefits of active transport are many and through the Get NSW Active program, local councils can deliver projects which make it possible for the people of NSW to incorporate walking and riding into their journey. The FY2024/25 Get NSW Active program has adopted minimum path width recommendations as follows: – Minimum footpath width 1.8m – Minimum shared path width 3.0m.

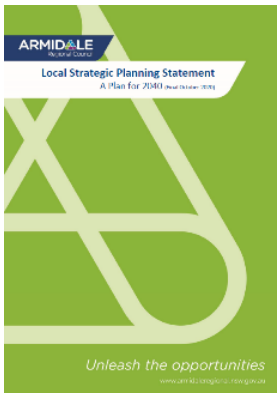
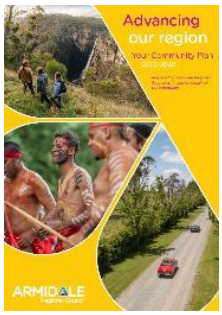
2.2 Local context

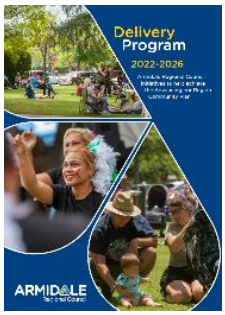
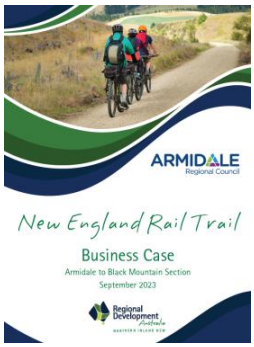
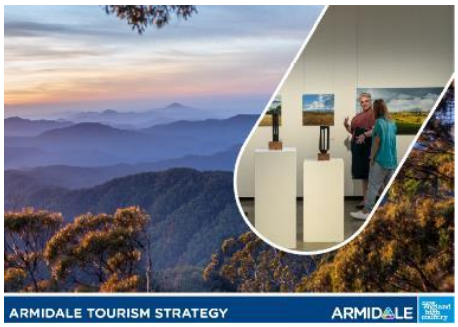
GHD conducted a review of documents in relation to the local level transport context specific to the Armidale Region, including plans, policies, and reports detailed in Table 2.2.

Table 2.2 Review of Strategic Planning Context (Local)

Planning Document	Relevant / Reference to Armidale
Armidale Bicycle Strategy and Action Plan 2012 (Armidale Regional Council) 	*The Armidale Bicycle Strategy and Action Plan 2012* (Bike Plan) was developed by the Armidale Dumaresq Council to provide guidance for the cycling infrastructure in Armidale Regional LGA as well as guidance in planning and identifying funding priorities and service levels. The Plan aims to achieve goals surrounding sustainable transport options and integrated active transport networks as outlined by *The Armidale Dumaresq Community Strategic Plan 2011-2026.* The cycle routes are classified into three classes: – Regional – direct travel routes on and off-road – Local – mainly using local roads and off-road paths to connect to regional routes. – Scenic – mainly using local roads, off-road paths and trails. Their primary purpose is for recreation touring and sport/fitness. The key elements of T*he Armidale Strategy and Action Plan 2012* include: – Completing the 'Regional' classification routes, of the highest priority, which provide regional connectivity. – Every Street a Cycling Street" - A strategic focus on this, not just the development of commuter and recreational links between major activity centres, will make cycling more widely attractive to everyone able to ride. – Integrated policies and planning instruments – the inclusion of cycle facilities and considerations within road construction and maintenance programs as well as in development planning to be ongoing.
Armidale City Activation Plan 2018 	*This Armidale City Activation Plan* outlines future plans and key development opportunities to accommodate growing populations. The future plan includes strategies for the increased level of community and commercial activity and a range of cultural, social and environmental assets servicing the Armidale community and the greater region. The plan also provides urban design principles and frameworks for investment priority. Some short-term and long-term projects have been identified to provide a foundational framework for future studies. – ***Strengthen the Green Spine*** – Provide an active transport corridor 'Green Spine' for pedestrians and cyclists, connecting the city centre and the University of New England (UNE) to the Dumaresq Creeklands to develop activities and movement. – ***Dissolve Distance Between Civic Anchors*** – Create and develop a green active transport network along the 'Green Spine' to connect the key existing and new facilities, institutions and organisations. – ***Sympathetic Density and Diversity*** – Investigate and provide multi-dwelling housing and shop-top housing in the city. This will encourage dwellings to use active transport as the facilities for general daily needs are within a short distance. – ***Create an Exploratory and Exciting City Centre*** – Investigate options and feasibility of demolishing the multi-deck car park at Dangar/Dumaresq Street and turning it into a new Town Square that links and integrates with the city centre, Armidale Mall and the Creeklands.

Planning Document	Relevant / Reference to Armidale
	– ***Celebrate Sustainability*** – Pursue a pilot program to foster smarter and greener development. – ***The sun Train – "Your Green Route to the Future"*** – Create organisation, institutions, and education facilities in the city centre to bring employment and population growth to the CBD.
Armidale Creeklands Masterplan 2018  Armidale Creeklands Masterplan provides guidance to enhance the public benefits through investigation, analysis and strategic recommendations for the precinct. The public benefits will integrate the potential of the entire precinct and support sustainable ways to achieve the needs and desires of the Armidale community for a vibrant civic space.	*Armidale Creeklands Masterplan* provides guidance to enhance and improve the cultural, social, recreational, environmental and tourism potential of the entire precinct through effective planning and design surrounding Dumaresq Creeklands. The master plan also seeks to address issues regarding the environmental and hydrologic impact and ultimately enhance the liveability of the area. *Armidale Creeklands Masterplan* divides the Creeklands into four precincts with distinctive uses suited to their site character. Each of the precincts includes a masterplan vision, and key improvements. – Active Family Precinct: a family-oriented precinct with opportunities for passive and active recreation. – Harris Park Sporting Precinct: a sports field complex and surrounding amenities. Some minor modifications to improve accessibility to both sides of the creek and create areas of passive enjoyment. – Civic and Curtis Parks: a dynamic public precinct that provides opportunities for the broad demographic of the city. – Rologas Field/Wicklow Sports Fields: sporting fields with some facilities.
Dumaresq Dam Master Plan 2016	After the construction of Malpas Dam in 1969, Dumaresq Dam was no longer required for the supply of drinking water and was converted into a recreational facility. The Master Plan addresses the future use of the dam, aimed at developing the recreational area. The *Dumaresq Dam Master Plan 2016* discusses the future use of Dumaresq Dam, located 10 kilometres northwest of Armidale. The plan includes various upgrades and new facilities, including camping sites, picnic, recreation and beach areas, holiday cabins, walking trails and mountain bike tracks.
Armidale Regional Local Environmental Plan	*Armidale Regional Local Environmental Plan (LEP)* provides guidance on planning decisions and framework to shape the future of communities and manage local development appropriately. The following zones below have objectives to maximise and encourage the use of active transport by providing employment opportunities in accessible locations. – Zone E1 – Local Centre – Zone E2 – Commercial Core – Zone MU1– Mixed use A key objective for these zones includes: – To maximise public transport patronage and encourage walking and cycling

Planning Document	Relevant / Reference to Armidale
Armidale Dumaresq Local Strategic Planning Statement- A Plan for 2040 (Final October 2020) 	The Armidale Regional Local Strategic Planning Statement (LSPS) aims to meet the community's future social, economic and environmental needs by addressing important strategic land use planning and development issues. The LSPS identifies priorities for the Armidale Regional Local Government Area that will support and develop local identity, values and opportunities. Immediate, short, medium and long-term actions have been developed to help deliver on the priorities and vision for the future. The relevant information contained in the LSPS includes the following: – LSPS Planning actions Infrastructure Theme-RPA 19.2- Facilitate more recreational walking and cycling paths, linkages with centres and public transport, and expand inter-regional and intra-regional walking and cycling links.
Disability Inclusion Action Plan 2022-2026 	*The Disability Inclusion Action Plan (DIAP)* provides a plan that outlines the strategy, action, expected outcome and timeframe on the areas that need more improvement to support the mobility impaired. The key strategies and associated actions stated for better physical accessibility are listed below: – Develop employment and volunteering opportunities for people living with disability. • Revise the Pedestrian and Mobility Plan (PAMP) for the LGA • Seek to improve accessibility in public toilets across the LGA. – Ensure community programs and events are inclusive and accessible. • Develop a framework for public events, which includes identifying access for people living with a disability. – Be a strong advocate for people living with disabilities. • Promote accessible public events and sport and recreation programs. The strategies and actions will be monitored and reviewed by Council, and Council will submit a report on progress and achievements to the NSW Government and the Access Advisory Committee (AAC).
Advancing our region Community Plan 2022-2032  Advancing our region Community Plan provides the vision and goals for 2032 to identify and achieve the community's main priorities and future aspirations, and strategies. The six pillars of the community plan support to prioritise the goals and strategies. The six pillars are *Thriving Region, Connected Region, Future Region, Liveable Region, Enriched Region, and Strong Region.*	The key pillar '*Connected Region'* supports encouraging the use of active transport. The goals and actions of the key pillar are listed below: – Quality infrastructure makes it safe and easy to travel around the Armidale region: • Build and maintain quality, safe, and accessible road transport infrastructure, including roads, footpaths, kerbs, bus stops and parking facilities. • Support the implementation and usage of active transport infrastructure across the region. – Transport and technology that enables connectivity both locally and outside the region. • Promote and encourage the establishment and uptake of sustainable transport options and services.

Planning Document	Relevant / Reference to Armidale
Delivery Program 2022-2026  The Delivery Program 2022-2026 provides council initiatives that directly address the objectives mentioned in the Advancing our region Community Plan 2022-2032.	The Delivery Program outlines various council initiatives planned across the next four years to progress each of the six pillars of the Community Plan. The Plan is divided into two distinct phases: – Phase 1 – Restore: encompassing years 1 and 2 of the Delivery Program. The overall objective of progress towards financial sustainability for the region and planning for growth and activation. – Phase 2 – Thrive: encompassing years 3 and 4 of the Delivery Program. The overall objective of implementing growth and activation initiatives, building internal reserves to mitigate unexpected expenses and improving asset quality to reduce ongoing maintenance costs.
New England Rail Trail[1] Business Case (Armidale to Black Mountain Section, 2023) 	The New England Rail Trail Business Case details the business case for the transition of the 103 km rail corridor between Armidale and Glen Innes converted into a rail trail. The business case establishes that returning passenger and freight services to the Great Northern Line, which has been closed for 35 years, is unfeasible due to the high capital and annual maintenance costs. This business case involves converting 33 km of the line to rail trail between Armidale to Black Mountain. The Business Case calculates the Rail Trail will attract 6,200 new day visits and 9,930 new overnight stays, generating $2.7M in additional visitor expenditure annually.
Armidale Region Tourism Strategy 2021-2024 	The Armidale Region Tourism Strategy 2021-2024 discusses various measures to advance the tourism industry in the Armidale region. The strategy focuses on delivering short-term, medium-term, long-term and ongoing tasks under seven pillars to achieve this. The seven pillars are: – Collaboration: build a cohesive tourism community and grow the visitor economy for the benefit of all operators – Marketing: develop a strong regional identity – Nature and outdoors: take advantage of the natural environment and distinct seasons. – Festivals, conferencing and events: build a calendar of events and festivals that will attract visitors to the Armidale region. – Sports tourism: sports-related activities and events to increase overnight visitors and visitor nights in the Armidale region. – Art and culture: raise the profile of the Armidale region's arts and cultural attractions to increase visitation and length of stay. – Edu tourism: make use of Armidale's educational reputation to diversify the visitor profile
Armidale Plan 2040 (Armidale Regional Council, 2020)	The key structure plan of key planning areas about active transport contained in the Armidale Plan includes the following: **Armidale Regional LGA** – New England Rail Trail: Investigate tourist-based walking and cycling trails and activities to attract visitors and rail enthusiasts.

[1] It is noted that Armidale Regional Council was successful in the grant application of $5.4M to commence construction of the Rail Trail

Planning Document	Relevant / Reference to Armidale
 Armidale Plan 2040 is the local strategic planning statement that was endorsed by Armidale Regional Council, stating how they will plan for their LGA over the next 20 years to 2040. This important strategy plan will support the preparation of a Local Strategic Planning Statement (LSPS). The Armidale Plan 2040 provides a structure plan for seven (7) key planning areas within the Armidale Regional Local Government Area (LGA) (Figure 2.1).	– Progressively upgrade Dumaresq Creeklands to act as an additional tourist attraction. **Armidale City** – Improve active transport infrastructure between the key places, including: • UNE • Armidale Regional Airport • Kentucky Street Precinct • Hospital Precinct • Armidale Station and Armidale Secondary College • Employment Areas – Design and locate land use to minimise the need to travel by vehicle - to maximise the opportunity for efficient pedestrian access. – Encourage cycling within the city - Expand the existing cycle path to the UNE to link TAFE, schools, and employment with residential areas. – Kentucky Street Precinct – Establish a cultural zone to the south of the CBD, along Kentucky Street, and at the junction of the North-South Railway Line and Black Gully Creek. – Create green links along the identified primary spines to support active transport. **Armidale CBD** – Reactivate the Main Street – Re-establish Beardy Street and The Mall as a must-see and must-shop destination. Improving city block permeability and the network of laneways. – Investigate options and feasibility of demolishing the multideck car park at Danger/Dumaresq Street and placing it underground, establishing a new Town Square that links and integrates with the city. – Create pedestrian friendly and interesting laneway spaces, which would support more dense living conditions. – Leverage Armidale's network of rich architectural buildings, historic places, laneways, and arcades to create a revitalised cultural destination. – Co-locate civic and entertainment venues in the CBD, to showcase to visitors within a comfortable walking distance a range of attractions. **Guyra Town Centre** – Improve the facilities and visitor attractions including nature walks, boardwalks and informative signage describing the interesting history of the place. – Showcase the Bradley Street streetscape and focus pedestrian activity and amenity within this convenient, walkable retail strip. – Re-establish the Arcadian Theatre (40 Bradley Street) in the main street as a social and entertainment hub for the area. – Utilise the former rail corridor as a linear parkland bringing green and shade into the heart of the town centre. – Strengthen the east-west green link at the former Guyra Railway Station, linking crown land to the east with the Mother of Ducks Nature Reserve to the west. – Fill the gaps in the key streets with new trees to green and cool the key streets. – Upgrade and construct cycle and walking infrastructure to improve the overall connections of the town centre – particularly connecting residential neighbourhoods, recreational destinations and workplaces back to the centre of the town. **Ben Lomond Village**

Planning Document	Relevant / Reference to Armidale
	– Provide a footpath along one side of the street and link to the public school. – Fill the gaps in the main street (Ben Lomond Road) with new trees to green and cool the main street. – Consider upgrading the Recreational Ground as a multi-purpose sports and recreation facility. Assess the demand to warrant providing picnic areas, children's playground, visitor parking and public toilets to improve the appeal and amenity of the rest stop. **Ebor Village** – Fill the gaps in the main street (Waterfall Way) with new trees to green and cool the main street. – Encourage tourism-based service businesses and convenient accommodation along the main street to support exploration of Ebor Falls and the adjoining National Parks. – Upgrade access to the village from the east and west, via Waterfall Way. **Hillgrove Village** – Fill the gaps in the main street (Brackin Street) with new trees to green and cool the main street. – Provide footpath along one side of Brackin Street. – Consider providing enhanced walking footpaths / tracks from the village to, and within Oxley Wild Rivers National Park – Provide engaging and informative signage on the natural wonders of the National Park. **Black Mountain Village** – Fill the gaps in the main street (Black Mountain Road) with new trees to green and cool the main street. – Provide a footpath along one side of Black Mountain Road where there are residences. – Consider providing enhanced walking footpaths / tracks and directional signage from the village to Thunderbolts Cave **Wollomombi Village** – Fill the gaps in the main street (Wollomombi Village Road) with new trees to green and cool the main street. – Provide a footpath along one side of Wollomombi Village Road and improved crossings linking to Chandler Public School – Consider providing enhanced walking footpaths / tracks and directional signage from the village to Wollomombi Falls in the Oxley Wild Rivers National Park – Consider walking tours. Upgrade campgrounds, walking tracks, picnic areas and lookout platforms

The key planning areas in Armidale Regional LGA are displayed in Figure 2.1.

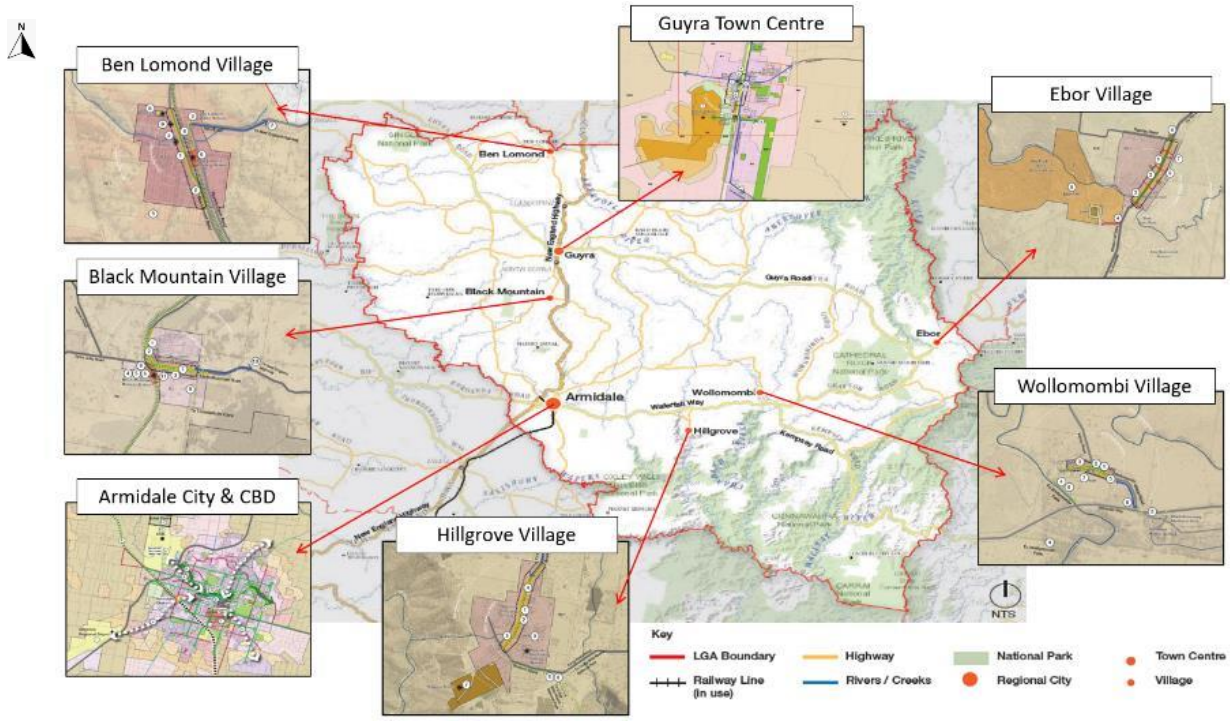


Figure 2.1 The Key Planning Areas in Armidale Regional Local Government Area (LGA)

Source: Armidale Plan 2040 (Conybeare Morrison International, 2020) – modified by GHD

3. Background review

This section provides context for existing active transport trends in the Armidale Regional LGA, including pedestrian and bicycle rider crashes, population and employment statistics and travel mode share trends.

3.1 Population data

Based on the 2021 Australian Bureau of Statistics (ABS) Census data ('Census'), Armidale Regional LGA has a population of around 29,360. Figure 3.1 provides a summary of how the population is distributed across the towns within the LGA.

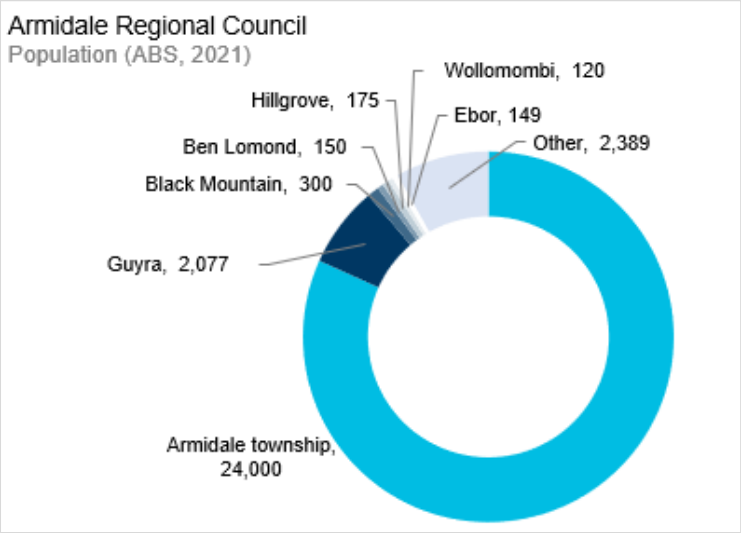


Figure 3.1 Armidale Region LGA population

Source: Australian Bureau of Statistics (ABS) Census of Population and Housing (2021)

The population density of Armidale and the surrounding townships are displayed in Figure 3.2.

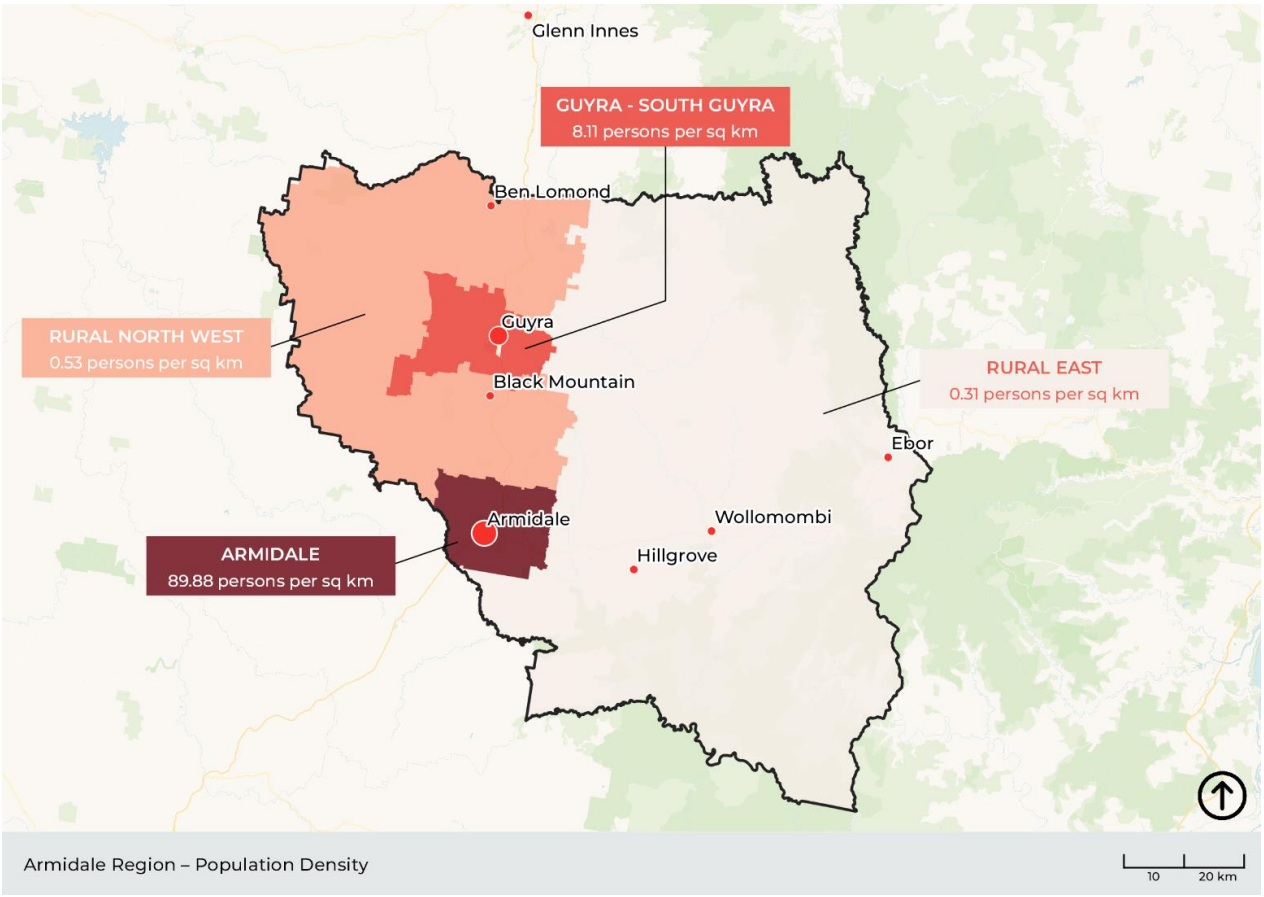


Figure 3.2 *Population Density - Armidale Local Government Area*

Source: Armidale Plan 2040 (Conybeare Morrison International, 2020) – modified by GHD

The data in Figure 3.2 shows that:

– Armidale Central has a population density of 90 persons per square kilometre.
– Guyra has a population density of eight persons per square kilometre.
– All other townships have a population density of less than one person per square kilometre.

3.2 Family characteristics

Census data indicates that couple families with no children are the most common family unit type in the Armidale Region (45 percent), followed by couple families with children (37 percent), as shown in Figure 3.3. Overall, there are 54 percent of households that have children in the Armidale Regional LGA.

As children are unable to drive, the provision of a robust active transport network will help support their mobility, indicating the opportunity to target a younger demographic for active transport strategies.

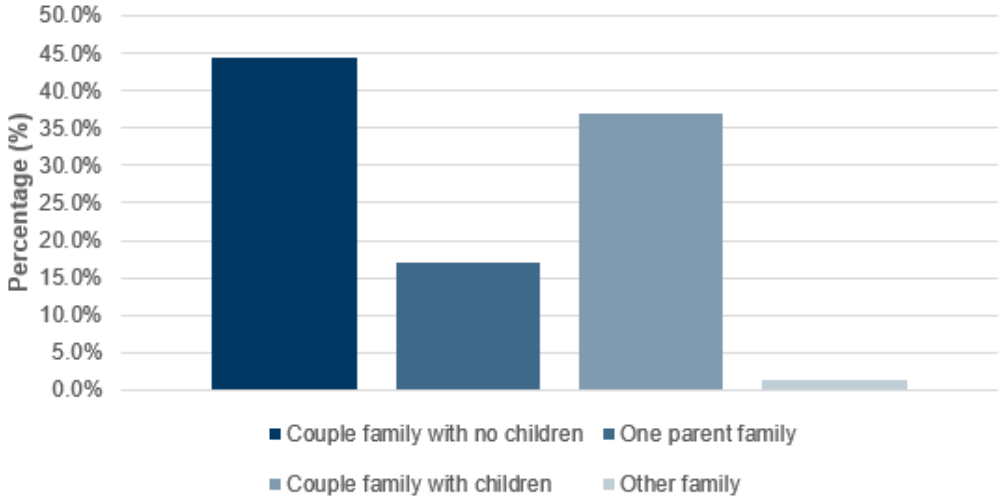


Figure 3.3 Composition of Families in Armidale Region

Source: ABS, Census of Population and Housing, 2021

3.3 Employment

The large majority of Armidale residents who are employed work within Armidale Regional LGA (91 percent), as shown in Figure 3.4. Similarly, a significant majority of workers (84 percent) employed in Armidale Regional LGA are also residents, as shown in Figure 3.5.

The above data indicates that the majority of the jobs in the Armidale Regional LGA are held by local residents. These outputs suggest the distances residents/workers travel to their places of employment are relatively short, and there are opportunities to incorporate active transport into their commuter journeys.

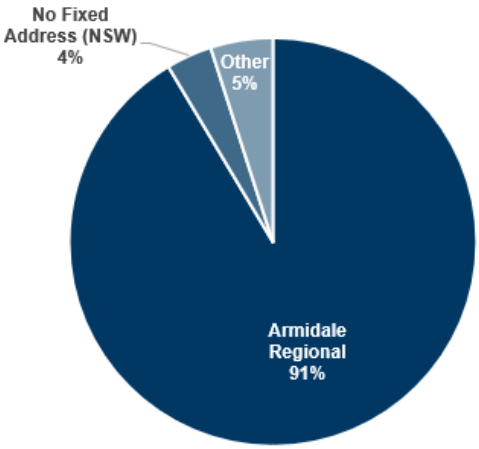


Figure 3.4 LGA of Employment for Armidale Region Residents

Source: ABS, Census of Population and Housing, 2021

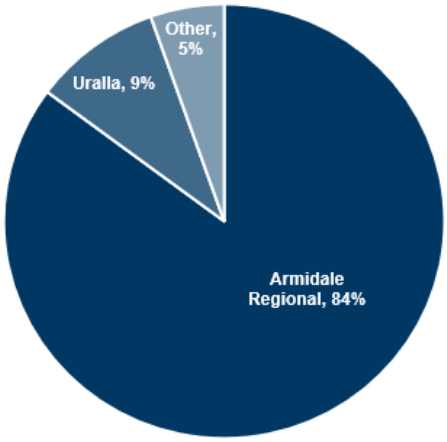


Figure 3.5 LGA of Residence for Workers Employed in Armidale Region

Source: ABS, Census of Population and Housing, 2021

3.4 Vehicle ownership

Vehicle ownership in the Armidale region is consistent with NSW and Sydney, with an average of 85 percent of households owning at least one car (Figure 3.6). Vehicle ownership rates typically range from 75 percent in Armidale to 93 percent in smaller townships such as Guyra and Rural Armidale.

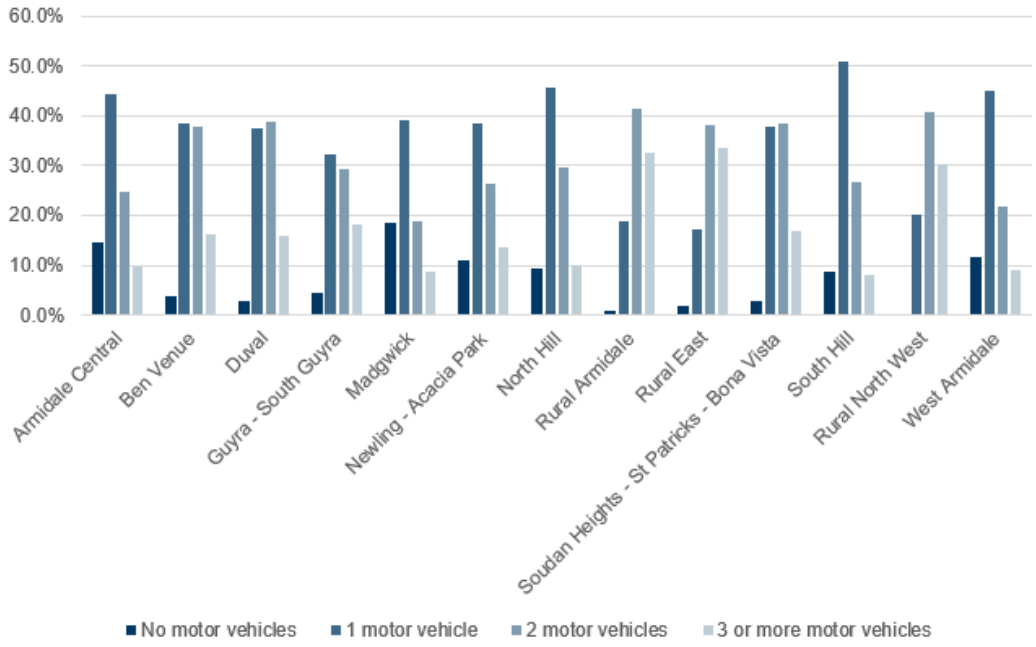


Figure 3.6 Vehicle Ownership in Armidale Region

Source: ABS, Census of Population and Housing, 2021

High car ownership rates are an indicator of car dependence. Additionally, highly car-dependent households have increased vulnerability to petrol prices, interest rate rises and inflation.

Whilst access to a car can bring increased mobility and employment opportunities, the flip side of this coin is that households become car dependent. Car-dependent households that have to pay to run multiple cars are at a financial disadvantage compared to households that have fewer or no cars but have access to other forms of mobility.

3.5 Journey to work

The Journey to Work data for the Armidale Regional LGA is displayed in Figure 3.7 and excludes data for residents who worked from home or did not work.

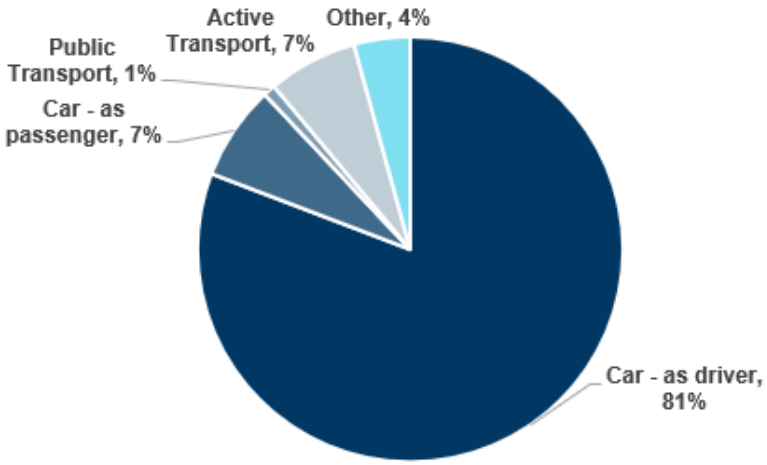


Figure 3.7 Armidale Regional LGA Residents Journey to Work by Mode of Transport

Source: ABS, Census of Population and Housing, 2021

The data in Figure 3.7 indicates the:

– The majority of Armidale residents (88 percent) drive to work as drivers or passengers.
– A small amount (one percent) utilises public transport.
– Approximately seven percent of workers walk or cycle to and from their places of employment.

Given the high number of Armidale residents who work in proximity to their places of employment (as detailed in Section 3.3), there are opportunities to increase the mode share for active transport.

3.6 Future population

Available information indicates that the Armidale Regional LGA population was 29,360 in 2021. The draft LSPS aspires to have a population of 40,000 by 2043. A summary of the expected population growth (by sub-area) in Armidale is presented in Table 3.1.

Table 3.1 Armidale population growth

Location	2021 (persons)	2046 (persons)	Change (persons)	% change
Armidale Central	1,897	2,572	675	+35.6
Ben Venue - Duval	5,014	5,212	198	+3.9
Guyra - South Guyra	2,387	2,773	386	+16.2
Madgwick - West Armidale	3,027	3,259	232	+7.7
Newling - Acacia Park	1,897	2,572	675	+35.6
North Hill	3,494	3,741	247	+7.1
Rural Armidale	2,362	2,494	132	+5.6
Rural East	1,727	1,757	30	+1.7
Rural North-West	1,126	1,177	51	+4.5
Soudan Heights - St Patricks - Bona Vista	3,331	3,711	380	+11.4
South Hill	1,821	2,027	206	+11.3

The data in Table 3.1 indicates that the majority of growth in population will occur in Armidale city (Armidale Central, Newling – Acacia Park, Soudan Heights - St Patricks - Bona Vista and South Hill) and Guyra.

The provision of a robust active transport network will enhance mobility options for the current and future populations within the Armidale Regional LGA.

The expected changes in the population age group in Armidale between 2021 and 2046 are displayed in 3.8.

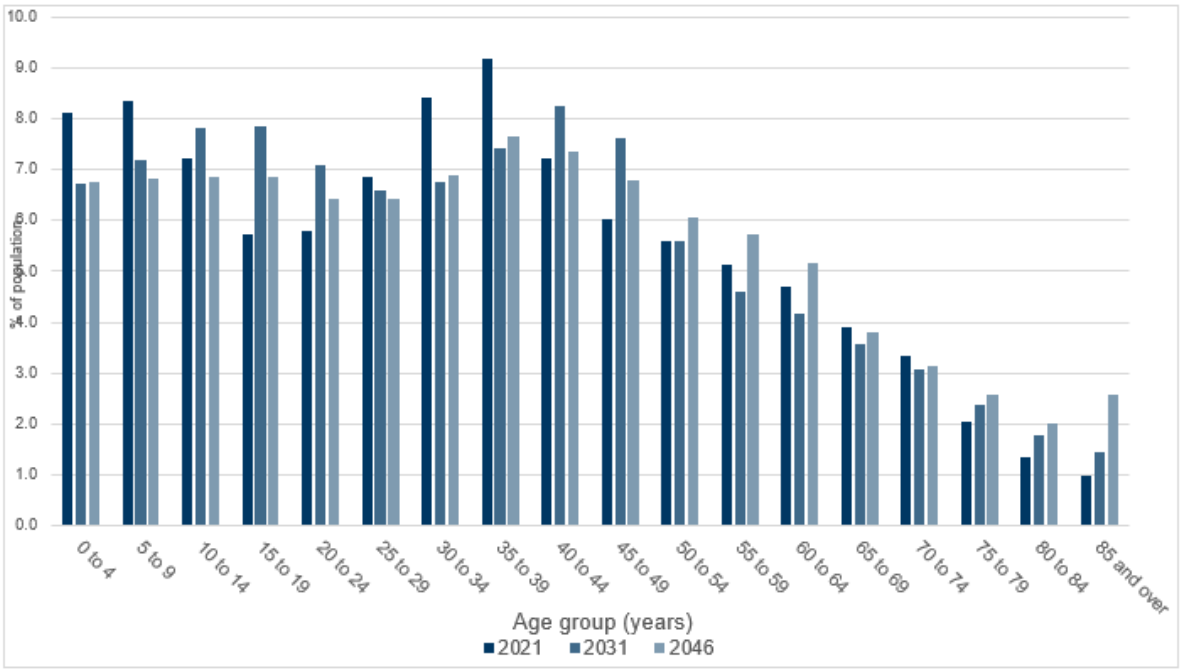


Figure 3.8 Armidale population projects by age group

Source: forecast. idcommunity Armidale

3.7 Crash data review

A review of *NSW Centre for Road Safety* data for the years 2017 – 2021 has been undertaken for the purposes of this study, identifying pedestrian and bicycle rider crashes in the Armidale Region.

3.7.1 Pedestrians

A summary of the incidents involving pedestrians in the Armidale Regional LGA between 2017 – 2021, which resulted in fatal or serious injuries, can be found in Table 3.2 and Figure 3.9. Analysis of the data reveals the following:

– There was one crash that resulted in a pedestrian fatality in the five-year period. The fatality occurred on Markham Street during the day.
– There were twelve pedestrian crashes that resulted in serious or moderate injuries in the 5-year period.
– The fatal crash occurred on Markham Street in Armidale.
– Pedestrian crashes in the Armidale Regional LGA in the period were concentrated around Armidale and Guyra town centres.
– No pedestrian crashes were observed around Ben Lomond, Black Mountain, Ebor, Hillgrove and Wollomombi in the given period.

Table 3.2 Serious and Fatal Pedestrian Crashes

Degree of Crash	Locality	Road	Conditions	Description
Fatal	Armidale	Markham Street	Daylight	Pedestrian from nearside of the road
Serious Injury	Armidale	Marsh Street	Daylight	Pedestrian from nearside of the road
Serious Injury	Armidale	Markham Street/ Brown Street	Daylight	Pedestrian emerging from near side of the road
Serious Injury	Armidale	Dumaresq Street	Darkness	Pedestrian crossing road
Serious Injury	Armidale	Donnelly Street	Darkness	Pedestrian crossing road
Serious Injury	Armidale	Kirkwood Street	Daylight	Pedestrian emerging from near side of the road
Serious Injury	Armidale	Bower Place	Dusk	Pedestrian crossing driveway
Moderate Injury	Guyra	Ollera Street	Daylight	Pedestrian from nearside of the road
Moderate Injury	Guyra	Bradley Street	Daylight	Pedestrian from nearside of the road

Source: TfNSW Centre for Road Safety, 2021

3.7.2 Bicycle riders

A summary of the incidents involving bicycle riders in the Armidale Regional LGA between 2017 and 2021 that resulted in moderate or serious injuries can be found in Table 3.3 and Figure 3.9. Analysis of the data reveals the following:

– There were no crashes that resulted in fatalities for bicycle riders.
– There was one crash that resulted in a serious injury and seven crashes that resulted in moderate injuries.
– The crashes involving bicycle riders were concentrated around Armidale.
– No bicycle rider crashes were observed around Guyra, Ben Lomond, Black Mountain, Ebor, Hillgrove and Wollomombi in the given period.

Table 3.3 Moderate or Serious Bicycle Rider Crashes

Degree of Crash	Locality	Road	Condition	Description
Moderate Injury	Armidale	Handel Street /White Avenue	Daylight	Bicycle riding into right-turning vehicle
Moderate Injury	Armidale	Elm Avenue / Madgwick Drive	Daylight	Vehicle into turning bicycle
Moderate Injury	Armidale	Taylor Street/ Dumaresq Street	Daylight	From footpath
Moderate Injury	Armidale	Lynches Road / O'Connor Road	Daylight	Cross traffic collision
Moderate Injury	Armidale	Donnelly Street / Marsh Street	Daylight	Cross traffic collision
Moderate Injury	Armidale	Lynches Road / Markham Street	Daylight	Cross traffic collision
Serious Injury	Armidale	Markham Street / Mann Street	Daylight	Cross traffic collision
Moderate Injury	Armidale	Niagara Street	Daylight	From footpath

Source: TfNSW Centre for Road Safety, 2021

The pedestrian and crash data indicates that there are opportunities to improve safety for pedestrians and cyclists in the Armidale city, particularly on Markham Street. The upgrade of the active transport infrastructure within the Armidale city will support this outcome.

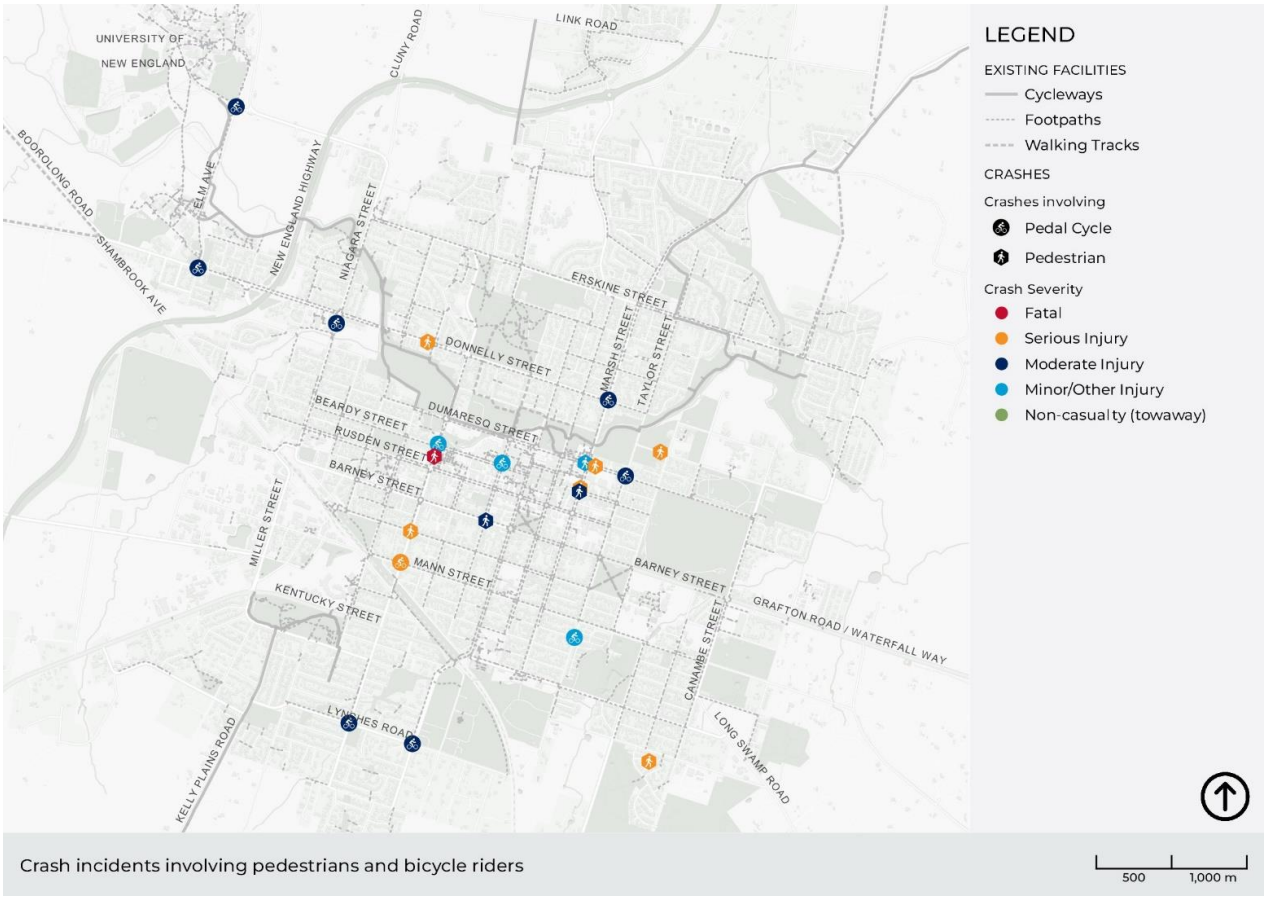


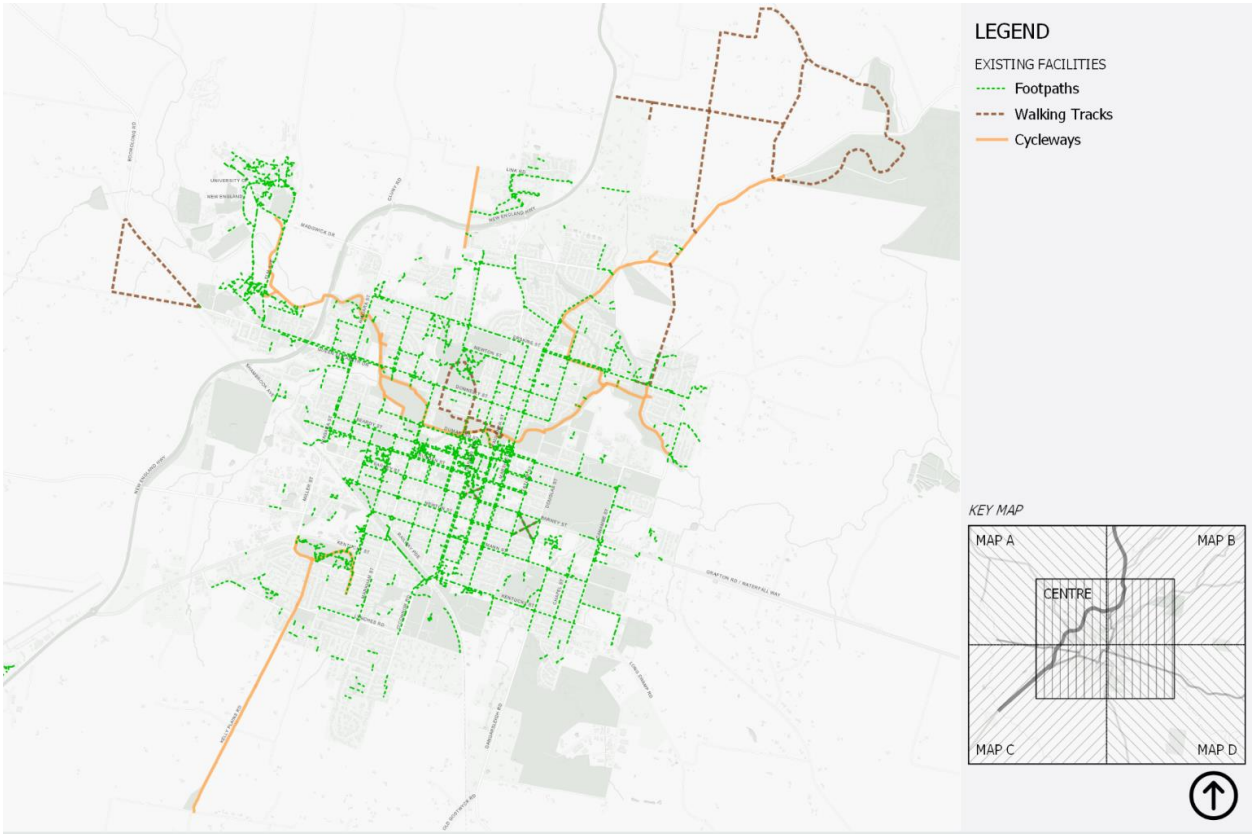
Figure 3.9 Pedestrian and bicycle rider crash incidents-Armidale

Source: Crash and Casualty Statistics, Centre for Road Safety; modified by GHD

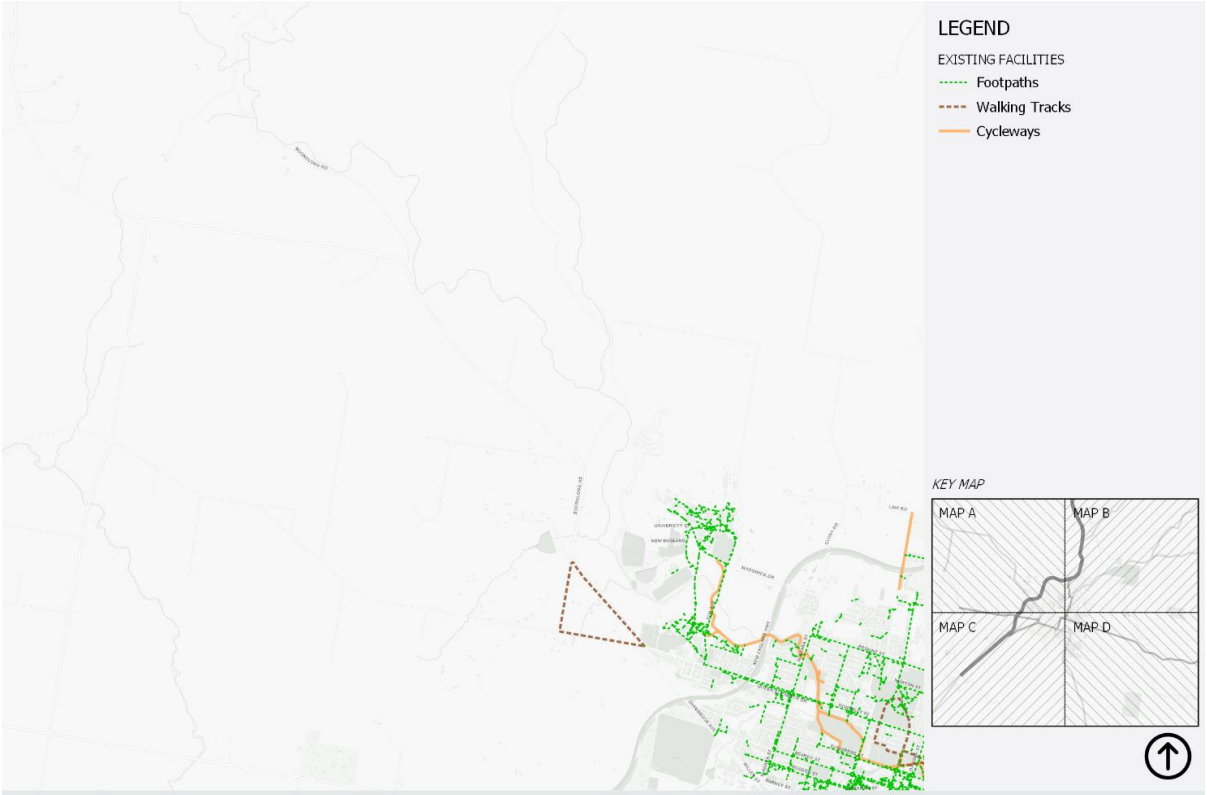
3.8 Walking and bicycle riding networks

3.8.1 Armidale City

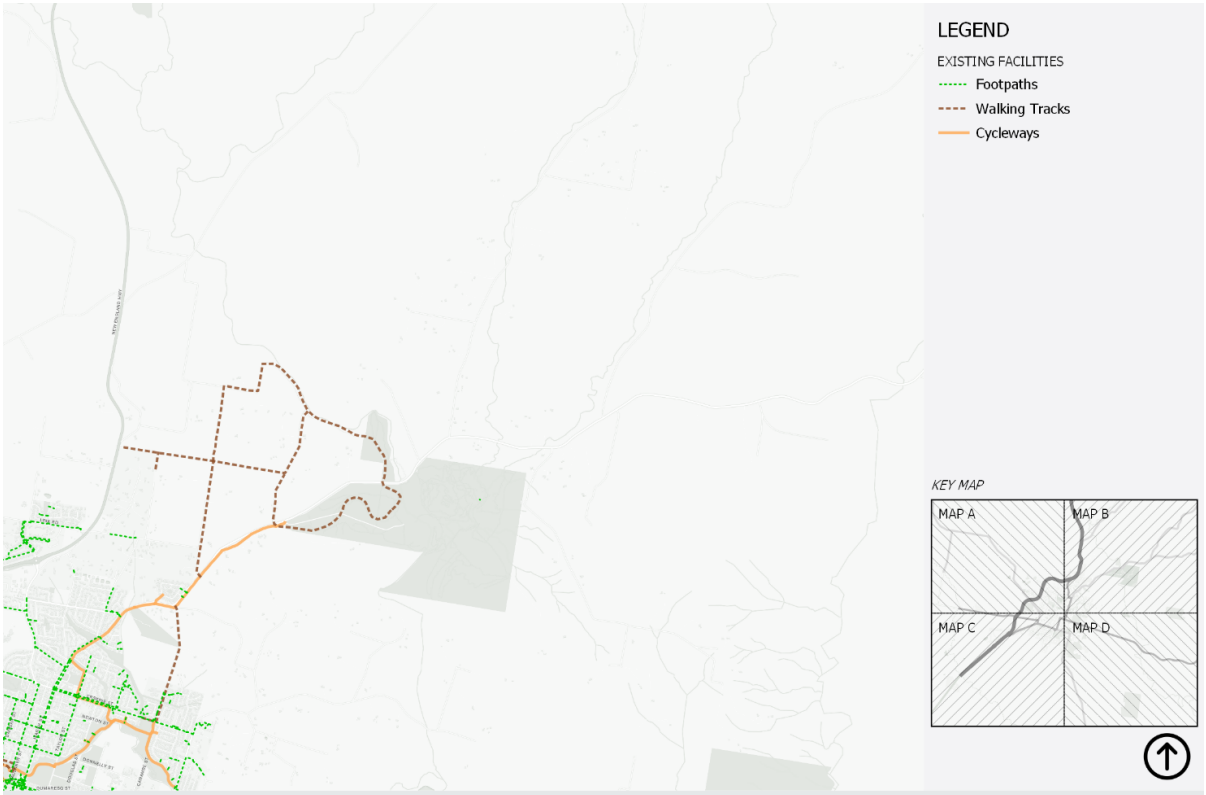
The existing active transport network provided by ARC displaying the walking tracks and cycle paths in Armidale is presented in Figure 3.10.



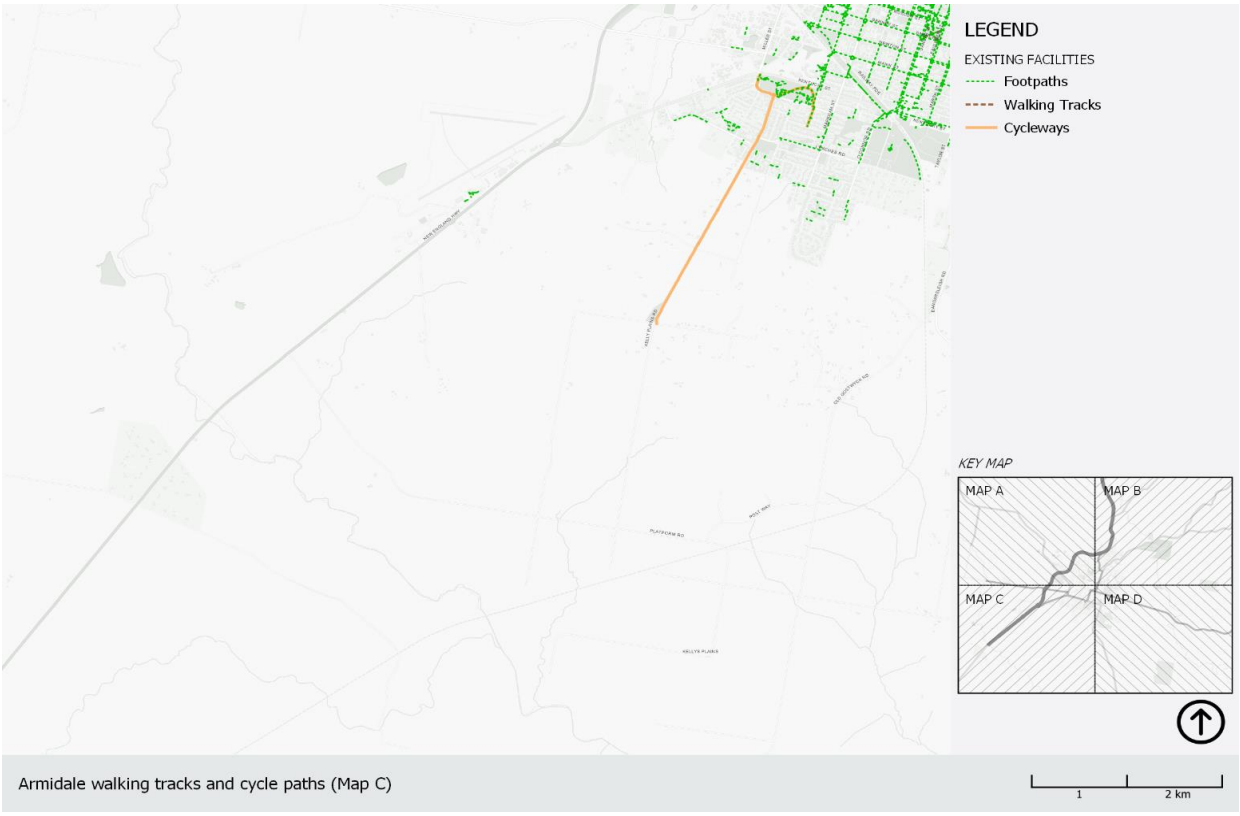
Armidale walking tracks and cycle paths (Centre)



Armidale walking tracks and cycle paths (Map A)



Armidale walking tracks and cycle paths (Map B)



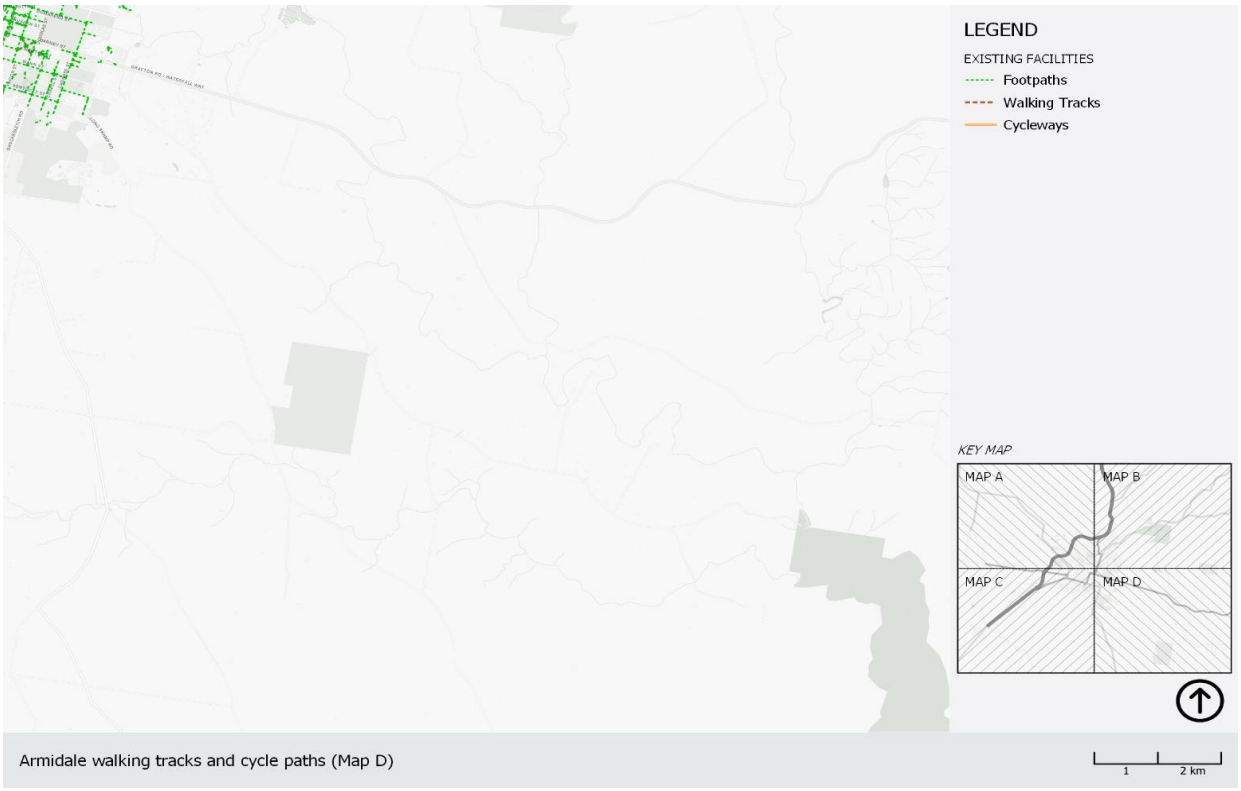


Figure 3.10 Armidale walking tracks and cycle paths
Source: Armidale Reginal Council

Typically, footpaths and grass verges are provided along the roads within the Armidale city to support the movement of pedestrians. Within and in proximity to the CBD pedestrian crossings are located at:

- Barney Street – east of Jessie Street
- Dangar Street - south of Tingcombe Lane
- Jessie Street:
  - Between Barney Street and Rusden Street (mid-block)
  - North of Beardy Street
- Rusden Street – east of Jessie Street
- Beardy Street – between Markham Street and Allingham Street (mid-block)
- Dangar Street – north and shout of Beardy Street
- Faulkner Street - north and shout of Beardy Street
- Marsh Street south of Beardy Street
- Dumaresq Street:
  - Between Markham Street and Jessie Street
  - Between Faulkner Street and Marsh Street
- Mann Street – north of Butler Street.

The location of the pedestrian crossings within the Armidale city is displayed in Figure 3.11.

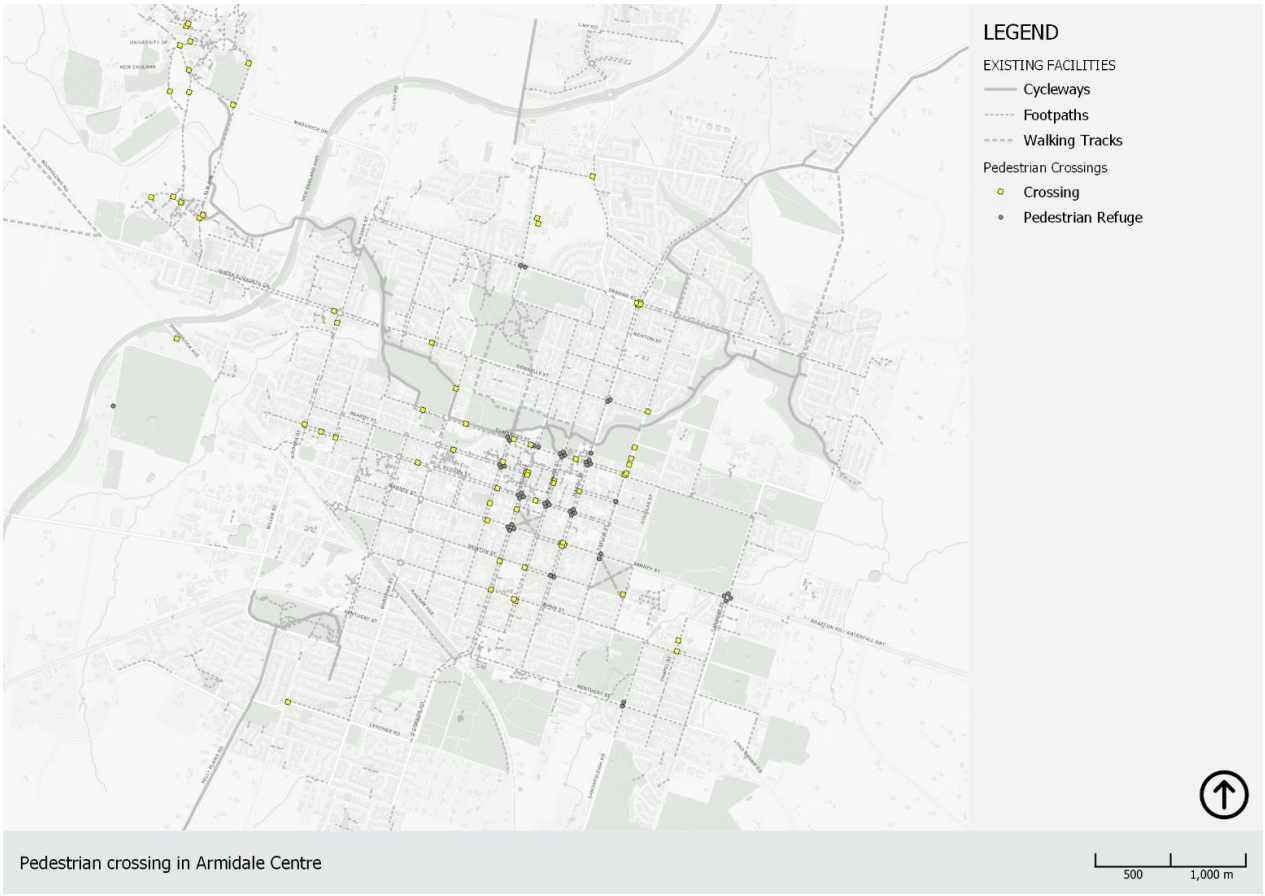


Figure 3.11 Pedestrian crossing in Armidale city

Source: Armidale Reginal Council

A review of the data in Figure 3.10 indicates that the cycle paths in Armidale are limited and are mainly located within the parks in proximity to Dumaresq Creek. The path provides an east/west connection to the University of New England. However, there are no bike paths providing access/egress to and from the town centre.

Figure 3.11 indicates that outside of the town centre, there are relatively few pedestrian crossings in Armidale.

It is noted that ARC is currently undertaking planning works to support the development of the New England Rail Trail. The intent of the project is to provide a recreational active transport path of up to 103 kilometres in length on a disused rail corridor between Armidale and Glenn Innes. ARC was successful in the grant application of $5.4 million through the Black Summer Bushfire Recovery Grants to commence construction on the New England Rail Trail.

3.8.2 Other towns

The pedestrian footpaths for Guyra are displayed in Figure 3.12.

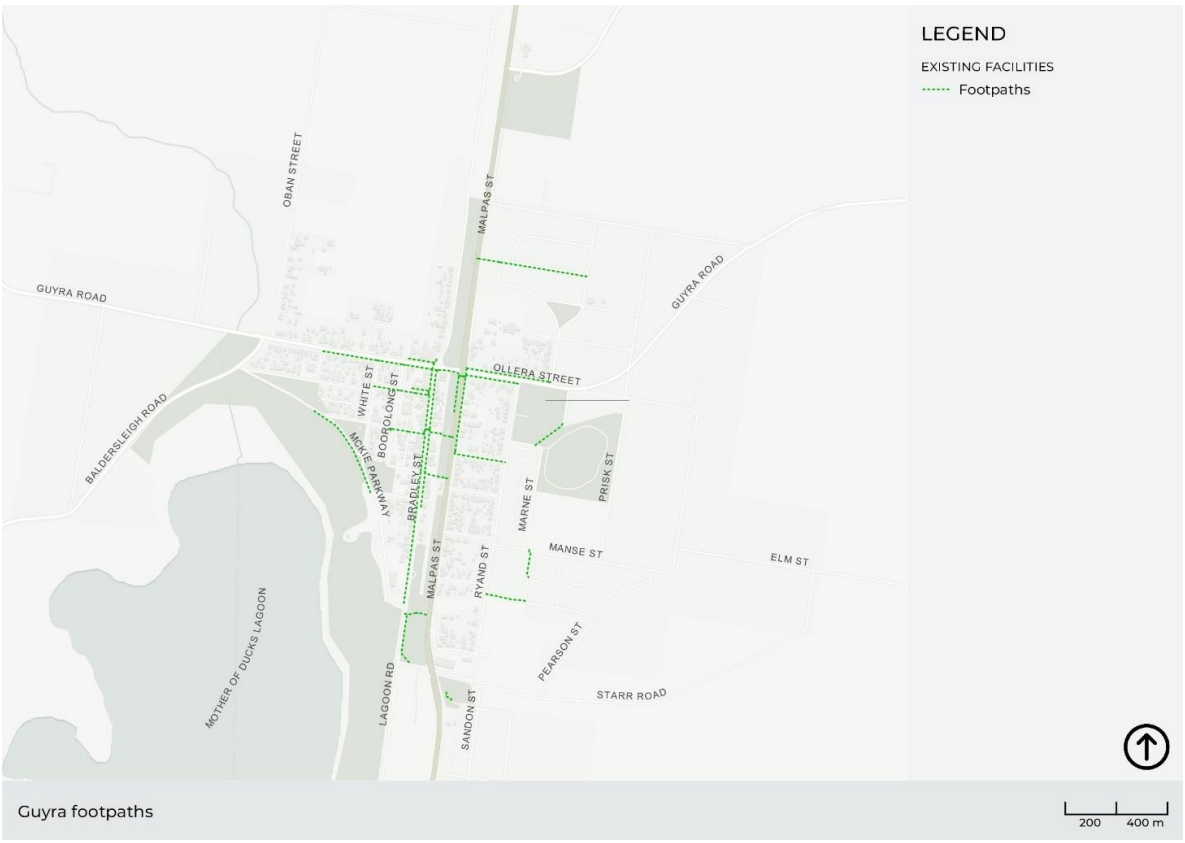


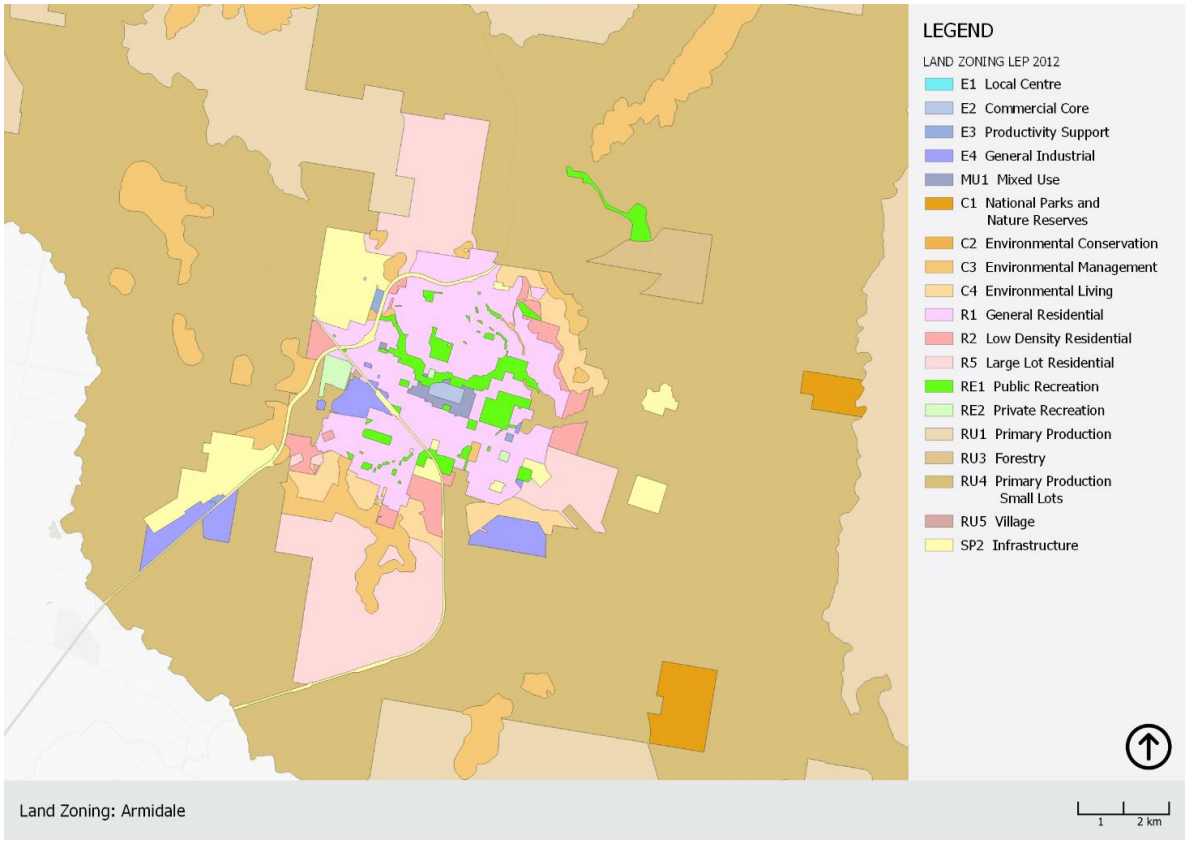
Figure 3.12 Guyra walking tracks

Figure 3.12 indicates that pedestrian footpaths are provided in Guyra on Bradley Street, which provides access to the town's retail and commercial land uses, Ollera Street and other local roads. There are no bicycle facilities or designated pedestrian crossings.

Limited walking and cycling facilities are available in Ben Lomond, Black Mountain, Ebor, Hillgrove and Wollomombi.

3.9 Land use data

Armidale city is the primary retail, commercial and recreational centre for the wider LGA. Details of the key land uses in Armidale are provided in Table 3.4 and Figure 3.13



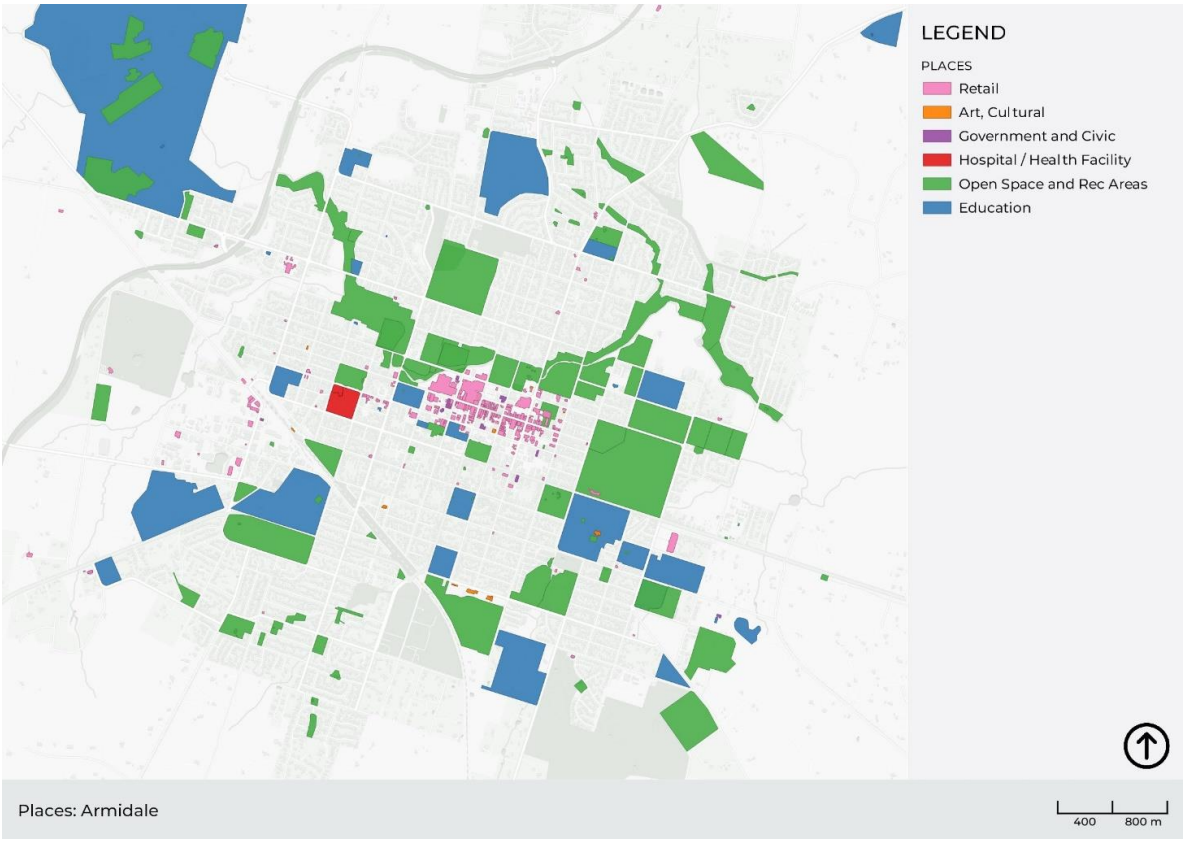


Figure 3.13 *Armidale zoning and land use data*

Table 3.4 *Armidale city land use data*

Types	Description
Parks and recreation	Armidale Racecourse and Tennis Court, Lynches Road Netball Courts, Monkton Aquatic Centre, Armidale Skate Park, Drummond Park, New England Mutual Sportsground, Armidale Showground, Dumaresq Creek Park and Reserve, Golf Club, Dumaresq Dam, Civic Park, Curtis Park, Harris Park Sportsground, Lambert Park, Willow Tree Park, Alcatraz Park, Central Park, MacDonald Park, Watson Park, Drummond Apex Lookout, Albion Park, Ken Jones Park,
Civic and cultural facilities	Armidale Regional Council, Armidale Courthouse, Service NSW, Armidale Art Gallery, Armidale Folk Museum, Armidale Police Station, Rural Fire Service, NSW Fire, NSW State Emergency Service Armidale-Dumaresq Unit.
Educational and health facilities	University of New England, TAFE NSW, Hunter New England Community Health, Armidale Private Hospital, Drummond Memorial Public School, New England Girls School, St Mary's Public School, Armidale City Public School, Newling Public School, O'Connor Catholic College, Armidale Secondary College, Armidale High School, The Armidale School (TAS), Waldorf School, Presbyterian Ladies' College Armidale,
Community and religious	Armidale City Church, Armidale District Baptist Church, St Peters Anglican Cathedral, Armidale Uniting Church, St Paul Presbyterian Church, Chapel Street Baptist Church, UNE Mosque.
Armidale CBD	Coles, Kmart, Woolworths, Spotlight, Armidale Central Shopping Mall and a large number of shops, restaurants and cafes.

A summary of the key land uses of the other townships in the Armidale Regional LGA is presented in Table 3.5.

Table 3.5 Armidale Regional LGA land use data

Township	Description
Guyra (refer to Figure 3.14)	Guyra Lions Park Sporting Complex, Guyra Recreation Ground, Guyra Swimming Pool, Guyra Golf Club, Mother of Ducks Nature Reserve, Guyra Bowling and Recreation Club Armidale Regional Council (Guyra Office), Guyra Library, Guyra Post Office, Guyra Police Station, Guyra Fire Rescue and Station St Mary of the Angel's Primary School, Guyra Central School A small retail strip, including an IGA supermarket on Bradley Street between Ollera Street and Nincoola Street
Ben Lomond (refer to Figure 3.15)	Ben Lomond Recreational Ground, Ben Lomond Public School
Black Mountain (refer to Figure 3.15)	Black Mountain Public School, Black Mountains Baptist Church
Ebor (refer to Figure 3.16)	Ebor Sport and Recreation Free Camp, Ebor Rural Fire Service, Ebor Public School, Fusspots Café, temporary accommodation facilities
Hillgrove (refer to Figure 3.16)	Hillgrove Recreation Ground, Hillgrove Rural Community Hall, Hillgrove Rural Life and Industry Museum, Hillgrove Community Hall
Wollomombi (refer to Figure 3.16)	Wollomombi Store, Chandler Public School, St Johns Wollomombi

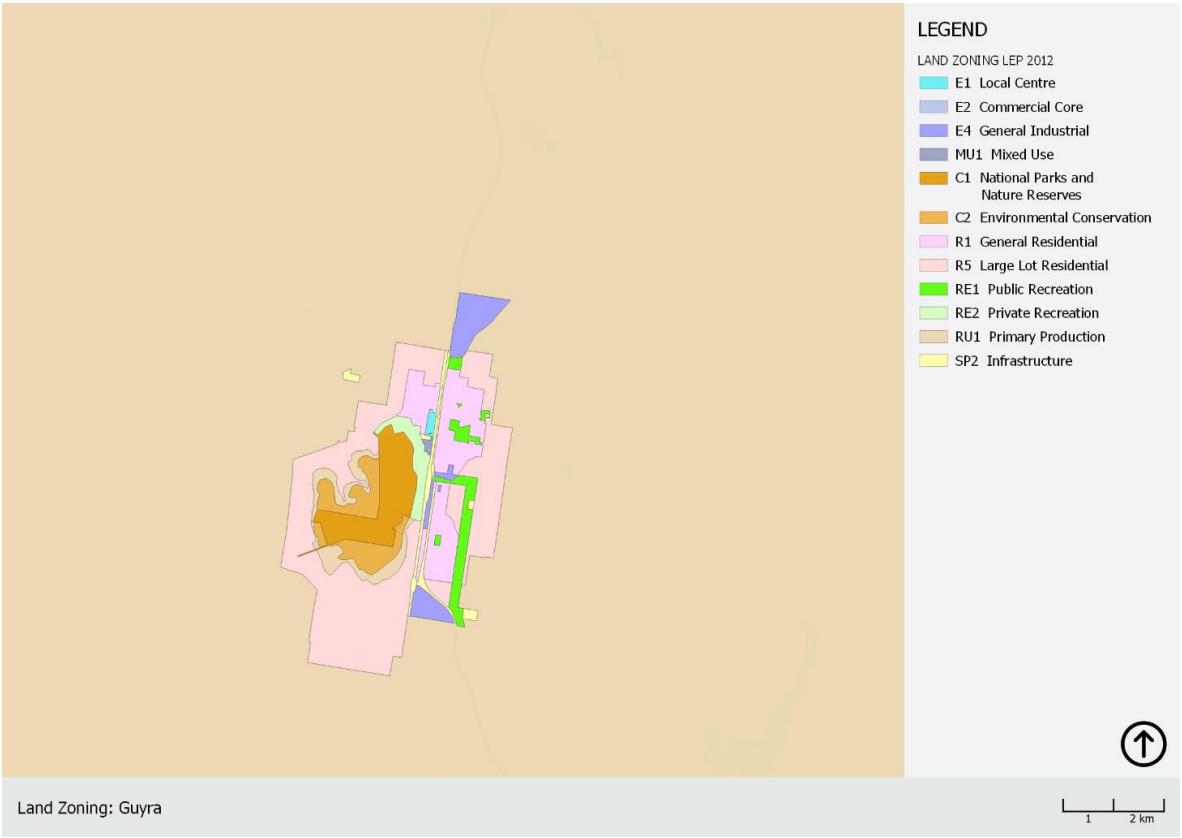




Figure 3.14 *Guyra zoning and land use data*

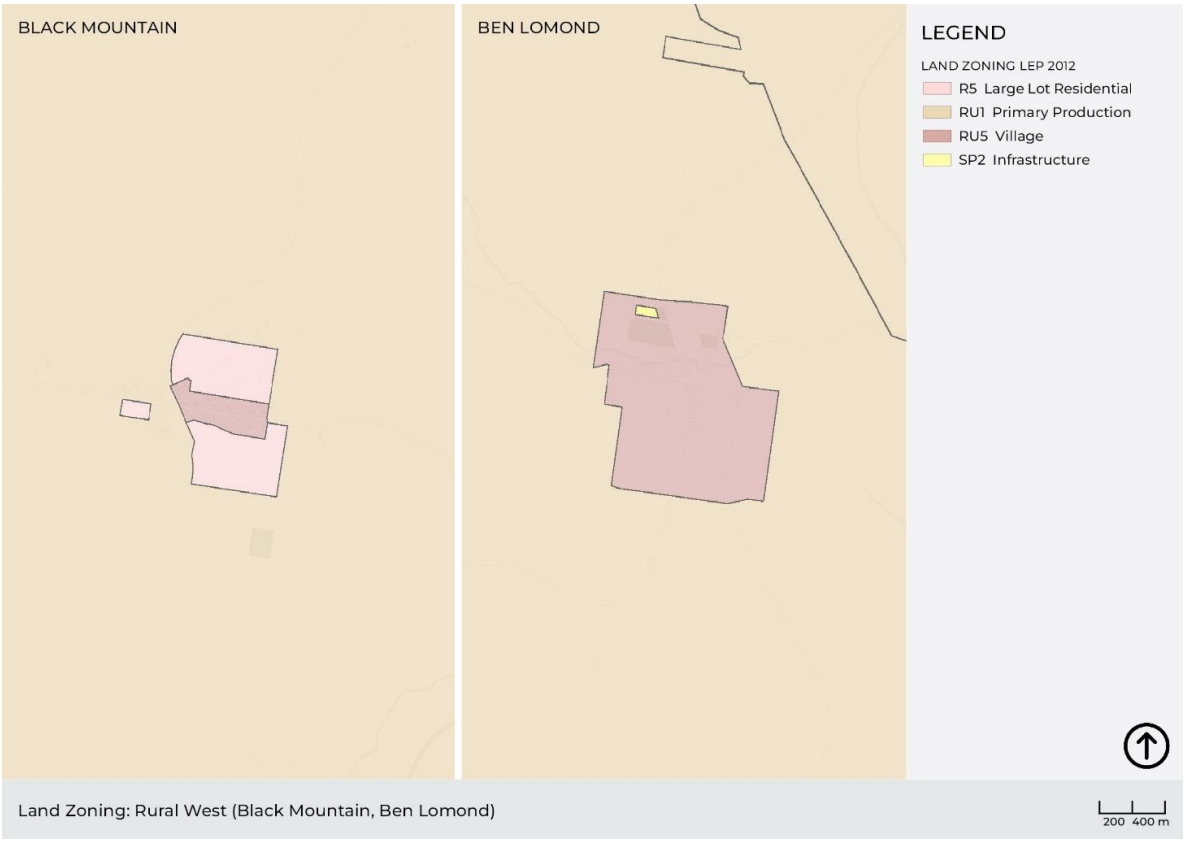
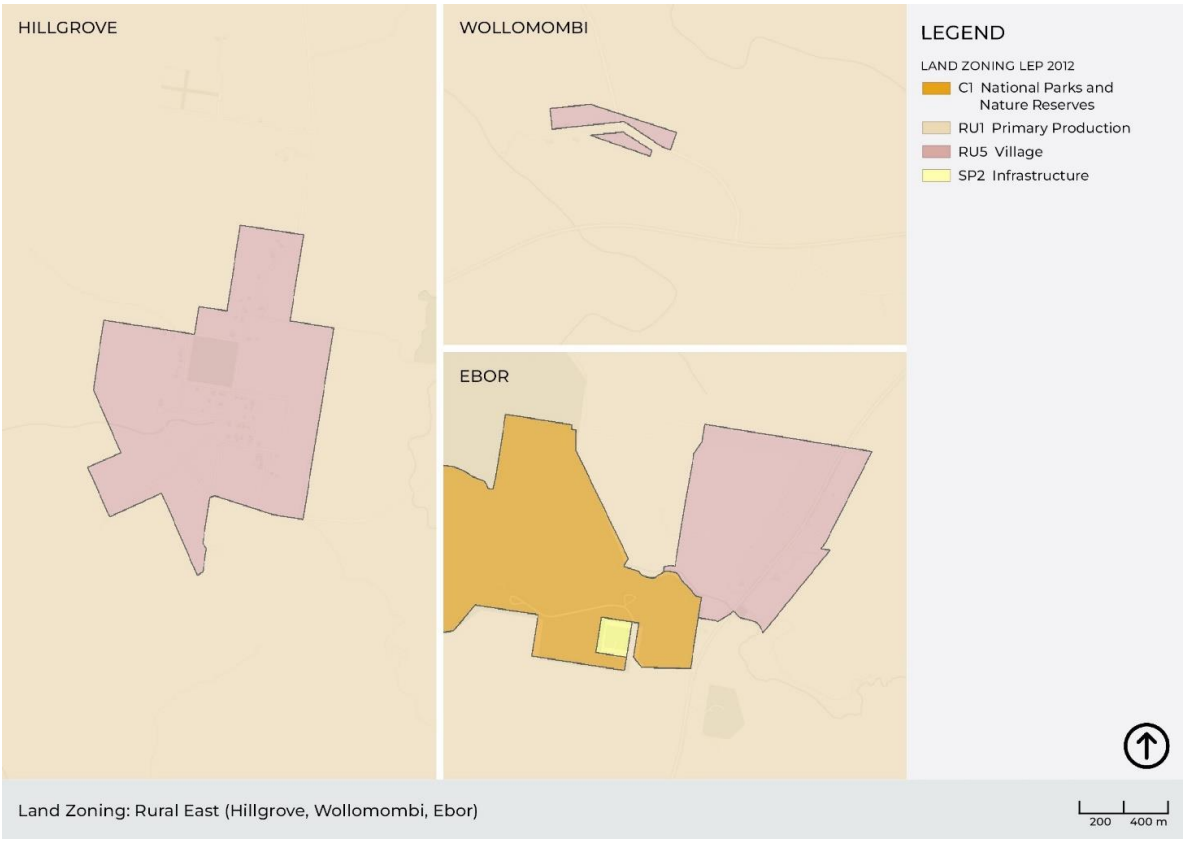




Figure 3.15 *Rural North-West (Ben Lomond and Black Mountain) zoning and land use data*



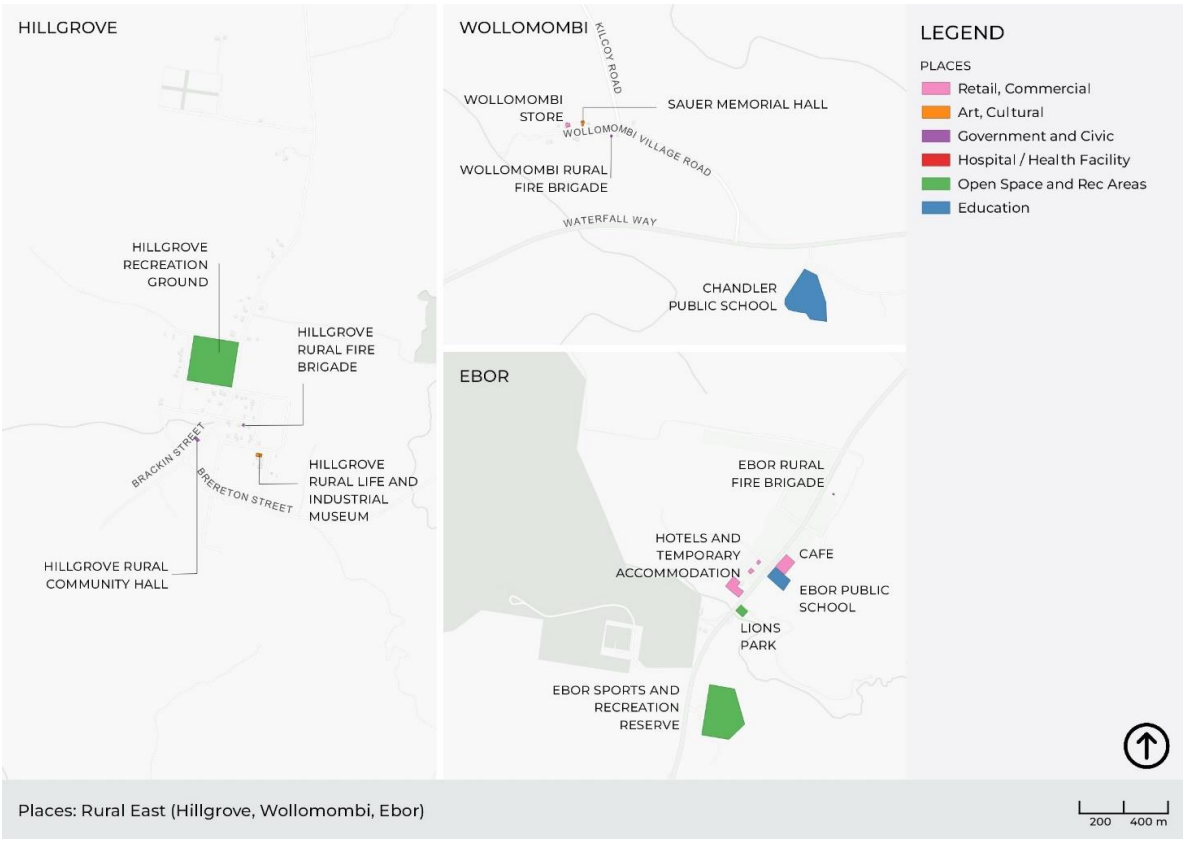


Figure 3.16 Rural North-East (Hillgrove, Wollombi, Ebor) zoning and land use data

3.10 Key issues

A site visit of the Armidale Regional LGA was conducted on 01 March 2023 and 02 March 2023 to assess the conditions of the active transport network that is currently present. The site visit involved inspections of the current infrastructure for active transport in the Armidale, Guyra, Ben Lomond, Black Mountain, Ebor, Hillgrove and Wollombi town areas. Through a desktop analysis and review of the site visit, the key issues with the current active transport network in the LGA identified were:

– A lack of available active transport infrastructure across the LGA, and where active transport infrastructure is available, poor connectivity and conditions were found.
– A lack of incentive for residents to switch to utilising active transport methods to travel due to the large area of towns within the LGA as well as low traffic congestion.

3.10.1 Armidale City

Armidale City is a primary area of focus for the active transport strategy due to the higher concentration of residents per square kilometre in the area when compared to the other town areas within the LGA. The township is also the main area for business and retail activity, with the adjacent UNE campus another key driver identified that would benefit from an active transport network throughout the city area.

The primary issue identified for the Armidale city was the poor condition and suitability of the existing cycle paths for use for active transport purposes. Where cycle paths were found within the Armidale City Centre, they were identified as primarily being shared paths, causing cyclist and pedestrian traffic to mix, leading to a reduction in pedestrian safety along this infrastructure.

In addition to this, some of the paths that were signposted as such were identified as being too narrow to accommodate two-way traffic with cyclists, such as the one shown in Figure 3.17.



Figure 3.17 Existing path too narrow for two-way pedestrian / bicycle rider movements

The site visits also found that the existing paths varied in condition, with some in good condition, while many were found to be in average to poor condition, with two examples of paths in poor condition shown in Figure 3.18.

It was also noted that some of the shared paths that had very poor existing conditions were located next to waterways such as rivers and streams, where flooding and safety issues may be present, especially during periods of high rainfall. Additionally, the chance of flooding and water runoff around these areas would lead to an increased rate of wear on the paths, with a higher level of maintenance required to keep them in good condition overall.

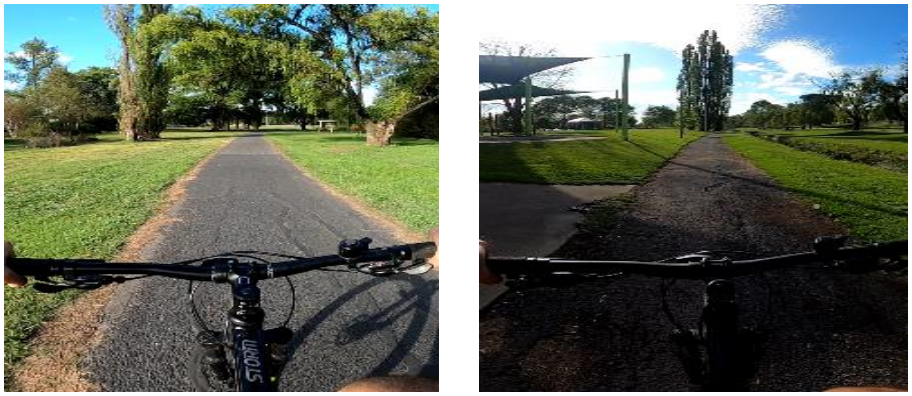


Figure 3.18 Poor existing shared path conditions in the Armidale City area

The existing conditions of the shared paths identified were also noted as an issue for providing access to safe transport infrastructure to those with disabilities. The narrow width of some of the shared paths, as well as the overall poor condition of most of the infrastructure, was unsuitable for use by those with a disability. Additionally, the overall lack of connectivity between existing paths and the town centre area does not provide adequate access to facilities in the town for those who have a disability.

Connectivity issues were found with the existing cycle path network, with many of the shared paths ending abruptly or leading to high-speed roads that were unsuitable for cycling at their ends. This led to several of the cycle paths having decreased accessibility for use as well as greatly reduced safety for those wanting to use the infrastructure.

The existing cycle paths were also identified to lead from the edges of the city area toward the town centre. However, a lack of connectivity of the existing infrastructure through the main town centre was found, with little to no cycle paths present through the centre of the town centre. In some areas of the city, roads were found with no footpaths supplied for pedestrian and cyclist use, which required those using active transport to mix with vehicle traffic.

Another safety concern identified was the lack of signage present where shared paths and cycle paths crossed major roads. While it was found that give way signs were present for pedestrians and cyclists approaching the intersection, there were no signs or road markings found to alert drivers that a pedestrian or cyclist crossing point was present.

The number of end-of-trip facilities provided for cyclists was also found to be very limited within the main town area, a particular focus for this study. Very few bicycle parking facilities were found within the town centre or at end-of-trip destinations, with multiple occurrences of people parking bikes against trees and signs found, as shown in Figure 3.19.

An example of an undersupply of bicycle parking facilities at key destinations was also found at one of the major schools within the Armidale City, where few bicycle parking spaces were present for the approximately 1,200 students who attend the school. This lack of parking facilities may be acting as a disincentive for the students at the school to utilise active transport methods to travel to and from school while also driving up the dependency on personal vehicle usage.



Figure 3.19 Cyclists parking bikes against trees and signs

3.10.2 Other townships

Other than within Armidale city, cycle paths are not provided within the Armidale Regional LGA.

It was noted that the large distances between the town centres within the LGA is generally not conducive to cycling apart from sports cycling. This would also not address the issue of access to active transport facilities for everyday commuters if implemented and would likely service those cycling recreationally.

Pedestrian facilities were also generally found to be sparse throughout the LGA, with existing facilities depending on the size of the town. In addition to the site visit, a review of aerial imagery was undertaken to gain insight into the extent of the pedestrian footpath network in these towns.

Guyra, being the second largest town in the Armidale Regional LGA in terms of population, was found to have some footpaths. However, these footpaths were mainly located along the main roads near the retail and commercial services (cafes, restaurants and shops). Footpaths off the main road were much narrower and found to be largely disconnected, with many streets not having any in the areas dedicated more to housing. The variation in footpaths provided in the Guyra town area is shown in Figure 3.20.



Figure 3.20 Guyra Town Footpaths

Source: Metro Map (modified by GHD)

A review of the other smaller towns in the LGA found that pedestrian infrastructure was very limited, with little to no paved footpaths provided. Some short stretches of footpaths were identified around key services such as shops and town centres. However, these were disconnected from any other footpaths from outside the immediate area, causing connectivity and access issues within the towns.

The lack of basic active transport facilities, such as footpaths in many of the smaller towns within the LGA, even in areas where key services such as shops, restaurants and schools, was found to be a key issue for active transport use in these areas. It was noted that due to the lack of a connected footpath network in the towns, a heavy reliance on personal vehicles was present for purposes such as grocery shopping, with some towns found to be lacking services such as grocers or dropping children off at school as no other option is provided.

3.10.3 Incentive to switch to active transport

The other major issue identified for active transport within the Armidale Regional LGA was a lack of incentive for residents to switch to active transport methods, as well as a lack of awareness and engagement in the community around active transport. As previously discussed in Section 3, residents in the Armidale Regional LGA rely heavily on personal vehicles to get to and from work, with the use of active transport methods quite low at approximately seven percent.

As a result, the active transport strategy for the LGA involves expanding and integrating more pedestrian and cycling infrastructure within the road network, which would encourage commuters to use active transport modes more often (refer to Section 6 and Section 7).

Promoting a switch to active transport modes is generally driven by a desire to reduce reliance on private vehicles to reduce congestion and traffic on the roads, especially within major metropolitan areas such as Sydney. It is noted, however that this incentive to switch travel modes is low within the Armidale Regional LGA as traffic congestion is low, with the primary reasons for promoting active transport in the LGA identified being:

- Creating more connected and sociable communities.
- Creating safer spaces for residents and visitors to walk and cycle.
- Promoting social equity for those who don't have access to a car.
- Reduction in air and noise pollution around town centres.
- Increased focus on physical and mental health.
- Switching the mindset of streets being places just for cars to streets as places also to be used by other transport modes.

3.10.4 Key issues summary

The key issues found with the existing active transport network in the Armidale Regional LGA are as follows:

- Walking infrastructure such as footpaths was also not found to be present in a connected network in many of the smaller towns in the LGA.
- The poor condition of existing active transport infrastructure, such as shared paths and footpaths.
- Multiple shared paths are located in flood prone areas next to rivers and streams where safety and maintenance issues were identified.
- A Lack of cycle paths within the LGA, with most town centres except Armidale city having little to no cycle paths.
- Poor connectivity between existing active travel infrastructure, with some areas having no footpaths for pedestrians and cyclists.
- Accessibility and connectivity in the Armidale city for those with a disability were poor or not present.
- Several shared paths connect onto high-speed roads where it was unsafe for users to access or travel further if required.
- Safety concerns for users with cyclists having to share road space with cars as well as narrow shared paths for cyclists and pedestrians to share.
- Poor or no signage indicating crossing points of shared paths and major roads to alert drivers that a crossing point is present.
- Lack of bicycle parking facilities within the Armidale city and at trip generators such as schools.
- Low traffic congestion does not provide an incentive for residents to switch to active transport modes.
- Due to the space constraints around footpaths and shared paths (i.e. bridges, railways), the upgrades or implementation of footpaths or shared paths of some areas require further investigations.
- The growth in the aging population was identified, and this would result in a higher car dependence.

4. Stakeholder engagement

A number of stakeholder engagement tasks have been undertaken to support the development of the ATS, as follows:

– Online survey
– Interactive mapping via Armidale Regional Council's "Your say"
– In person engagement at Guyra Markets on 12 August 2023 and at the Armidale Farmers Market on 13 August 2023
– A community workshop at Council Chambers on 14 August 2023

4.1 Online survey

A total of 82 individuals took the time to complete the survey, providing valuable insights.

A summary of the questions and responses is provided below.

Which best describes you? You can choose more than one.

Table 4.1 Residential locations

Response options	Response rate
I live in the Armidale Regional Local Government Area	64%
I own property/land in the Armidale Regional Local Government Area	28%
I work in the Armidale Regional Local Government Area	2%
I study in the Armidale Regional Local Government Area	4%
I own a business in the Armidale Regional Local Government Area	2%

Table 4.1 indicates that a significant proportion of respondents lived in the Armidale Local Government Area (LGA) (68 percent), with the next largest group in those that own property or land within the Armidale Regional LGA (28 percent).

What is your residential suburb and postcode?

Table 4.2 Residential locations - postcodes

Response options	Response rate
Armidale – City (Postcode 2350)	79%
Armidale – Rural (Postcode 2350)	7%
Guyra (Postcode 2365)	7%
University of New England (Postcode 2351)	3%
Other (please specify)	4%

Table 4.2 indicates that a significant proportion of the survey respondents live in the area with the Armidale city postcode (postcode 2350) with this, accounting for 79 percent of responses. The next largest proportion of responses were from residents of the Armidale rural area or Guyra (postcode 2365), with seven percent each.

What is your age group?

Table 4.3 Respondent age groups

Response options	Response rate
18-24	4%
25-34	8%
35-44	27%
45-54	16%
55-64	16%
65-74	21%
75-84	8%

Table 4.3 indicates the primary age groups of respondents are those in the 35 to 44-year-old range (27 percent) followed by 65 to 74 (21 percent) as well as 45 to 54 and 55 to 64 (both 16 percent). This indicates the primary age demographic of survey respondents to be in the 35 to 74 range, with relatively low proportions of those in the 18-34 range as well as 75 or older.

What is your gender?

Table 4.4 Respondents gender

Response options	Response rate
Male	38%
Female	60%
Rather not say	2%

Table 4.4 indicates that a majority of survey respondents responded to the question, indicating that they were female at 60 percent, with 38 percent answering male.

How often do you currently use active transportation e.g., walking (including the use of mobility scooter and parents with prams) and/or cycling? Please choose one.

Table 4.5 Active transportation use

Response options	Response rate
Every day	38%
A few times a week	39%
About once a week	9%
A few times a month	6%
Once a month	2%
Less than once a month	2%
Never	4%

Table 4.5 indicates that a significant number of respondents either utilise active transport daily or once per week, with 38 percent and 39 percent, respectively. The next largest group were those that use active transport about once per week at nine percent.

Only six percent of respondents utilise active transport less than once a month or never. Accordingly, the upgrade of the active transport facilities in the Armidale Regional LGA will benefit and encourage the users.

What is preventing you from regularly using active transportation/what are your biggest difficulties with your current use of active transportation? Please select all that apply.

Table 4.6 Reasons for not using of active transportation.

Response options	Response rate
Distance	7%
Weather	5%
Topography	3%
Not enough bike lanes	18%
Bike lanes that are disconnected from each other/ too narrow/ not separated from traffic	20%
Not enough cross walks	10%
Footpaths are disconnected from each other/ too narrow/ poorly maintained	23%
Living with a disability	1%
Caring for someone who is living with a disability	1%
Parent or caregiver with a pram	5%
Other (please specify)	7%

Table 4.6 outlines the reasons that survey respondents provided for not currently using active transportation regularly, with respondents being able to select multiple options. The results of the survey indicate that disconnected bike lanes and footpaths were the most common reasons, with 20 and 23 percent of respondents selecting these options, respectively. The next most selected reasons were not enough bike lanes, and cross walks at 18 and 10 percent, respectively.

This indicates that respondents from the local area aren't utilising active transportation modes due to either a lack of or poor-quality facilities. Further, the upgrades of the active transport facilities will induce local residents to walk or cycle for short trips.

What type of MAIN transport do you typically use for the following activities? Please select ONE in each category (as applicable).

Table 4.7 Primary transport methods by activity

Activity	Transport mode	Response rate
Commuting (to/from work)	Not traveling	22%
	Bus	0%
	Cycle	17%
	Mobility scooter	0%
	Walk	10%
	Drive	51%
Commuting (to/from school)	Not traveling	63%
	Bus	2%
	Cycle	4%
	Mobility scooter	0%
	Walk	4%
	Drive	27%
Accompanying child/children to school	Not traveling	56%
	Bus	2%

Activity	Transport mode	Response rate
	Cycle	4%
	Mobility scooter	0%
	Walk	7%
	Drive	30%
Commuting (to/from bus stop/train station)	Not traveling	62%
	Bus	0%
	Cycle	2%
	Mobility scooter	0%
	Walk	11%
	Drive	24%
Commuting (to/from local shops, cafes and restaurants)	Not traveling	4%
	Bus	0%
	Cycle	11%
	Mobility scooter	0%
	Walk	26%
	Drive	60%
Recreational (fitness, leisure, weekend use, etc.)	Not traveling	1%
	Bus	0%
	Cycle	22%
	Mobility scooter	0%
	Walk	45%
	Drive	32%

Table 4.7 shows the responses relating to the respondent's primary mode of transport for a range of activities, note that the response rates in the table show the proportions for each travel mode for each activity individually.

Across all activities it was found that:

– Driving was the primary mode of transport especially for commuting to local shops as well as work (60 percent and 51 percent, respectively).
– Cycling was highest ranking mode for recreational trips (22 percent), commuting to/from work (17 percent) and commuting to/from local shops, cafes and restaurants (11 percent).
– Walking was highest ranking mode for recreational trips (45 percent), commuting to/from local shops, cafes and restaurants (26 percent), commuting to/from bus stop/train station (11 percent) and commuting to/from work (10 percent).

Overall, how would you describe the physical condition of the existing pedestrian infrastructure in the Armidale Regional LGA?

Table 4.8 Existing pedestrian infrastructure ratings by area

Area	Condition	Response rate
In Armidale	Not sure	1%
	Very poor	17%
	Poor	27%
	Okay	41%
	Good	13%

Area	Condition	Response rate
	Very Good	0%
In Guyra	Not sure	76%
	Very poor	7%
	Poor	10%
	Okay	6%
	Good	1%
	Very Good	0%
In surrounding villages	Not sure	77%
	Very poor	9%
	Poor	10%
	Okay	4%
	Good	1%
	Very Good	0%

Table 4.8 shows respondents' perceptions of the existing pedestrian infrastructure grouped by Armidale, Guyra and surrounding villages, with the response rates showing the proportion of responses for each condition for that specific area. The results indicate that:

– In Armidale, 41 percent of respondents identified the pedestrian infrastructure as being okay and 13 percent of respondents as good, with 44 percent of respondents finding it poor or very poor.
– In Guyra and the other surrounding villages, a majority of responses indicated that respondents were not sure of the pedestrian infrastructure condition, which could indicate a lack of knowledge of the existing facilities or a lack of provided infrastructure.
– In Guyra, 16 percent of respondents identified the pedestrian infrastructure as poor or very poor, and six percent of respondents found it okay.
– In other villages, 14 percent of respondents identified the pedestrian infrastructure as poor or very poor, and four percent of respondents found it okay.

Overall, how would you describe the physical condition of the existing cycling infrastructure in the Armidale Regional LGA?

Table 4.9 Existing cycling infrastructure ratings by area

Area	Condition	Response rate
In Armidale	Not sure	7%
	Very poor	26%
	Poor	37%
	Okay	20%
	Good	10%
	Very Good	1%
In Guyra	Not sure	77%
	Very poor	7%
	Poor	11%
	Okay	2%
	Good	2%
	Very Good	0%

Area	Condition	Response rate
In surrounding villages	Not sure	77%
	Very poor	15%
	Poor	5%
	Okay	1%
	Good	2%
	Very Good	0%

Table 4.9 outlines respondents' perceptions of the existing cycling infrastructure grouped by Armidale, Guyra, and surrounding villages, with the response rates showing the proportion of responses for each condition for that specific area.

The results indicate that:

– In Armidale, a significant proportion of respondents identified the cycling infrastructure as being poor (37 percent), or very poor (26 percent), with 20 percent finding it “okay”.
– In Guyra and the other surrounding villages, a majority of responses indicated that respondents were not sure of the cycling infrastructure condition, which could indicate a lack of knowledge of the existing facilities provided in these regions or a lack of provided infrastructure.
– In Guyra, 18 percent of respondents identified the cycling infrastructure as poor or very poor and two percent of respondents found it good or very good.
– In other villages, 20 percent of respondents identified the cycling infrastructure as poor or very poor and two percent of respondents found it good or very good.

Please rate your level of agreement with this statement: "I am familiar with the routes and pathways that can be used to navigate around my area…."

Table 4.10 Familiarisation with local routes

Area	Condition	Response rate
As a pedestrian	N/A	1%
	Strongly disagree	2%
	Disagree	5%
	Neither agree nor disagree	5%
	Agree	45%
	Strongly agree	41%
As a bicycle rider	N/A	15%
	Strongly disagree	5%
	Disagree	7%
	Neither agree nor disagree	15%
	Agree	40%
	Strongly agree	18%
As a pedestrian occupying a mobility scooter	N/A	84%
	Strongly disagree	0%
	Disagree	5%
	Neither agree nor disagree	6%
	Agree	2%
	Strongly agree	2%

Area	Condition	Response rate
As a parent or caregiver with a pram	N/A	65%
	Strongly disagree	2%
	Disagree	4%
	Neither agree nor disagree	5%
	Agree	17%
	Strongly agree	7%

Table 4.10 shows the responses to how familiar with the local routes and pathways for active transport respondents were in their local area. It is noted that:

– The responses indicate that a large number of respondents were familiar with the local pedestrian pathways with 86 percent strongly agreeing or agreeing and seven percent disagreeing or strongly disagreeing.
– Familiarity was lower, however with the cycling routes, with 58 percent of respondents agreeing or strongly agreeing and 12 percent disagreeing or strongly disagreeing.
– A large proportion of responses indicated that their familiarity with routes for mobility scooters and as a parent/ caregiver with a pram as not applicable (84 and 65 percent, respectively).

How Important is it to you that Armidale Regional Council invests in active transport infrastructure?

Table 4.11 Perceived importance of active transport infrastructure investment

Response option	Response rate
Very important	87%
Somewhat important	12%
Not important	1%

Table 4.11 shows how important respondents thought investment in active transport infrastructure was by the council with a significant proportion of 87 percent of respondents indicating that investment in the infrastructure was very important to them and 12 percent answering, ‘somewhat important’.

The outputs indicate that the upgrade of active transport facilities within Armidale would have a high level of community support.

Please indicate whether the following changes would make you more likely to engage in active transport on a more regular basis for local trips or to commute to work/study. Please provide an answer for each option, as a pedestrian.

Table 4.12 Pedestrian mode change likelihood

Proposed infrastructure change	Response option	Response rate
Increased knowledge of pedestrian routes	I am likely to walk more	43%
	I might walk more	23%
	No change	34%
Availability of footpaths	I am likely to walk more	70%
	I might walk more	17%
	No change	13%
More direct footpaths to public transport	I am likely to walk more	27%
	I might walk more	10%
	No change	63%
Better quality footpaths	I am likely to walk more	68%
	I might walk more	17%

Proposed infrastructure change	Response option	Response rate
	No change	15%
Additional road crossings for pedestrians	I am likely to walk more	57%
	I might walk more	13%
	No change	29%
Pedestrian barriers on busy roads	I am likely to walk more	35%
	I might walk more	10%
	No change	55%
Provide amenities along paths	I am likely to walk more	52%
	I might walk more	21%
	No change	27%

Table 4.12 outlines the results of respondent's likelihood to use walking as a mode of transport more regularly for a number of proposed changes to the current facilities and/or programmes in the LGA. The results show that the following would cause respondents to be more likely to walk more with:

– An increase in the availability of footpaths (70 percent)
– Better quality footpaths (68 percent)
– Additional road crossings for pedestrians (57 percent)
– Provision of amenities along paths (52 percent)

It was noted that a majority of responses indicated that the following would affect no change in respondents' behaviour:

– More direct footpaths to public transport (63 percent)
– Pedestrian barriers on busy roads (55 percent)

Please indicate whether the following changes would make you more likely to engage in active transport on a more regular basis for local trips or to commute to work/study. Please provide an answer for each option. As a bicycle rider:

Table 4.13 Cycling mode change likelihood.

Proposed infrastructure change	Response option	Response rate
Increased knowledge of cycling routes	I am likely to cycle more	49%
	I might cycle more	17%
	No change	34%
Availability of cycle paths	I am likely to cycle more	68%
	I might cycle more	12%
	No change	20%
More direct cycleways to public transport	I am likely to cycle more	30%
	I might cycle more	18%
	No change	51%
Better quality cycle paths	I am likely to cycle more	67%
	I might cycle more	12%
	No change	21%
Additional road crossings for cyclists	I am likely to cycle more	57%
	I might cycle more	11%
	No change	32%

Proposed infrastructure change	Response option	Response rate
Provide amenities along cycle paths	I am likely to cycle more	50%
	I might cycle more	10%
	No change	40%

Table 4.13 outlines the results of respondent's likelihood to use cycling as a mode of transport more regularly for a number of proposed changes to the current facilities and/or programmes in the LGA. The results show that the following would cause respondents to be more likely to walk more with:

– An increased availability of cycling routes (68 percent)
– Better quality cycle paths (67 percent)
– Additional road crossings for cyclists (57 percent)
– Provision of amenities along cycle routes (50 percent)

It was noted that a majority of responses indicated that the following would affect no change in respondents' behaviour:

– More direct cycleways to public transport (51 percent)
– Increased knowledge of cycling routes (34 percent)

Again, the feedback indicates that the upgrade in active transport facilities would encourage local residents to walk or cycle for short trips.

4.2 Interactive mapping

An interactive map was designed and made available on the Armidale Regional Council's "Your say Page". The primary aim of this tool was to enable stakeholders to pinpoint existing concerns within the Active Transport Infrastructure, focusing on themes such as *walking*, *cycling*, *disability accessibility*, or *other* relevant topics.

Respondents were able to "drop a pin" and provide a specific geographic context on key issues inhibiting the use of active transport and key safety concerns.

This interactive engagement tool enabled stakeholders to mark specific locations on a map of the Armidale Regional Local Government Area (LGA) and provide feedback on existing issues or future opportunities. Each marked point placed on the map served as an official submission towards the project.

Over the exhibition period, a total of 95 submissions were made through this Interactive map-based tool, with 81 in Armidale and 14 in Guyra. The key locations for comments in Armidale are displayed in Figure 4.1. The majority of comments related to active transport facilities in the Armidale City and UNE.



Figure 4.1 *Mapping locations*

Source: Armidale Regional Council's "Your say Page"

During the survey period, an additional 21 submissions were made during the community workshop activity (refer to Appendix A).

4.2.1 Engagement objectives

Objectives for the Interactive map included:

- Understand community and stakeholder's transport behaviour, needs and attitudes within the LGA.
- Gather broad community and stakeholder feedback on current issues and barriers for walking and cycling using a detailed, interactive engagement tool.
- Involve the community in the planning process to increase the sense of ownership of the final Active Transport Strategy.
- Identify specific locations where the community is seeking upgrades to the active transport network to address specific issues.

4.2.2 Key findings

4.2.2.1 Walking

The following themes were captured in the interactive map in relation to 'Walking' including (but not limited to):

- **Enhancing pedestrian safety and crossings:** Participants expressed concerns about dangerous intersections, particularly at Faulkner Street and Donnelly Street, where there were suggestions to improve safety. Recommendations included the addition of safety islands or speed humps to slow down eastbound traffic approaching the intersection. Additionally, suggestions were made for safe pedestrian crossing points across the New England Highway to ensure pedestrian safety, especially given there appears to be more pedestrian activity in the area.
- **Expanding and upgrading footpaths and shared paths:** Participants emphasised the need to expand and enhance footpaths and shared paths to accommodate pedestrians, including those with mobility challenges. Residents called for footpaths to be introduced on both sides of streets if possible and advocated for extending existing paths, such as the one along the golf course. There were also suggestions to create shared paths connecting neighbourhoods and parks, making walking a safe and convenient mode of transport in Armidale.

- **Improving amenities along walking routes:** Participants suggested the installation of amenities along walking routes to enhance the overall walking experience. Specifically, the addition of water fountains, especially near recreational areas like Rologas fields, may encourage more people, including families with children and pet owners, to engage in active transportation by walking in the Armidale region while staying hydrated and comfortable.
- **Safe pathway extension and connectivity:** Residents supported the idea of extending existing paths to improve connectivity, ensuring that pedestrians can navigate safely through their community. Recommendations included extending pathways from O'Connor High School to Cooks Hill Estate, creating shared paths linking residential areas to existing footpaths, and establishing safe crossing points to Central Park and other vital destinations to promote walking as an accessible and practical mode of transportation in Armidale.

4.2.2.2 Cycling

The following themes were captured in the interactive map in relation to 'Cycling', including (but not limited to):

- **Cycling infrastructure improvements:** Participants provided specific locations and incidents where cyclists have been injured, highlighting the need for designated cycle lanes and safer cycling conditions. They suggested adding cycle lanes on wide streets like Dangar Street and Faulkner Street and to address dangerous intersections. The feedback emphasised the importance of investing in cycling infrastructure to enhance safety and encourage cycling.
- **Expansion of cycling routes:** Many respondents proposed extending existing cycling paths and creating new ones to connect different parts of Armidale. Suggestions included extending the creek-lands cycleway, creating paths to important locations like Dumaresq Dam and the UNE, and expanding cycling routes to link various neighbourhoods. These recommendations imply that the community value cycling as a more practical mode of transportation for both commuting and recreation.
- **Safety and maintenance concerns:** Participants raised concerns about the maintenance of existing cycling infrastructure. Issues such as overgrown vegetation, loose gravel, and the need for better signage were also raised.

4.2.2.3 Disability accessible

The following themes were captured in the interactive map in relation to 'Disability Accessible' including, but are not limited to:

- **Lack of footpath connectivity:** Several participants expressed concerns about the lack of footpath connectivity in various areas. They highlighted that these gaps severely limit safe and accessible travel for disabled individuals and pedestrians. These areas include sections of Taylor Street, Faulkner Street to Marsh Street and Donnelly Street and the pedestrian bridge to Dumaresq Street.
- **High traffic safety concerns:** In some instances, participants emphasised the unsafe conditions for scooter users due to the absence of footpaths in high-traffic areas. Respondents noted that these conditions pose a significant challenge for those with mobility issues, especially in areas like Markham Street.
- **Accessibility in Guyra:** One participant specifically addressed the lack of disability access in Guyra, mentioning difficulties arising from the poor quality of Bradley Street and significant differences between footpaths and entry points, highlighting the need for improving accessibility.

4.2.2.4 Other

The following themes were captured in the interactive map in relation to 'Other' including (but not limited to):

- **Shared pathway for active transport:** One participant suggested a shared pathway be developed along Link Road to Cluny Road, then to Madgwick Drive, connecting to existing cycle lanes along Madgwick Drive and Niagara Street. This proposed pathway would serve as a valuable active transport link between the University of New England and the Armidale city.
- **Toilet Amenities in Guyra:** In Guyra, there was a request for the installation of toilet amenities on the northern end of Bradley Street. This addition would enhance public facilities in the area, contributing to the convenience and comfort of residents and visitors.

- **Improving Bradley Street car park:** Suggestion to make the Bradley Street car park more attractive, potentially encouraging people to park their vehicles and choose walking as a mode of transportation, thus enhancing the appeal of active transport in the area.
- **Electric Charging Station:** Additionally, a suggestion was made to fix the car park and install an electric charging station.

4.3 In person engagement

In person engagement undertaken to date consists of:

- Engagement at Guyra Markets on 12 August 2023 and the Armidale Farmers Market on 13 August 2023, (refer to Figure 4.2)
- A community workshop at Council Chambers on 14 August 2023

The objectives for the In-person engagement activities included:

- Provide information about the project to the community.
- Understand community and stakeholder's transport behaviour, needs and attitudes within the LGA.
- Prioritise key issues, gaps and constraints affecting active travel.
- Gather broad community and stakeholder feedback on current issues and barriers to walking and cycling.
- Build confidence in the strategy process highlight any "showstoppers" and/or unidentified issues.
- Provide community and stakeholders the opportunity speak with someone to better understand the project key messages and desired outcomes.
- Involve the community in the planning process to increase the sense of ownership of the final Active Transport Strategy
- Support community "buy-in" to the ATS.



Figure 4.2 Armidale Farmers Markets

4.3.1 Guyra and Armidale Markets

In collaboration with Council, GHD held two pop-up information sessions at the local farmers markets in Guyra on Saturday 12 August 2023 and the local farmers markets at Armidale on Sunday 13 August 2023. The stall was set up to undertake engagement and speak to the community about active transport in the LGA. These pop-up sessions provided the community and stakeholders a means to discuss more about the proposed strategy, information regarding the community consultation period, and manage community expectations for ongoing engagement.

In addition, community members were provided the opportunity to complete a survey and/or contribute to the project by placing a comment on a physical map of their LGA on current issues or solutions for active transport in their area. Each comment constituted as a submission towards the project. On offer was also a one-page FAQ document for community and stakeholders to obtain a better understand of the project. The provision of QR codes were also provided for stakeholders who preferred to take the survey or provide a comment on a digital map/

A copy of the form used to record data from attendees at the markets is included in Appendix A.

4.3.2 Community workshop

A community workshop was held on Monday 14 August at Armidale Council Chambers. The workshop consisted of a presentation where GHD and Council staff delivered insight into what Active Transport is and details about the project.

As part of this workshop, the following activities were undertaken:

– A collaborative activity was employed utilising two large A0 sized maps of the Armidale Regional LGA. The activity had two components. Component one asked for participants to place a coloured sticky note that reflected one of four key themes, Walking, Cycling, Disability Accessible or other, on the map where they saw issues with current active transport infrastructure.
– The second component asked for the same group of participants to then place sticky notes detailing solutions to the ‘issues’ they articulated in component one (refer to Appendix A).
– The attendees were split into two groups to avoid confusion. Each of the comments posted on each of the two groups maps during the activity constituted as a submission (refer to Appendix A). Following the activity, the group was brought back together to discuss their findings. For an overview of the findings, please see Section 4.2.2.

During the community workshop presentation, attendees engaged in an activity designed to mirror the Interactive map on the council's 'Your say' page. This activity comprised two components. Firstly, participants identified problems within the current Active Transport network by pinning sticky notes to an A0 sized map and providing concise descriptions of the issues in their chosen locations.

Subsequently, in the second part of the activity, attendees placed another sticky note at the same location, this time proposing solutions to the previously identified problems. This process led to the exploration of the following thematic discussions.

As a result, the following themes were discussed during the two components of the activity:

4.3.3 Issues

– **Infrastructure and safety improvements:** Participants highlighted concerns about the need for infrastructure improvements to enhance cycling safety. This included the inclusion of dedicated cycling lanes, addressing dangerous road sections, and ensuring proper signage and maintenance on existing cycling tracks. The overall emphasis was on making cycling safer and more accessible.
– **Connectivity and network expansion:** Another common theme that was explored during this component of the activity was the desire for better connectivity between cycling routes and an expanded cycling network. Participants noted the need for designated north-south cycling routes, suggested the development of new cycling tracks, and requested extending to existing ones to create a more comprehensive and connected cycling network/infrastructure.

- **Utilising existing roads and paths:** A small number of participants highlighted the potential of utilising existing roads and paths for cycling. Suggestions include considering roads like Butler Street for cycling infrastructure and converting roads leading to attractions like Saumarez Homestead into cycling tracks. Suggestions also included the provision of improved pedestrian infrastructure on the east side of Taylor Street in Armidale.
- **Safety at complex intersections:** Concerns were raised about safety at complex intersections, such as the one near the Presbyterian Ladies College in Armidale. Respondents advised intersections pose challenges for cyclists, indicating a need for careful planning and dedicated infrastructure to address potential conflicts between cyclists and other road users.

4.3.4 Solutions

- **Enhancing safety and compliance:** Several participants expressed concerns regarding cyclist safety and compliance with bike laws. Solutions included calling for improvements, such as marked cycleways, better signage, and traffic-calming measures like traffic pillows, making cycling routes safer and more compliant with traffic laws.
- **Expanding cycling infrastructure and connectivity:** Many respondents highlighted the need for expanding and connecting cycling infrastructure. Solutions included creating dedicated cycling lanes along roads like Barney Street and establishing better linkages between key areas, such as the airport, train station, and New England Rail Trail, therefore improving connectivity and expanding the cycling network.
- **Maintenance and signage:** Participants mentioned the importance of maintaining existing cycling infrastructure. Solutions included widening paths, adding proper signage for shared pathways, and addressing the maintenance needs of tracks like Rockvale Cycle Track and Kellys Plains cycling infrastructure. Taking a better focus on keeping current cycling routes in good condition.
- **Planning and strategy utilisation:** Some respondents proposed utilising existing resources, such as the Rail Trail, for cycling infrastructure. They also suggested using previous cycling maps as a guide for the 2023 strategy, indicating a desire to leverage available data and plans in the development of cycling initiatives.

5. Design Guidelines and Planning for pedestrians and bicycle riders

5.1 Planning for pedestrians

Walking is a widely accessible form of transportation, and many trips involving other modes of transport also include some components of walking, such as walking to and from public transport interchanges and car parking. Planning for safe and convenient pedestrian access is an important aspect of transportation planning.

This section provides an introductory guide to planning for pedestrians[2].

5.1.1 Creating a safe and attractive pedestrian environment

Pedestrians use most areas of the public domain, including roads, footpaths, nature strips, open spaces and shopping areas. Some planners and engineers incorrectly assume that planning for pedestrians will follow the same logic as traffic planning:

– Car > 'trips' > 'routes' > 'traffic network'

The planning scale for pedestrians is detailed to accommodate the local nature of the trips. Pedestrian movement can be better conceptualised in terms of:

– Pedestrian > 'activity' > 'areas of activity' > 'pedestrian environment'

Pedestrians tend to be more attuned to the amenity, personal safety and design of the environment around them and are particularly vulnerable to motorised vehicles. Pedestrian planning involves more emphasis on their needs with respect to these important concepts, rather than more traditional traffic engineering concepts such as road geometry.

5.1.1.1 Pedestrian needs

The provision of pedestrian infrastructure should aim not only to satisfy the requirements of standards and existing users' needs but also to promote walking as a healthy way of getting around for transport and recreational purposes. The benefits of increased walking include healthier people, fewer car trips and an overall safer and more active public domain. The following elements are required to produce a high-quality pedestrian environment:

Safety

Pedestrians highly value their perceived and actual safety in the public domain. Safe, well-lit and frequent road crossings must be provided for pedestrians along major streets. Pedestrians usually will not take large detours from the key desire lines across major streets to access safe crossing locations. Good lighting and open space are also important in improving the security of pedestrian spaces and ensuring that walking is accessible to people of all ages and genders at any time.

Directness

Pedestrian facilities must serve the key desire lines between major centres of activity. This is important, as pedestrians usually tend not to like walking too far out of their way to use facilities such as crossings due to the extra effort associated with walking further. Access should be as direct and visible as possible to encourage walking trips. Barriers such as major roads should be overcome with additional crossing points wherever possible, such as signalised or grade-separated crossings, and engineered barriers like fences should only be used to direct pedestrians in the absence of other options.

[2] How to Prepare a Pedestrian Access and Mobility Plan, Roads and Traffic Authority of NSW (RTA), 2002

Amenity

Pedestrians are generally very sensitive to the quality of the overall urban environment around them, including traffic volumes, noise and quality of walking surfaces, among other factors. Attention to the amenity of areas at a human scale can provide an attractive walking environment and encourage these trips, while poor amenity may have the opposite effect. Targeted works to improve the amenity of areas with high pedestrian activity, such as around shopping streets, commercial buildings and public buildings, are generally thought to provide the highest value in terms of the benefits they produce.

Spot improvement programs can also target localised areas of high need.

Suitable for all users

Pedestrian environments must be of appropriate quality and accessibility for all people choosing to use them. Standards such as *Austroads Guide to Traffic Management*, *Guide to Road Design* and *AS1428.1-2021* - Design for access and mobility require compliance of path widths, gradients, ramps and freedom from obstructions such as street furniture and signage to accommodate the numbers of pedestrians and any mobility devices used. Hearing and vision-impaired users must also be considered in the design of pedestrian environments, particularly regarding any safety issues.

5.1.2 Best practice standards

The following are essential design aspects according to the best practice standards when considering pedestrians.

Minimum footpath widths

The *Austroads Guide to Road Design Part 6A 2021 – Paths for Walking and Cycling* states that:

"As a guide, the desirable minimum width of a footpath that has a very low demand is 1.2 m with an absolute minimum of 1.0 m. These widths should be increased at locations where:

– High pedestrian volumes are anticipated.
– A footpath is adjacent to a traffic or parking lane.
– A footpath is combined with bicycle facilities.
– The footpath is to cater for people with disabilities.

Table 5.1 outlines the minimum widths for various types of footpath users.

Table 5.1 Minimum Footpath Widths

Situation	Suggested minimum width (m)	Comments
General low volume	1.2[1]	– General minimum is 1.2 m for most roads and streets. – Clear width is required for one wheelchair. – Not adequate for commercial or shopping environments.
High pedestrian volumes	2.4 (or higher based on volume)	– Generally commercial and shopping areas.
For wheelchairs to pass	1.8	– Refer also to AS 1428:1:2021
For people with other disabilities	1.0	

1 In constrained locations an absolute minimum of 1.0 m should be provided. In these situations, path users should be able to detect other path users with sufficient time to respond and take appropriate actions.

Source: Table 5.1 – Austroads Guide to Road Design Part 6A 2021 – Paths for Walking and Cycling

Austroads Guide to Road Design Part 6A 2021 – Paths for walking and cycling maximum grades

Grades of footpaths and drop kerbs are important as they affect the usability and safety of pedestrian facilities. Long sections of steep footpaths can be difficult or impossible for mobility-impaired users to negotiate.

Steep kerb ramps can also cause safety issues for mobility-impaired users. Users can become vulnerable to general traffic as they attempt to leave the carriageway and proceed up steep ramps.

It is noted that *AS 1428.1 – 2021* specifies that no kerb ramp should exceed a gradient of 1:8 as wheelchairs may tip backwards. This is considered an absolute maximum ramp gradient and should only be used in extenuating circumstances.

Table 5.2 shows the maximum grades for footpaths and kerb ramp treatments.

Table 5.2 Maximum Grades

Footpaths	Grade
Recommended maximum grade (footpaths)	1:20 (2.5% cross fall)
Absolute maximum grade (kerb ramps)	1:8

Source: AS1428.1 Design for Access and Mobility Part 1 2021 –General Requirements for Access-New Building Work

Walking Space Guideline

The Walking Space Guideline summary (refer to section 2.1) states that the minimum target walking space is 2.0m. Table 5.1 outlines these minimum widths for various types of footpath users.

Table 5.3 Minimum Footpath Widths

Type	Suggested minimum width	Description
Type 1-Local Footpath-low activity	2.0m	– Low activity local footpaths are appropriate where people walking are unlikely to pass people coming the other way. – These footpaths support 2 friends walking together and passing if they walk in single file.
Type 2-Local footpath – Medium activity	2.3m + 0.6m Passing zone	– Medium activity local footpaths are appropriate where people walking are more than likely to pass people coming the other way. – These footpaths support 2 people passing abreast or 2 friends walking together passing another person using the Passing Zone
Type 3-Main street footpath – Medium activity / Local footpath – High activity	3.2m (3.0m not adjacent to active shopfronts)	– Medium activity main street footpaths are appropriate where people walking are virtually certain to pass people coming the other way. – These footpaths support 2 friends walking together and passing another person without having to walk in single file
Type 4-Main street footpath – High activity	3.9m (3.7m)	– High activity main street footpaths are appropriate where people walking are virtually certain to meet multiple groups of people coming the other way. – These footpaths support 2 friends passing 2 friends coming the other way without either group having to walk in single file
Type 5-Main street footpath – Very high activity	less than or equal to 9.5 People Per Metre / Minute	– Very high activity main street footpaths are appropriate where it is very busy most of the time. These footpaths provide enough space for large numbers of people to walk comfortably.

Source: Walking Space Guide Summary



Figure 5.1 *Walking Space Guide Summary*

Source: Walking Space Guide Summary

Get NSW Active program FY2024/25 Funding Guidelines

The FY2024/25 Get NSW Active program has adopted minimum path width recommendations as follows:

– minimum footpath width 1.8m
– minimum shared path width 3.0m.

Pedestrian refuges

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 pedestrians 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 reductions may be achieved if the refuge creates a significant narrowing of traffic lanes. Kerb extensions, along with the refuge, may also help achieve reduced vehicle speeds. The general dimensions of pedestrian refuges are illustrated in Figure 5.2.



Figure 5.2 *Pedestrian crossing with refuge, Jacksons Road, North Narrabeen. Refuges are often supplemented with kerb blisters or extensions*

Source: TfNSW Pedestrian crossing guideline

Wombat crossings

Wombat crossings are generally the same dimensions as flat top road humps (with pedestrian priority provided with the use of 'zebra' style line markings). Wombat crossings provide priority to pedestrians as well as acting as a traffic-calming measure. The minimum length of the device, including ramps is six metres, and the desirable minimum height of the platform is 100 mm. Wombat crossings generally have ramp gradients of 1:15 to 1:20 to be bicycle and/or bus friendly. Wombat crossings can be used when the warrant for such a traffic control is met as required in *AS 1742.10*.



Figure 5.3 Rothschild Ave, Rosebery at the intersection with Cressy Street- Wombat crossing example

Source: Raised pedestrian 'wombat' crossing (nsw.gov.au)

Tactile Ground Surface Indicators (TGSI's)

TGSI's should also be provided at all pedestrian crossing locations to indicate the edge of the roadway to sight-impaired pedestrians.



Figure 5.4 Tactile Ground Surface Indicators example (TGSI's)

Source: AS1428.1 2021 - Design for access and mobility & Access

Transport for NSW Pedestrian crossing guidelines

The Transport for NSW Pedestrian crossing guideline, section 6, set out minimum criteria 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).

Local governments may choose to use TfNSW 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:

– 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.

Inner West Council Pedestrian crossing warrant policy

In addition to TfNSW guidelines, Sydney's Inner West Council Pedestrian developed its own crossing warrant policy. This policy outlines the criteria to be used for assessing the suitability of a site for the installation of a pedestrian (zebra) crossings on local and regional roads. TfNSW Supplements to Australian Standards sets out the state road warrant for the installation of a pedestrian (zebra) crossing. In absence of a specific TfNSW warrant for non-arterial roads, this Policy sets out an interim warrant for the installation of a pedestrian (zebra) crossing on local and regional roads.

The following warrants have been prepared to assist in assessing the need for pedestrian (zebra) crossings on local and regional roads:

Normal Warrant

- A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point meets the following volumes in three separates one-hour periods in a typical day:
  - Pedestrian volumes ≥ 30
  - Vehicle volumes ≥ 200.

Reduced Warrant

- A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point is predominately used by school children and the crossing point meets the following volumes in two counts of one hour duration immediately before and after school hours:
  - Pedestrian volumes ≥ 30
  - Vehicle volumes ≥ 200.

Austroads Pedestrian Tool

- The pedestrian facility selection tool is designed to select the most appropriate type of pedestrian crossing based on walkability, safety and economic outcomes.
- The online tool assesses the viability of different types of pedestrian crossing facilities according to the physical and operational parameters of a site and its safety performance. It can be used to assess both mid-block and intersection locations.
- Practitioners are required to enter a range of site variables into the tool including site information, physical/environmental variables, operational variables and safety performance.
- The tool can assess raised platforms, kerb extensions, median refuges, zebra crossings, signals, grade separation or combinations of these facilities.

5.1.3 Methodology for identifying pedestrian needs

5.1.3.1 Identifying activity generators and primary routes

The following subsections outline the approach adopted to develop a hierarchy of pedestrian needs.

5.1.3.1.1 Primary pedestrian activity zone

This is typically the main commercial street. Throughout the day, pedestrians are attracted to this zone from surrounding residential areas, and it is therefore an important trip attractor. Also, there are high levels of pedestrian activity occurring within this zone, making it an important area for internal pedestrian movements (between shops and car parking).

5.1.3.1.2 Secondary pedestrian activity generators

This includes shops, schools, sporting facilities, clubs, hospitals and community facilities such as churches that are not located within the Primary Pedestrian Activity Zone. These land uses will attract people, but possibly only at certain times of the day or week.

5.1.3.1.3 Tertiary pedestrian activity generators

These include the above land uses from the Secondary activity generators but differentiate them based on a lower level of activity. Again, these are not located within the Primary Pedestrian Activity Zone.

5.1.3.1.4 Primary pedestrian routes

These are routes from residential areas to the Primary, Secondary and Tertiary activity zones and generators. They are trunk or collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of the population. These routes take into account the existing street network and topographical constraints, aiming to provide a direct and convenient route to the major trip

generators. The demographic use of connecting generators is considered when defining the routes (i.e., schools and playing fields, aged care facilities and return service league clubs).

5.1.3.1.5 Identification of infrastructure provision goals

The hierarchy above provides a basis for applying standard treatments and ensuring the development of a comprehensive and structured pedestrian network. Specific treatments may be required in some of these areas to accommodate the user needs or where other community suggestions are made.

These treatments form the basis of the proposed improvements. While this standard may not be achievable in the short-term due to the capital investment required, it is nevertheless a useful guide to work towards.

5.1.3.1.6 Aims in the development of infrastructure recommendations

Major aims of the proposed improvement work, in decreasing order of priority, are:

– Fill any shortcomings in the Primary Pedestrian Activity Zone areas through new footpaths and crossing points, particularly if safety issues have been raised.
– Establish a network of key pedestrian routes in the town centre and between major trip generators including schools. Prioritised routes are those that serve a wide range of community users and can remove pedestrians from unsafe environments.
– Broaden the extent of the network to areas outside of the Primary Pedestrian Activity Zones.
– Provide additional pedestrian routes for primarily recreational or tourism purposes.

Additionally, crossing points are generally catered for via pedestrian refuges rather than a zebra crossing or signalised crossing. This is because there are onerous requirements to install marked pedestrian crossings in terms of pedestrian and vehicle warrants, as described by the Australian Standards requirements of *AS 1742 Part 10*. Refuges are of benefit to pedestrians as they allow for a staged crossing of a road and provide a visual cue for motorists that pedestrians can be expected in the vicinity of a refuge.

5.2 Planning for bicycle riders

This section provides a summary of guidance on planning for bicycle riding. For Young, the approach to bicycle infrastructure planning should particularly focus on providing for mid-distance two to five-kilometre trips to jobs, shops, schools and public transport hubs.

5.2.1 Purpose of trips

There is a wide variety of people who participate in bicycle riding and do so for a range of reasons and motivations. When planning new bicycle riding routes and assessing existing routes, it is important to consider the types of bicycle riders that are using or will use the infrastructure.

There is a substantial body of evidence that reveals that there is a difference in what non-bicycle riders and bicycle riders consider as the necessary “enablers” for bicycle riders, particularly where infrastructure is concerned.

5.2.2 Cycleway facility selection tool

A summary of the cycleway facility selection tool for priority and local route types is shown in Figure 5.5 and Figure 5.6.

Priority routes

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
Bicycle path (One and two-way)		●	●	●
Quietway		●		
Shared path (Low pedestrian activity and low cross-cycleway movement)				
Shared path (High pedestrian activity or high cross-cycleway movement)				
Shared zone	○			

● Required for priority routes ○ Suitable, but not preferred for priority routes

Figure 5.5 Cycleway Facility Selection Tool-Priority routes

Source: Cycleway Design Toolbox, Transport for NSW 2020

Local routes

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
Bicycle path (One and two-way)		●	●	●
Quietway		●		
Shared path (Low pedestrian activity and low cross-cycleway movement)		○	○	○
Shared path (High pedestrian activity or high cross-cycleway movement)				
Shared zone	○			

● Required for priority routes ○ Suitable, but not preferred for priority routes

Figure 5.6 Cycleway Facility Selection Tool-Local routes

Source: Cycleway Design Toolbox, Transport for NSW 2020

5.2.3 Creating a safe and attractive bicycle riding environment

5.2.3.1 Background

Bicycle riding is a highly efficient, environmentally benign form of transport. As with walking, bicycle riders improve their health and contribute to an active environment at a human scale.

Bicycle riders move around the public domain in various ways, largely depending on the trip purpose and rider characteristics. For example, children will tend to use the footpath and ride at low speeds, while an adult on the way to work may ride along the fastest and most direct route available (on- or off-road).

Bicycle riders, therefore, move through an "environment" in a similar way to pedestrians, although the speed and distance which they travel mean that they identify more with the concept of a network. Attention to bicycle riding facilities should not be confined to one or two "routes" or "links" in an area, as trip origins and destinations are diverse. Every street should be a safe route for bicycle riders and be designed in accordance with the function, traffic volume and width of the street. However, governments have limited funds and need to prioritise expenditure.

Bicycles are vehicles and infrastructure should be designed and constructed with consideration of speed, sight distance, priority at intersections, etc. However, bicycles have a degree of manoeuvrability that makes them somewhat unpredictable to motorists and pedestrians. Therefore, the design of both on- and off-road facilities should aim to encourage predictability and clear priority at all conflict points.

To fully integrate bicycles into the transport system, a shift towards bicycle riding needs to be supported with dedicated infrastructure that separates riders from pedestrians and vehicles. Providing a space where their intermediate speeds is accommodated enables bicycle riders to see that they are welcomed and catered for.

5.2.3.2 Bicycle rider needs

Bicycle infrastructure should aim not only to satisfy the requirements of existing users but also to encourage general bicycle riding in the area. The intent of this is to reduce the amount of car trips taken, particularly over short distances, and create healthier communities with more active people and streets.

The following is a summary of the important factors in considering bicycle rider needs[3].

Safety

Bicycle riders are particularly vulnerable due to their small size and relatively slower speed, with lower general visibility compared to larger vehicles. They are also significantly less protected in the event of a collision.

Amenity

Bicycle riders, as with pedestrians, are more likely to engage in this active transport mode in pleasant and amenable environments. This includes places with lower levels and speeds of traffic, places that are scenic and places that are quiet. Environments in which traffic is calmed often produce desirable conditions for bicycle riding.

Coherence

Coherence is determined by the extent to which bicycle routes and facilities are connected, continuous and their level of quality. This is characterised by the completeness of connecting routes outside of urban areas, whereas the completeness of the network is more relevant within urban areas. Coherence measures the extent to which a bicycle network matches with the travel needs of its users, and the level to which it offers users the freedom of route choice through the continuity and quality of paths.

Directness

As for pedestrians, bicycle riders will tend to value the directness of routes, and so care must be taken when planning any deviations. However, bicycle riders are expected to be somewhat flexible when a more amenable riding environment is provided on the deviating route. A balance must be achieved between directness, freedom from delays and providing a route that is safer.

[3] Transport for NSW Cycleway Design Toolbox

Suitable for all users

Bicycle rider skill level varies across users and may depend on factors such as age, frequency of riding and any loads carried. Their trip purposes also vary, and this often determines the bicycle riding facility provided. Parallel facilities may be considered when one facility does not provide for all users of a particular route.

End of trip facilities

Bicycle riders should be provided with appropriate end-of-trip facilities, including bike racks and lockers in well-lit and highly visible areas that are protected from the weather. New offices and other workplaces should include showers and change rooms in their design, where possible, to facilitate bicycle riding as a way of commuting.

Bicycle riding strategies

The following actions support and encourage bicycle riding:

– Providing quality bicycle riding facilities and an amenable riding environment to encourage bicycle riding.
– Constructing a network of primary bicycle riding routes throughout the LGA, connecting social, recreational and employment destinations.
– Establish a road and traffic environment that is bicycle-friendly and allows access for bicycles to the network.
– Implement traffic calming measures, including reduction of speed limits to 40km/h where necessary, to lower overall speeds on local roads.
– Provide secure parking and end-of-trip facilities.
– Develop guidelines, policies and training to ensure that planning and designing new traffic facilities and urban areas include appropriate consideration of bicycle riders and their needs.

5.2.4 Methodology for identifying bicycle rider needs

5.2.4.1 Identifying activity generators and primary routes

Similarly to the methodology for identifying pedestrian needs in section 0, the following subsections outline the approach adopted to develop a hierarchy of bicycle rider needs:

5.2.4.2 Primary activity zone

This is typically the main commercial street in the town centre and is an important trip attractor. High levels of activity occurring within this zone make it an important area for short trips. Bicycle parking should also be provided in primary activity zones.

5.2.4.3 Secondary activity generators

These include shops, schools, sporting facilities, clubs, hospitals and community facilities such as churches located outside of the Primary Activity Zone. These land uses will attract people, but with less regularity.

5.2.4.4 Tertiary activity generators

These include the above land uses from the Secondary activity generators but differentiate them based on a lower level of activity.

5.2.4.5 Strategic bicycle routes

These routes are highway / regional level routes providing direct and continuous bicycle routes between the major centres. Although these are regional routes, it is the NSW State Government's preference to provide fully separated cycleways where possible for the strategic routes in order to enable non-confident bicycle riders to travel to work/school by bicycle.

5.2.4.6 Primary bicycle routes

These are routes from residential areas to the Primary, Secondary and Tertiary Activity Zones and Generators. They are trunk or collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of the population. The demographic use of connecting generators is considered when defining the routes (i.e., schools and playing fields, aged care facilities and return service league clubs).

5.2.5 Selecting the appropriate path type

5.2.5.1 Types of bicycle paths

A number of path types have been described in various technical guidelines to assist decision-makers in selecting the appropriate treatment to suit local conditions. Bicycle paths can either be on-road, which are essentially "bicycle lanes" alongside motor vehicle traffic on a roadway within the road corridor, or off-road paths, which are separated from the road corridor.

The selection of the appropriate path type treatment depends on a combination of factors, which may include the level of demand for the bicycle path, the conditions present in the surrounding environment, the availability of space in which to provide the path, and whether path usage is for exclusive cycle use or shared use with pedestrians.

5.2.5.2 Separation treatment

Market research and usage surveys by the City of Sydney Council have shown that non-confident bicycle riders prefer full separation from vehicles and pedestrians[4]. Transport for NSW has identified that full separation is the preferred treatment type for bicycle riders on strategic routes and where there is a goal for higher volumes[5]. However, it is noted that fully separated bicycle lanes may not be feasible or be required in many parts within the Armidale Regional LGA, which has lower population densities than compared with metro areas. Shared paths are considered to be appropriate for most parts of the LGA, where separation from vehicles is required.

While reducing road speeds reduces the injury risk to bicycle riders from higher speed crashes, it does not address the safety concerns to the extent required to increase bicycle riding among novice bicycle riders.

A key concern with separation is the impact on car parking and / or trees. Separation can be achieved in the following ways with minimal impact on access, parking and trees.

– Narrowing parking and traffic lanes to provide space for separated paths.
– Relocating street furniture or wider footways to provide a clear space for bicycles on separated paths.

5.2.5.3 On-Road bicycle facilities

A number of different path treatments can be applied for on-road bicycle facilities. These are summarised in the *Cycling Aspects of Austroads* Guides (Austroads, 2017) and *Cycleway Design Toolbox, Transport for NSW 2020*. The different on-road path types may provide physical or visual separation from the adjacent roadway or allow for mixed bicycle-motor vehicle traffic. It is worth noting that on-road bike paths that do not physically separate bicycles from motor-vehicles via some sort of barrier have limited appeal – typically only appealing to experienced and confident cyclists.

On-road bicycle paths would typically be provided with some form of physical or visual separation from the adjacent traffic lane or by providing mixed traffic routes on very quiet streets where bicycles and traffic share the road space. The on-road paths considered in this Plan are typically of the layout and cross section, as shown in Figure 5.7.

[4] City of Sydney Active Transport Survey 2021
[5] **Sydney's Cycling Future December 2013**

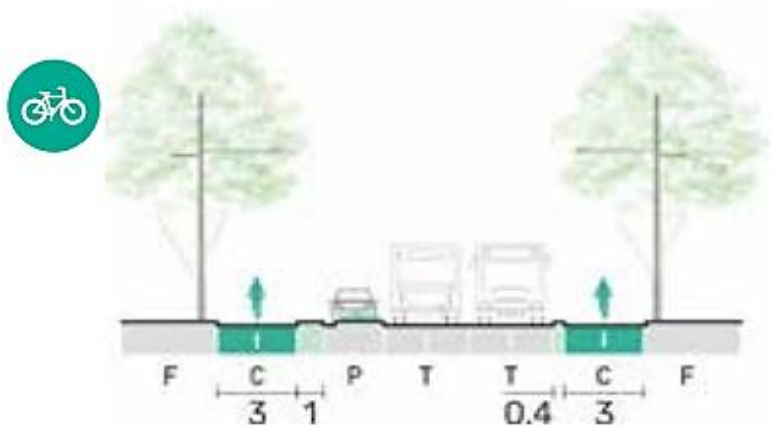


Figure 5.7 Typical Plan and Cross-Section for bicycle facilities

Source: Cycleway Design Toolbox, Transport for NSW 2020

Particularly in the context of providing infrastructure that is appropriate for children or inexperienced cyclists, safety and continuity are key. To get children cycling, more cycling infrastructure should be provided to encourage and welcome children and young cyclists. It's not sufficient just to presume that the footpath is enough. So, what is the appropriate infrastructure for children cycling?

– **Bike lanes should be separated from traffic and pedestrians**[6]
  In some cases, this might not be possible or appropriate. In lower pedestrian environments, shared paths created from footpaths in residential areas can be suitable, but they usually don't attract the same level of use and can be contentious if they are just taking space away from pedestrians.
– **In some situations, on-road cycling can be appropriate**
  This includes where there are very low car traffic volumes very low traffic speeds and there has been significant traffic calming to ensure low design speeds and the visual indication to drivers of cyclists being present. The image below shows an example of a 'Safe Active Street' treatment in Perth, WA, which has these features.

Examples of child-friendly cycling infrastructure, including bike routes and intersections, are shown in Figure 5.9.



Figure 5.8 Examples of child-friendly cycling infrastructure

[6] Transport for NSW Cycleway Design Toolbox



Figure 5.9 Examples of child-friendly intersections

Source: Safe Active Street, Perth, Western Australia

5.2.5.4 On road bicycle lane widths

The width for bicycle lanes will vary depending on the number of bicycle riders, the speed of motor vehicles, the volume of large vehicles and the space available given to the needs of other road user groups, physical constraints and budgetary constraints. Recommended widths from Austroads guide and Transport for NSW Cycleway Design Toolbox are summarised in Table 5.4.

1.2 metres is the absolute minimum width to be used along the length of the lane and should only be used where the provision of a wider lane is impractical.

Table 5.4 Recommended On-Road Bicycle Lane Widths

Speed Limit (km/h)	Austroads Guide-Lane Width (m)		
	60	80	100
Desirable minimum	1.5	2.0	2.5
Acceptable range	1.2 – 2.5	1.8 – 2.7	2.0 – 3.0
Cycleway Design Toolbox-Cycleway Width (m)			
Ideal cycleway one-way bicycle path	3.0	The preferred width of 3.0 m allows for safe overtaking, caters for future growth in ridership, and accommodates riders of all ages and abilities. A 3.0 m width will also allow for higher speeds along the bicycle path to cater for the emergence of innovative forms of micro mobility. Where higher bicycle traffic volumes are expected and steeper gradients occur, a wider design should be considered.	
Suitable width in locations for up to 150 riders per hour	2.0		

Source: Table 4.3, Cycling Aspects of Austroads Guides (Austroads, 2017) and Cycleway Design Toolbox, Transport for NSW 2020

5.2.5.5 Off road bicycle paths

Off-road bicycle paths are typically physically separated from adjacent parking or traffic lanes. Off-road paths can be of three basic types:

– Exclusively for bicycle use
– Shared bicycle rider and pedestrian use
– Separate paths provided for bicycle riders and for pedestrians.

5.2.5.6 Exclusive bicycle paths

According to the Austroads Guide, exclusive bicycle paths are most appropriate under the following conditions:

– There is a significant bicycle riding demand, and very few pedestrians desire to use the path or a separate footpath is provided.
– There is very limited motor vehicle access across the path.
– It is possible to achieve an alignment that generally allows bicycle riders uninterrupted and safe travel at a relatively high constant speed (say 30 km/h).

Figure 5.10 presents a typical road cross section from Transport for NSW Cycleway Design Toolbox for a one-way pair of off-road cycle paths, while Figure 5.11 shows the same for a two-way off-road exclusive cycle path on one side of the road. For local conditions where kerbside parking is not present, the dividing strip or separating verge would not be required.

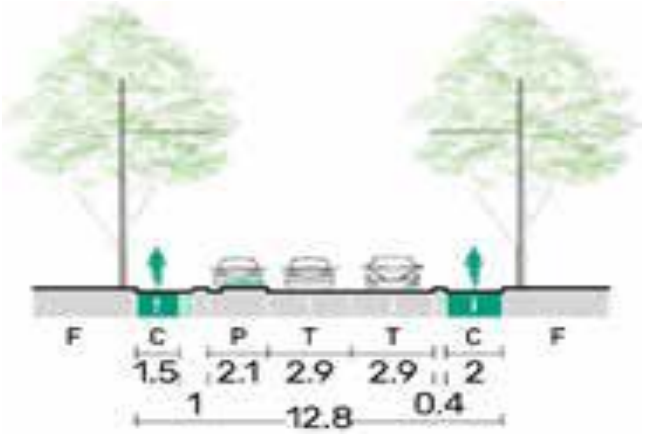


Figure 5.10 Typical cross-section - one-way pair of off-road bicycle paths

Source: Cycleway Design Toolbox, Transport for NSW 2020

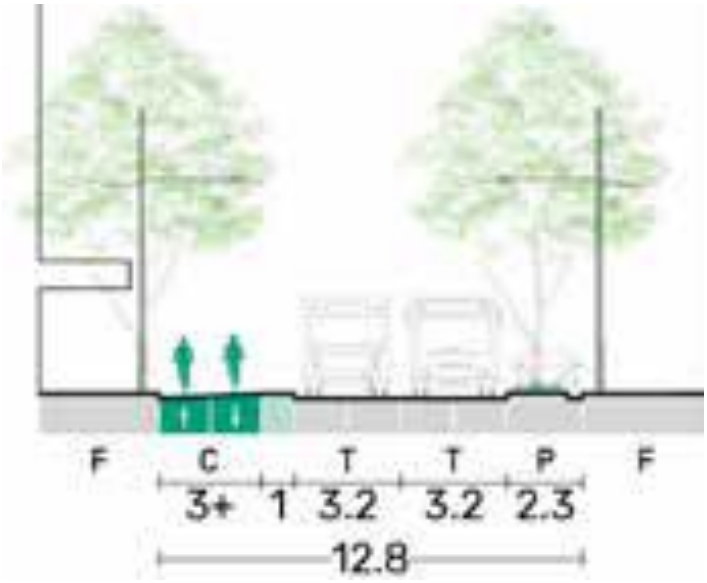


Figure 5.11 Typical cross-section - two- way-12.8m carriageway

Source: Cycleway Design Toolbox, Transport for NSW 2020

The Austroads Guide and Transport for NSW Cycleway Design Toolbox also prescribes the design widths for exclusive cycle paths. These are shown in Table 5.5.

Table 5.5 Path widths – exclusive bicycle paths

	Path Width (m)	
	Local Access Path	**Regional Path**
Desirable Minimum Width	2.5	3.0
Minimum width – typical maximum	2.5 – 3.0(1)	2.5 – 4.0(2)
1: A lesser width should only be adopted where bicycle riders' volumes and operating speeds will remain low. 2: A greater width may be required where the number of bicycle riders is very high.		
Cycleway Design Toolbox Path Width (m)		
Ideal buffer between people cycling and parked cars	1.0	
Ideal cycleway two-way bicycle path width	4.0	

Source: Table 5.2, Austroads Guide to Road Design – Part 6A: Paths for Walking and Cycling (Austroads, 2017) adapted by GHD and Cycleway Design Toolbox, Transport for NSW 2020

5.2.5.7 Shared use paths

Shared use paths, or shared paths, are a type of off-road facility that allows common use of the facility by both bicycle riders and pedestrians.

According to the Transport for NSW cycleway design toolbox, a shared use is not suitable in the following environment:

– Locations with high bicycle or pedestrian activity
– Sections with relatively high cycling speeds
– Narrow sections along the route
– Routes that comprise interactions with numerous driveways, side streets or other functions crossing the cycleway

A typical cross-section of a shared path is shown in Figure 5.12.

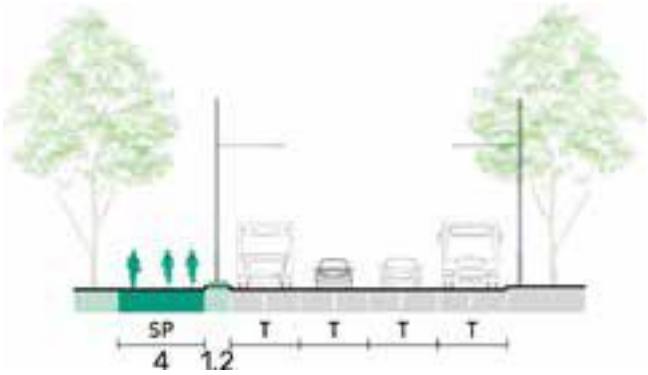


Figure 5.12 Typical cross-section for a two-way off-road shared path

Source: Cycleway Design Toolbox, Transport for NSW 2020

An indication of widths for shared paths is provided in Table 5.6.

Table 5.6 Shared Path Widths

	Shared Path Width (m)		
	Local Access Path	**Regional Path [3]**	**Recreational Path**
Desirable Minimum Width	2.5	3.0	3.5
Minimum width – typical maximum	2.5[1] – 3.0[2]	2.5[1] – 4.0[2]	3.0[1] – 4.0[2]
1: A lesser width should only be adopted where bicycle volumes and operating speeds will remain low. *2: A greater width may be required where the number of bicycle riders and pedestrians are very high or there is a high probability of conflict between users.* *3: May be part of a principal bicycle network in some jurisdictions.*			
Cycleway Design Toolbox Shared Path Width (m)			
Desirable Minimum Width	4.0		
Get NSW Active Program Guidelines 2024/2025			
Get NSW Active program prioritises shared path projects with a minimum width of 3.0m			

Source: Table 5.3, Austroads Guide to Road Design – Part 6A: Paths for Walking and Cycling (Austroads, 2017) and Cycleway Design Toolbox, Transport for NSW 2020

5.2.5.8 Separate paths

Where there are significant volumes of both pedestrians and bicycle riders, separate paths for each may need to be provided to minimise conflict issues associated with shared use of paths. Typically, separate paths would require a minimum of 3.0 metres on each side of the road for one-way paths, and 4.5-metre-wide off-road paths for separated two-way paths.

The Austroads *Guide to Road Design Part 6A: Paths for Walking and Cycling* notes that such separated paths are rarely provided. Such is the case in the Armidale Regional LGA, where pedestrian and bicycle rider volumes are expected to be at levels that will not require separated paths to be provided.

5.2.6 Intersections

5.2.6.1 Shared environment intersection

The shared environment intersection plan is indicated in Figure 5.13, as follows:

– Reduce the speed of intersecting traffic and people cycling and provide a high level of service to people walking.
– This intersection type offers a lower level of service to people cycling compared to continuous bicycle path treatments (Cycleway design toolbox Figure 3.1A and Figure 3.1B), as riders are not prioritised. Moreover, as priority is not clearly defined, safety issues may occur and vehicles waiting to enter the carriageway could block people cycling. Hence, this is marked as ‘suitable’ for some environments but is not the ‘preferred’ treatment.
– Design elements:
    - Raised intersection and clear road markings.
    - No high objects(>1.0m) between the bicycle path and the road, to allow for reciprocal visibility.
    - Narrow side streets designed to reduce speed of motorised traffic.
    - Surface treatments providing texture and visual cues for the shared environment intersection.

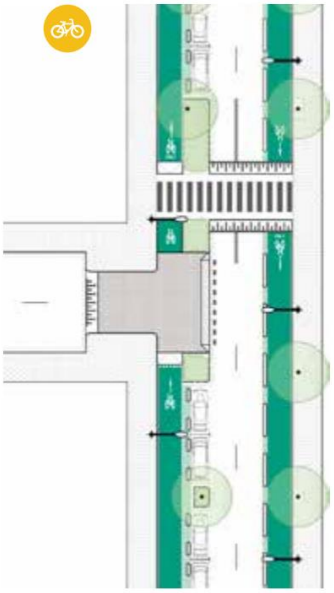


Figure 5.13 Bicycle Path (one-way), shared environment intersection plan

Source: Cycleway Design Toolbox, Transport for NSW 2020

5.2.6.2 Continuous bicycle path-raised intersection

The continuous bicycle path plan is indicated in Figure 5.14

– Reduce speed of intersecting traffic and provide high level of service to people walking and cycling.
– May be considered in circumstances where there is insufficient space for a suitably wide bend-out.
– This intersection has not yet been applied within the Australian context but would provide a higher level of service and enhanced safety for people walking and cycling than existing guidance and treatments.
– Design elements:
  - Prioritised continuous bicycle path and footpath.
  - Raised intersection and clear road marking to indicate to all road users that pedestrians and bicycle riders have priority overturning vehicles.
  - No high objects (>1.0m) between the bicycle path and the road, to allow for reciprocal visibility - Surface treatments providing texture and visual cues.
  - Kerb build outs to narrow intersections (to reduce vehicles turning speeds and increase reciprocal visibility) and enable waiting motor vehicles to store outside the carriageway.

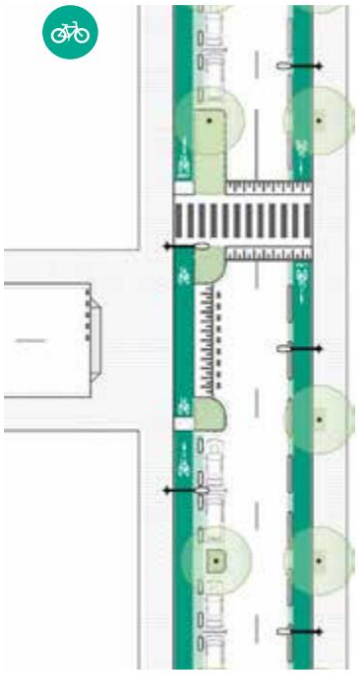


Figure 5.14 Continuous bicycle path -raised intersection.

Source: Cycleway Design Toolbox, Transport for NSW 2020

5.2.6.2.1 Roundabouts

Bicycle riders often have safety concerns at intersections, primarily at roundabouts. Roundabouts do not provide for a comfortable environment for either pedestrians or bicycle riders as the driver's attention is focused on watching for vehicles entering or on the roundabout. For this reason, roundabouts are not recommended on any primary or local bicycle or walking routes.

5.2.7 Bicycle advisory marking

5.2.7.1 Distinctive coloured pavement bicycle lanes

The purpose of green-coloured pavement for on-road bicycle lanes is to enhance the visibility and recognition of bicycle lanes and reduce the chance of conflict between motor vehicles and bicycles. On-road green coloured bicycle lanes can be considered in areas of 'high potential conflict' between motor vehicle and bicycle traffic. Areas of 'high potential conflict' between motor vehicles and bicycle traffic include those segments of on-road bicycle lane where motor vehicle traffic is legally permitted to cross the double continuity lines.

5.2.7.2 Bicycle Information - pavement stencils

Pavement stencils are used to advise bicycle riders about a changing road environment. Examples of pavement stencils used in South Australia are shown in Table 5.7. The pavement stencil is located approximately five metres ahead of the platform to warn bicycle riders to merge with traffic before reaching the platform where the traffic lanes narrow.

Table 5.7 Examples of pavement stencils

Advising of a potential conflict between pedestrians and bicycle riders. 	A “Cyclists Dismount” marking on the shared bicycle path in Glenelg, Australia 

5.2.8 Bicycle parking

5.2.8.1 Bicycle Enclosures (long term parking)

Bicycle enclosures, as shown in Figure 5.15 may be suitable to be installed when a high demand for commuter bicycle riding occurs, such as at the train stations or town centres. They can also be considered at other high demand locations for bicycle riders, such as at schools/TAFE.





Figure 5.15 Secure bicycle enclosures

Bicycle enclosure at Upper Mt. Gravatt busway station in Brisbane

Bicycle enclosure on the Gold Coast, Queensland

6. Proposed pedestrian and bicycle rider improvements

This section of the ATS details the proposed active transport network improvements aimed at supporting a modal share shift towards active transport, increasing connectivity, improving the user experience, and improving accessibility to active transport for the Armidale Regional community to provide better transport equity. The proposed improvements have been formulated from the following:

– Site observations
– GIS mapping
– Review of best practice
– Review of existing conditions
– Review of previous studies
– Community and stakeholder engagement and discussions with Armidale Council

6.1 Types of Pedestrian and Bicycle Improvements

Pedestrian infrastructure initiatives are classified under the following categories:

– **Amenity** which is the attractiveness of an area for pedestrians and cyclists. Improvements could involve upgrading an existing footpath and shared path surface or introducing landscaping or art features along walkways and cycleways.
– **Safety** along the route to address safety issues for pedestrians and cyclists from traffic or other physical hazards including trip hazards. This also includes perceived safety issues for pedestrians and cyclists, such as walking and cycling along or crossing busy roads.
– **Information** that includes wayfinding signage, maps, brochures and pamphlets.
– **Disabled/pram access** along the routes that do not comply with Disabled Discrimination Act (DDA) standards and other issues, including steep gradients and access via steps.
– **Connectivity** with new links between streets and land uses.
– **Severance** for pedestrians and cyclists to cross busy roads, railway lines or waterways.
– **Access to adjacent land uses** with new pedestrian and cycling access to land uses being blocked by fences or walls.

These active transport improvements can include the types of projects shown in Table 6.1, which also indicates the benefits of each pedestrian and cyclist improvement.

Table 6.1 Potential Pedestrian Infrastructure Initiatives

Initiative	Amenity	Safety along the route	Information	Security	Disabled/ Pram Access	Connectivity	Severance	Access to adjacent land use
Footpath/ Shared Path Resurfacing	✓	✓			✓			
Footpath Replacement	✓	✓			✓			
New Footpath/ Shared Path	✓	✓			✓		✓	✓
Bridge Crossing		✓			✓	✓	✓	✓
Underpass Crossing		✓			✓	✓	✓	✓
Lighting	✓	✓		✓				

Initiative	Amenity	Safety along the route	Information	Security	Disabled/ Pram Access	Connectivity	Severance	Access to adjacent land use
Ramps					✓	✓		
Lifts					✓	✓		
Stairs						✓		
Pedestrian/ Cyclists Actuated Signal Crossing		✓			✓	✓	✓	
Zebra Crossing		✓			✓	✓	✓	
Raised pedestrian/cyclists crossing (Zebra)		✓			✓	✓	✓	
Shared Zone	✓	✓			✓			
Reduced Traffic Speed Limit		✓						
Traffic Calming	✓	✓						
Wayfinding/ Signage			✓	✓				
Information			✓	✓				

6.2 Cost estimate

The indicative unit costs are shown in Table 6.2 for the purposes of costing the prioritised active transport improvement works.

Table 6.2 Indicative Cost Estimate Assumptions

Treatment	Unit cost
New footpaths – 1.5 m wide, no reinforcement (per sqm)	$170
Footpath upgrade /resurfacing (per sqm)	$170
Shared path – 2.5 m wide, reinforced (per sqm)	$185
Line marking (per 100 m)	$500
Footpath grinding (each)	$250
Kerb ramp – to suit a standard 1.5 m wide path	$2500
Driveway treatment (raised continuous footpath)	$25,000
Kerb blister / extension	$30,000
Pedestrian refuge	$25,000
Pedestrian Refuge + 2 blisters	$50,000
Service lid repair	$500
Zebra crossing	$60,000
Raised pedestrian crossing (Wombat)	$140,000
Tactile Ground Surface Indicators	$600
Road signage	$500
Vegetation trimming (per site)	$250
Resurface road at intersection	$25,000
Raised traffic calming (raised threshold)	$140,000

Treatment	Unit cost
Bicycle Parking	$2,000
Cycleway	$185
Water fountains	$10,000
Kerb & Gutters	$340

Where possible, per meter rate provided by the Council have been used directly. For items where costs were not available, previous studies, estimation, and professional judgement were used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation.

6.3 Vehicle speed

Vehicle speeds is a significant factor in pedestrian and cyclists' safety. According to the Transport for NSW Cycleway Design Toolbox, where separation is not a possible improvement for all road users, safety risk mitigation can be achieved by reducing motor traffic volumes and speed of 30km/h or less.

The NSW Cycleway Design Toolbox recommends the implementation of Quietways as follows:

– To enhance road safety for cyclists, the following measures should be taken:
  - Reduce traffic volumes to <2,000 Passenger car unit per day.
  - Minimise or eliminate through-traffic by applying filtered permeability, closing streets to motor vehicles, or incorporating pinch points at the entry and exit.
  - Reduce speed limits to <30 km/h.
  - Reduce road width to <3.0 m per lane, but preferably less.
  - Apply traffic calming measures such as raised/tactile centre medians.
  - Impede sight lines through carefully located landscape features or street furniture.
  - Parking and loading zones should be provided outside the main carriageway to prevent dooring.

6.4 E-Scooter trial for Armidale

The 12-months trial allows e-scooters to be ridden across most of Armidale, including from The University of New England to the city centre. The scooters are limited to a maximum of 20 km/h on bicycle paths or roads with a speed limit up to 50 km/h and a speed limit of 10 km/h for shared paths. E-scooters are not permitted for use on footpaths.

6.5 Trip facilities to encourage use

To encourage and promote walking and bike riding for local trips, the following trip facilities are proposed along the key walking and bike riding routes:

For bicycle riding routes:

– Bicycle parking at key trip attractors/generators
– Water stations every at around every 5 km along bike riding routes.

For walking routes:

– Seating around every 250 m along walking routes; and
– Water stations at around every 1.5 km along walking routes.

6.5.1 Bicycle Parking

The provision of appropriate bicycle parking facilities will encourage people to ride to their destination. Bicycle parking needs to be safe, secure, convenient and meet the needs of a wide range of bicycle riders. It should ideally be placed in a highly visible location, with good passive surveillance. Two key factors to consider are the type of facility required and the location. Table 6.3 identifies the most common locations where bicycle parking facilities are required and indicates an appropriate type of bicycle parking facility that should be provided

Table 6.3 Bicycle Parking Facilities

Location	Appropriate Parking Facility
Shopping centres or business districts	Individual and small clusters of bicycle parking rails
Shopping complexes Swimming pools Libraries Markets	Clusters of bicycle parking rails at main entrances.
Work places Primary and Secondary Schools	Bicycle parking within an enclosure or room close to the pedestrian entrance.
Train stations	Groups of bicycle parking rails within an enclosure
Residential complexes	Bicycle parking within an enclosure or room close to the pedestrian entrance

6.6 Armidale, Guyra and other towns pedestrian and bicycle rider improvements

The proposed treatments to improve the active transport facilities in terms of safety, accessibility and efficiency for pedestrians and cyclists are described in this section. A full list of the proposed improvements is provided in Table 6.4

It is noted that further investigation for kerb ramps and crossings will be required at design stage to fully consider the site constraints when implementing the proposed treatments.

Table 6.4 Proposed pedestrian and bicycle rider improvement

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
1	Armidale	Mann Street	Lack of connectivity on the northern part of Armidale to Secondary College 	Provide crossing over Mann Street to connect with existing pedestrian crossing over the railway line.	1	-	TBA (to be announced)
2	Armidale	Brown Street & Butler Street	Lack of crossing along Brown Street near the station 	Provide crossings: - to the west at the intersection of O'Dell Street and Brown Street - to the east at the intersection of O'Dell Street and Brown Street - to the east at the intersection of Butler Street and Brown Street	3	-	TBA
3	Armidale	Bulter Street	Missing link of footpath along Butler Street 	Implement footpaths along Bulter Street from the Mann Street railway crossing to Brown Street where the proposed crossing is located.	-	260	$ 66,300
4	Armidale	Lambs	Lack of connectivity along Lambs Avenue	Provide shared path along Lambs Avenue between Butler Street and	-	260	$ 120,250

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
		Avenue	between Butler Street and Markham Street 	Markham Street.			
5	Armidale	Bulter Street	Lack of connectivity between the footpaths at the intersection of Lambs Avenue and Butler Street 	Provide refuge island on Butlers Street at the intersection of Lambs Avenue and Butler Street.	1	-	TBA
6	Armidale	Lambs Avenue/ Markham Street	Lack of connectivity between the existing footpaths and the proposed footpaths 	Provide refuge island to connect the existing and proposed footpaths/shared paths - to the east from the intersection of Lambs Avenue and Markham Street - to the south and west of the intersection of Mossman Street West and Markham Street Kerb ramps to be included where required	3	-	TBA
7	Armidale	Lambs Avenue	Poor quality of path along Lambs Avenue between Markham Street and Dangar Street	Provide shared path from Markham Street to the end of Lambs Avenue.	-	585	$ 270,563

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
8	Armidale	Brown Street	Missing links between along Brown Street from O'Dell Street and Barney Street 	Provide a new shared path along Brown Street from O'Dell Street and Barney Street.	-	340	$ 157,250
9	Armidale	O'Connor Road	Lack of crossing along O'Connor Road 	Provide refuge island near the Kentucky Street/Dangar Street roundabout for pedestrians to cross safely and connect the existing footpath.	1	-	$ 25,000
10	Armidale	Dangar Street	Lack of crossing facilities along Dangar Street	Provide refuge island to the north from the intersection of Dangar Street and Kentucky Street.	1	-	$ 25,000

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
11	Armidale	Galloway Street	Lack of crossing facilities along Galloway Street 	Provide refuge island across Galloway Street to the east of the intersection of Galloway Street and Perrott Street.	1	-	TBA
12	Armidale	Lynches Road	Missing link for walking and cycling. 	Provide a shared path along Lynches Road between Perrott Street to Taylor Street and provide crossing the railway line near Taylor Street.	-	1,360	$ 629,000 + Council to investigate the crossing cost to cross the railway line near Taylor Street
13	Armidale	Taylor Street	Lack of paths on eastern side of Taylor Street	Provide a new footpath on the eastern side of Taylor Street from - Lynches Road to Galloway Street	-	810	$ 206,550

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				- Kentucky Street to Mann Street This ID is related to ID 37.			
14	Armidale	Barney Street / Grafton Road	Lack of paths for cyclists from the east side of the town to the west side of town 	Provide a shared path along the southern side of Grafton Road/Barney Street between McLennan Street to Canambe Street.	-	3,080	$ 1,424,500
15	Armidale	Dangar Street	Drainage issues and overgrown grass along Dangar Street from Donnelly Street and Jeffrey Street 	Repair damaged sections of footpath and trim vegetation.	-	210	$ 53,800
16	Armidale (general comment)	All Armidale	Poorly maintained footpaths/shared path and the kerb/pram ramps that are not complying with dimensions/ grade	Council to investigate the location of poorly maintained pedestrian and cycling facilities and infrastructure.	-	-	TBA

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
17	Armidale	Madgwick Drive	The existing Madgwick Drive bicycle lanes need maintenance. The bridge area bike lines are not maintained with high weeds/grass growth and loose gravel. Planting needs pruning. Lack of markings on cycleway to indicate that vehicles should stop to give way to cyclists using the lane. 	Maintain damaged section of drainage, line-marking and signage along Madgwick Drive and Trevenna Road. Repaint the cycle lane markings to encourage drivers along Verna Close to check for cyclists on the Niagara Street cycle lanes.	-	-	TBA
18	Armidale	Madgwick Drive	Lack of connection of cycle network	Council to investigate on some sections of re-designing of cycleway along Trevenna Road from Library Road to Clarks Road and along Madgwick Drive and Niagara Street to McLennan Street to make it safer for cyclists. Provide a link and safe connections between the cycleway at Niagara Street and Madgwick lanes.	-	2,070	$ 957,375
19	Armidale	Handel Street	Lack of connection of the proposed path network and provide path for the St Albert's college students 	Provide a shared path along the northern side of Handel Street between Old Inverell Road and Elm Avenue.	-	660	$ 305,250
20	Armidale	Markham Street	Missing link and lack of cycling facility on Markham Street from Erskine Street to Kentucky Street	Provide on-road cycleway on Markham Street from Kentucky Steet to Erskine Street.	-	2,610	$ 1,207,125

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
21	Armidale	Erskine Street	Missing link along Erskine Street 	Provide on-road cycleway along Erskine Street from Niagara Street to Cookes Road.	-	3,287	$ 1,520,238
22	Armidale	Orr Drive/Drummond Memorial Park	Missing link from Orr Drive through Drummond Memorial Park to Scholes Street through Crest Road and Harden Street 	22A: Provide a shared path from Donelly Street and Orr Drive through Drummond Memorial Park from Erskine Street to Scholes Street via Crest Road and Harden Street. 22B: According to the Development Control Plan for Link Road South Precinct, provide shared path going through Monro Street and Ash Tree Drive to link with Scholes Street and Markham Street	-	1,580	$ 730,750 (Option-1) and TBA (Option 2)
23	Armidale	Donnelly Street/ Jessie Street	Lack of continuity of the path	Provide refuge island at Donnelly Street/Jessie Street intersection	1	-	TBA

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
24	Armidale	White Avenue/ Shambrook Avenue/ Miller Street	Connection for future residential development	According to Development Control Plan for Shambrook Avenue Precinct, following options are provided. The Council or the community is required to determine the most appropriate option. 24 A: Provide shared path along Old Inverell Road/Handel Street 24 B: Provide shared path between the corner of Glenelg Road and Helen Avenue, via Helen Avenue Park 24 C: Provide shared path along White Avenue between Shambrook Avenue and Handel Street	-	-	TBA
27	Armidale	Martin Street / Motts Street	Lack of connectivity and crossing from Martin Street to Mott Street to get to Bundarra Road. 	Investigate the feasibility for a new pedestrian and cycling link between Martin Street and Mott Street for better connectivity and safety.	-	-	TBA
28	Armidale	Martin	Lack of connectivity to get to NEGS School	- Provide shared path from Alahna Drive to Martin Street and to Bundarra	-	3,960	$ 1,831,500

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
		Street / Mott Street/ Bundarra Road/ Golf Links Road		Road via Martin Street and Motts Street - Provide shared path along Golf Links Road between Shambrook Avenue and Bundarra Road			
29	Armidale	Mann Street	Lack of connectivity to get to Armidale Secondary College. This is a safety issue, with pedestrians and vehicles sharing the road space. 	Implement a footpath along Mann Street from Miller Street to Butler Street to connect with the existing footpath to access Armidale Secondary College.	-	610	$ 155,550
30	Armidale	Martin Street/Drew Street/Bundarra Road	Lack of pedestrian crossing facilities along Martin Street/Drew Street/Bundarra Road/Mott Street 	Provide refuge island and kerb blisters at the location of the following: - Bundarra Road, to the west of the intersection of Miller Street and Bundarra Road - Drew Street, to the east of the intersection of Shambrook Avenue and Drew Street - Martin Street, to the south of the intersection of Alahna Drive and Martin Street -Bundarra Road, to the east of the intersection of Mott Street and Bundarra Road	4	-	TBA
31	Armidale	Markham Street	Safety Issues -Lack of pedestrian and cyclist facility	Connect the footpath between Kentucky Street and Ross Street	-	1,110	$ 283,050

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				along Markham Street. This is to be used as a feeder road on the south side of the residential area.			
32	Armidale	Tancredi Street	Lack of connectivity for pedestrian and cyclist facility 	Implement shared path from Golgotha Street to the east to Markham Street via Tancredi Street, Creeklands, Dumaresq Street	-	995	$ 460,188
33	Armidale	Kelly Plains Road	Poor quality paths that need to be upgrade/resurface 	Upgrade existing path and provide shared path along Kelly Plains Road/Perrott Street between Galloway Street and Translator Road	-	2,685	$ 1,241,813
34	Armidale	Kelly Plains Road	Lack of connection for pedestrian and cyclists	Extension of shared path along Kelly's Plains Road from Translator Road to Platform Road	-	2,300	$ 1,063,750

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
35	Armidale	Dangarsleigh Loop	Lack of connection for pedestrian and cyclists 	Extension of the shared path from Dangarsleigh Road to Platform Road via Old Gostwyck Road and connect to the proposed Platform Road intersecting with Kellys Plains Road.	-	7,680	$ 3,552,000
36	Armidale	Faulkner Street and Donnelly Street	Safety issues for pedestrian and cyclists because there are wide crossing points for pedestrians, with large kerb radius that encourage faster speeds for turning vehicle. 	Provide pedestrian refuge and kerb blister to slow down eastbound traffic approaching the intersection.	4	-	TBA
37	Armidale	Taylor Street	Missing links for pedestrian and cyclists	Connect missing links along Taylor Street - Provide shared path on the eastern	-	805	$ 372,313

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				side between Donnelly Street and Dumaresq Street for better accessibility to nearby parks and connect the existing footpaths. - Provide shared path between Mann Street and Kentucky Street			
38	Armidale	Taylor Street	Lack of crossing near the park - Rologas Field and Wicklow Fields 	Implement crossings to connect between the proposed shared path to the existing shared path on Creeklands and to access between two parks (Rologas Field and Wicklow Fields)	2	-	TBA
39	Armidale	Marsh Street/ Dumaresq Street	Missing link for pedestrian and cyclists 	Implement shared path from the existing paths on Marsh Street to the existing shared path on the Creeklands.	-	50	$ 23,125
40	Armidale	Kirkwood Street East	Missing link for pedestrian and cyclists along Kirkwood Street East	Provide a shared path along Kirkwood Street East from Taylor Street intersecting with the Creeklands shared path to the existing footpath on Cookes Road.	-	1,440	$ 666,000

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
41	Armidale	Dumaresq Dam and the University of New England	Destination for bike trail at Dumaresq 	Investigate the provision of a safe cycling route and provide shared paths to important locations like Dumaresq Dam and the University of New England.	-	10,500	$ 4,856,250
42	Armidale	Dangar Street	Safety and connectivity Issue-lack of cyclist facility at Dangar Street 	Provide designated lanes for cyclists on roads from Civic Park to O'Connor Road.	-	1,635	$ 756,188
43	Armidale	Armidale CBD	Lack of bicycle parking facility	Identify the suitable location/s across the Armidale CBD to provide bike parking facilities for better connectivity with path (refer to Section 6.5).	-	-	$ 2,000 per unit. Council to investigate further.
44	Armidale	Kentucky Street	Safety concerns of children accessing the Armidale City gymnastics club	Provide a new footpath on the southern side of Kentucky Street between Dangar Street and Long Swamp Road to support children	-	1,470	$ 374,850

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				accessing the Armidale City gymnastics club.			
45	Armidale	Kentucky Street	No crossing provided along Kentucky Street 	Provide crossing at the west side of intersection of Marsh Street and Kentucky Street.	1	-	TBA
47	Armidale	Canambe Street	No crossing provided along Canambe Street close to O'Connor School	Provide future pedestrian/cyclist crossing of Dumaresq Creek close to O'Connor School at end of unformed section of Canambe Street, as there is an existing shared pathway along the northern side of Dumaresq Creek. This ID is related to ID-63.	1	-	TBA
48	Armidale	Jessie Street/ Beardy Street	Lack of cycle parking facility at key attractor	Provide Cycle Parking in front of Armidale Central.	4	-	$ 8,000

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
49	Armidale	Markham Street/ Rusden Street	No pedestrian crossing-Safety issue on southern leg of Markham Street and eastern leg of Rusden Street 	Provide crossing on southern leg of Markham Street and eastern leg of Rusden Street.	2	-	$ 50,000
50	Armidale	Barney Street/ Douglas Street	Safety issue- No pedestrian crossing on Barney Street and Douglas Street intersection 	Provide refuge island on Barney Street and Douglas Street intersection.	4	-	$ 100,000
51	Armidale	Barney Street	No Kerb ramp in the busy part of the town	Provide kerb ramps on Barney Street and Douglas Street intersection.	8	-	$ 20,000

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
52	Armidale	Douglas Street/ Brown Street near The Armidale School	Lack of appropriate marking, refuge and signage for crossing 	Provide upgrade crossing to standard at Douglas Street/Brown Street near the Armidale School.	-	-	TBA
53	Armidale	Dumaresq Street	Missing link of footpath connectivity 	Connect a missing section of footpath on O'Dell Street from Dumaresq Street to Beardy Street.	-	195	$ 49,725
54	Armidale	Niagara Street	Missing link of footpath connectivity	Connect footpath from Dumaresq Street to existing footpath on western side of Niagara Street near pedestrian	-	270	$ 68,850

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				refuge crossing.			
55	Armidale	Dumaresq Street	Missing link of footpath connectivity 	Connect the existing footpath from O'Dell Street to Niagara Street existing footpath on northern side of Dumaresq Street.	-	430	$ 109,650
56	Armidale	Link Road	Lack of connectivity for pedestrians and cyclists 	Shared path on the Southern side of Link Road from Scholes Street to heading East to provide connection to the eastern residential areas along Link Road and Stony Ridge Road (i.e. the Armidale Walking Trail network). Provide crossing for pedestrian and cyclists at the intersection of New England Highway (NEH) and Link Road to get to the Stony Ridge Road.	-	2410	$ 1,114,625 and Council to investigate cost for crossing at NEH.
57	Armidale	Dumaresq Street	Ramp needed here where the road widens to allow cyclists heading for the CBD to descend onto Dumaresq Street in safety.	Provide Kerb ramps to allow cyclists heading for the CBD. Investigate further in design stage.	-	-	TBA

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
58	Armidale	Missing links in town	Missing link of footpath connectivity in town 	Connect all the missing footpath links on the town blocks- O'Dell Street/Allingham Street/Western end of Barney Street/Douglas Street near the racecourse/Butler Street etc.	-	-	$170 per sqm
59	Armidale	Missing links in town- Railway Parade/Mossman Street/Brown Street/Ohio Street, etc	Missing link of footpath connectivity in town	Connect all the missing footpath links on the town blocks- Railway Parade/Mossman Street/Brown Street/Gordon Street/Ohio Street, etc.	-	-	$170 per sqm
60	Armidale	Link Road/ Cluny Road/ Madgwick Drive	Link to UNE, city centre and new development areas proposed in DCP.	Provide a shared path along Link Road between Scholes Street and Cluny Road, connecting the existing cycle lanes at Madgwick Drive that run along the edges of Madgwick Drive and Niagara Street. This would provide an active transport link to	-	2180	$ 1,008,250

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				UNE, the city centre and new development areas proposed in the Link Road South Precinct. Council to liaise with the traffic committee to change speed limit to 60-50 Km/hr.			
61	Armidale	Kentucky Street/Urall a Road	Lack of connectivity for pedestrians and cyclists 	Provide a shared path on Kentucky Street from O'Connor Road to all the way to NEGS and Moore Park Road along Uralla Road to provide a good connection to the school and to connect with the proposed UNE cycleway. Investigate further at the design stage.	-	2630	$ 1,216,375
62	Armidale	Brown Street/ Faulkner Street	Safety issue- No pedestrian crossing on Brown Street/ Faulkner Street 	Provide refuge island on eastern leg of Brown Street.	1	-	$ 25,000
63	Armidale	Canambe Street	Lack of connectivity for pedestrians and cyclists	Provide a shared path on Canambe Street from Donnelley Street to the north within the Canambe Street road reserve which could be used to provide a new cycleway and crossing	-	1,020	$ 471,750 and additional cost associated with bridge

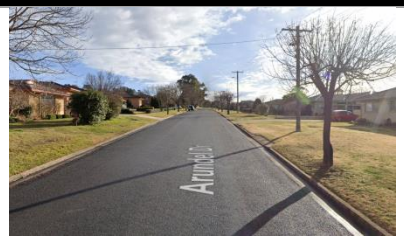
ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				point over Dumaresq Creek which would like to the existing Creeklands cycleway.			
64	Armidale	Kirkwood Street	Lack of connectivity for pedestrian and cyclist 	Provide a shared path along Kirkwood Street from the Kirkwood Street/Marsh Street intersection to the Markham Street/Kirkwood Street intersection would allow better connectivity.	-	978	$ 452,325
65	Armidale	Gordon Street	Missing link of footpath connectivity in town	Connect all the missing footpath links on the town blocks- Gordon Street.	-		$170 per sqm
66	Armidale	Investigate additional locations that may benefit from future active transport improvements	Missing Links across the Armidale City	Identify any further missing links or areas that may highly benefit from future improvements, including line marking, footpaths/shared paths, signage and kerb ramps.			TBA
67	Armidale	Douglas Street	Missing link of footpath connectivity	Connect all the missing footpath links on the town blocks- Douglas Street near the racecourse and Donnelley Street. .	-		$170 per sqm

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
68	Armidale	Marsh Street	Lack of connectivity along Marsh Street from Miller Street to Markham Street	Provide footpaths along Marsh Street between Donnelly Street, Jeffrey Street and White Lanterns Motel on eastern side	-	100	$ 25,500
69	Armidale	Kentucky Street	Lack of pedestrian and cyclist facilities along the proposed shared path between Miller Street and Marham Street 	Provide refuge island at: - To the east of the intersection of Miller Street and Kentucky Street -Across Miller Street, north approach at the intersection of Miller Street and Kentucky Street	2	-	TBA
70	Armidale	Galloway Street	Lack of connectivity for pedestrians and cyclists around the Bicentennial Park 	Connect the existing shared path around Bicentennial Park with the proposed shared path at the intersection of Kentucky Street and Butler Street. Connect From the existing shared paths at the intersection of Perrott Street and Galloway Street to Butler Street via Galloway Street.	-	585	$ 270,563
71	Armidale	Glenn Innes Road	Lack of connectivity for pedestrians and cyclists	Provide a shared path to support the Development Control Plan for Chestnut Avenue Precinct along Glenn Innes Road, between Erskine Street to New England Highway	-	-	TBA

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
72	Armidale	E Creeklands cycleway / Merinda Place Street	Lack of connectivity and missing link for cyclists 	Provide a cycling route through Sylvia Crescent to connect E Creeklands Cycleway to existing cycling routes on Merinda Place Street. Provide refuge island at the intersection of Erskine Street and Sylvia Street.	3	660	$ 455,250
73	Armidale	Watson Avenue / Yoogoonda Gully	Lack of connectivity and missing link for cyclists	Provide a cycling path along Yoogoonda Gully from Erskine Street to Watson Avenue. Provide a cycling path along Watson Avenue to connect to cycling path on Rockvale Road.	-	1090	$ 504,125
74	Armidale	Chestnut Avenue	Lack of connectivity and missing link for cyclists 	Provide a shared path from Rockvale Road to Old Glenn Innes Road via Chestnut Avenue to support Development Control Plan for Chestnut Avenue Precinct	-	1200	$ 555,000
75	Armidale	Old Glenn Innes Road	Lack of pedestrian and cyclist facility	Provide shared path between Glenn Innes Road and Stony Ridge Road.	-	700	$ 323,750

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
76	Armidale	Old Inverell Street, Boorolong Road and Rowlands Road	Lack of pedestrian and cyclist facility 	Provide a shared path along Old Inverell Street, Boorolong Road and Rowlands Road between Handel Street and Rowlands Road to form a "triangle" track.	1	3040	$ 1,406,000
77	Armidale	Canambe Street	Lack of pedestrian and cyclist facility 	Provide shared path along Canambe Street and Box Hill Drive between Dumaresq Street and Peterson Drive	1	1430	$ 661,375
78	Armidale	Cookes Street	Lack of pedestrian and cyclist facility 	Provide a shared path along Cookes Street between Waterfall Way and McDonald Drive Park.	1	980	$ 453,250
79	Armidale	Tombs Road	Lack of pedestrian and cyclist facility	Provide a shared path along Tombs Road between Cookes Road and	1	1330	$ 615,125

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				Grafton Road			
80	Armidale	Rusden Street	Missing Link along Rusden Street 	Provide a footpath along Rusden Street between Taylor Street and Douglas Street along the northern side	1	215	$ 54,825
81	Armidale	Martin Street	Missing Link along Martin Street 	Provide a footpath along Martin Street between Queen Elizabeth Drive and Claude Street.	1	207	$ 52,785
82	Armidale	Bona Vista Road	Missing Link along Bona Vista Road 	Provide a footpath along Bona Vista Road between Uralla Road and Kellys Plains Road.	1	754	$ 192,270
83	Armidale	Arundel Drive	Missing link along Arundel Drive	Provide a shared path along Arundel Drive between Rockvale Road and	1	830	$ 383,875

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				Stony Ridge Road.			
84	Armidale	Jessy Street and Barney Street	Safety around St Mary's Primary School	Upgrade the existing pedestrian refuge at Jessie Street and Barney Street for safety of the students and community.	1		TBA
85	Armidale	Beardy Street	Missing link along Beardy Street 	Provide a footpath along Beardy Street between Martin Street and Niagara Street	1	630	$ 160,650
86	Armidale	All Armidale	Roads with road marks for cyclists	Repaint the road markings	-	-	TBA
1	Guyra	New England Highway (NEH)/ Tenterden Street	Lack of crossing facilities 	Provide refuge island at New England Highway/Tenterden Street to cross the road safely near park and bus stop. This matter is under consideration with TfNSW, and it would probably cost $75k.	1	-	$ 75,000
2	Guyra	New England Highway	Poor quality footpath	Improve footpath from Tenterden Street to Ollera Street on NEH.	-	290	$ 73,950

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
3	Guyra	Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road	Lack of pedestrian and cyclist facility 	Provide shared path all the way along Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road to provide better opportunity in town. Investigate further in design stage.	-	-	TBA
4	Guyra	Sole Street/Prisk Street	Lack of connectivity and missing link for pedestrians 	Provide footpath from Sole Street to Prisk Street all the way to Pearson Street and Starr Road connecting with New England Rail Trail. Investigate further in the design stage.	-	3375	$ 860,625
5	Guyra	Ollera Street/ Guyra Road	Lack of pedestrian and cyclist facility	Provide shared path on Ollera Street/Guyra Road across the town to connect Guyra with pool, showground,	-	-	TBA

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
				tennis courts and playing fields, etc. Investigate further in the design stage.			
6	Guyra	Stevenson Street/Elm Street/Starr Road	Lack of connectivity and missing link for pedestrians 	Provide a footpath along Steveson Street and Elm Street connecting to Guyra Road. Investigate further in the design stage.	-	4980	$ 1,269,900
7	Guyra	Sandon Street	Lack of connectivity and missing link for pedestrians 	Provide a footpath along Sandon Street to provide better opportunities across the town.	-	2740	$ 698,700
8	Guyra	Oban Street/ Falconer	Lack of connectivity and missing link for pedestrians and cyclists	Provide a shared path from Oban Street and Falconer Road all the way to Guyra Dam. Investigate further in the design stage.	-	-	TBA

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
		Road					
9	Guyra	Guyra-across the town	Lack of kerb ramps in Guyra town	Provide Kerb ramps across the Guyra town to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility.	-	-	TBA
10	Guyra	Urandangie Road	Lack of pedestrian and cyclist facility	Provide shared path from Urandangie Road all the way to Guyra Dam. Investigate further in the design stage.	-	-	TBA
11	Guyra	Guyra-across the town	Missing Links across Guyra town	Council to investigate further to connect missing links and explore more opportunities of footpath/shared path/cycleway network throughout the town.	-	-	TBA
12	Guyra	New England Highway	Connectivity issues for pedestrians and cyclists	Provide a shared path along New England Highway from Guyra Caravan park to town link at Tenterden Street	1	1170	$ 541,125
1	Armidale/ Black Mountain	Armidale/ Black Mountain	Linkage between Armidale/Black Mountain towns	Construct New England rail trail to link Armidale to Black Mountain for walking, running & biking. It is noted that Armidale Regional Council was successful in the grant application of $5.4M for Stage 1 to commence construction of the Rail Trail.	-	-	It is noted that Armidale Regional Council was successful in the grant application of $5.4M for Stage 1 to commence construction of the Rail Trail.
1	Black Mountain/	Black Mountain/Ben	Linkage between Black Mountain/Ben Lomond towns	Construct New England rail trail to link Black Mountain and Ben Lomond for	-	-	TBA

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
	Ben Lomond	Lomond		walking, running and biking.			
2	Ben Lomond	Ben Lomond Road	Lack of pedestrian facility 	Provide footpath on Ben Lomond Road from Moredun Street to end of the intersection with Old Bermond Road for better connectivity.	-	1300	$ 331,500
3	Ben Lomond	Ben Lomond village	Lack of pedestrian facility	Provide walking trails across the village near key attractors and growth areas proposed in the draft Local Strategic Planning Statement (LSPS)	-	-	TBA
4	Black Mountain	Black Mountain Road/Toms Gully Road	Lack of pedestrian facility 	Provide walking trail along Black Mountain Road from Community Tennis court to Baptist Church proposed in the LSPS.	-	2120	$ 540,600
5	Black Mountain	Elder Lane	Lack of pedestrian facility	Provide a walking trail along Elder Lane, as proposed in the LSPS.	-	-	TBA
6	Hillgrove	Brackin Street	Lack of pedestrian facility	Provide footpath on Brackin Street from Chalkers Cottage to Brereton Street.	-	730	$ 186,150

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
7	Wollomombi	Wollomombi Village Road	Lack of pedestrian facility 	Provide footpath on Wollomombi Village Road to provide a safe and convenient connection for pedestrians.	-	410	$ 104,550
9	Other villages- Ben Lomond, Black Mountain, Hillgrove, Wollomombi, Ebor	Other villages	No kerb ramps in villages	Provide Kerb ramps in villages to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility	-	-	TBA
1	Ebor	Waugh Street	Lack of pedestrian facility	Provide footpath along Waugh Street/Park Street connecting Waterfall way as proposed in draft LSPS.	-	880	$ 224,400
2	Ebor	Waterfall Way	Lack of pedestrian facility	Provide footpath on Waterfall way as proposed in the LSPS.	-	1370	$ 349,350

ID	Location	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Approx. Distance (m)	Estimated Cost (AUD)
							
3	Ebor	Waugh Street/Pound Street	Lack of pedestrian facility in Ebor town	Provide footpath along Waugh Street/Pound Street connecting Waterfall way as proposed in draft LSPS.	-	580	$ 147,900
4	Ebor	Ebor Falls Road/Pipeclay Street	Lack of pedestrian facility in Ebor town	Council to investigate and provide a footpath for walking to Ebor Falls along Ebor Falls Road/Pipeclay Street/Pound Road as proposed in the LSPS.	1		TBA
5	Ebor	Waterfall Way	Lack of crossing facility in Ebor town	Provide refuge island on Waterfall Way near Ebor school.	1	-	$ 25,000
6	Ebor	Waterfall Way/Pipeclay Street	Lack of crossing facility in Ebor town 	Provide refuge island on Waterfall Way/Pipeclay Street.	1	-	$ 25,000
7	Ebor	Ebor	Lack of pedestrian facility in Ebor town	Provide footpath to link to Ebor Showground as proposed in the LSPS	-	500	$ 127,500

Each of the treatments detailed in Table 6.4 is displayed in the following maps:

- Armidale Overview-Figure 6.1
- Armidale Centre – Figure 6.2
- Armidale Northwest (A) – Figure 6.3
- Armidale Northeast (B) – Figure 6.4
- Armidale Southwest (C) – Figure 6.5
- Armidale Southeast (D) – Figure 6.6
- Guyra – Figure 6.7
- Rural West (Black Mountain, Ben Lomond) – Figure 6.8
- Rural East (Hillgrove, Wollomombi, Ebor) – Figure 6.9

New England Rail Trail - Figure 6.10

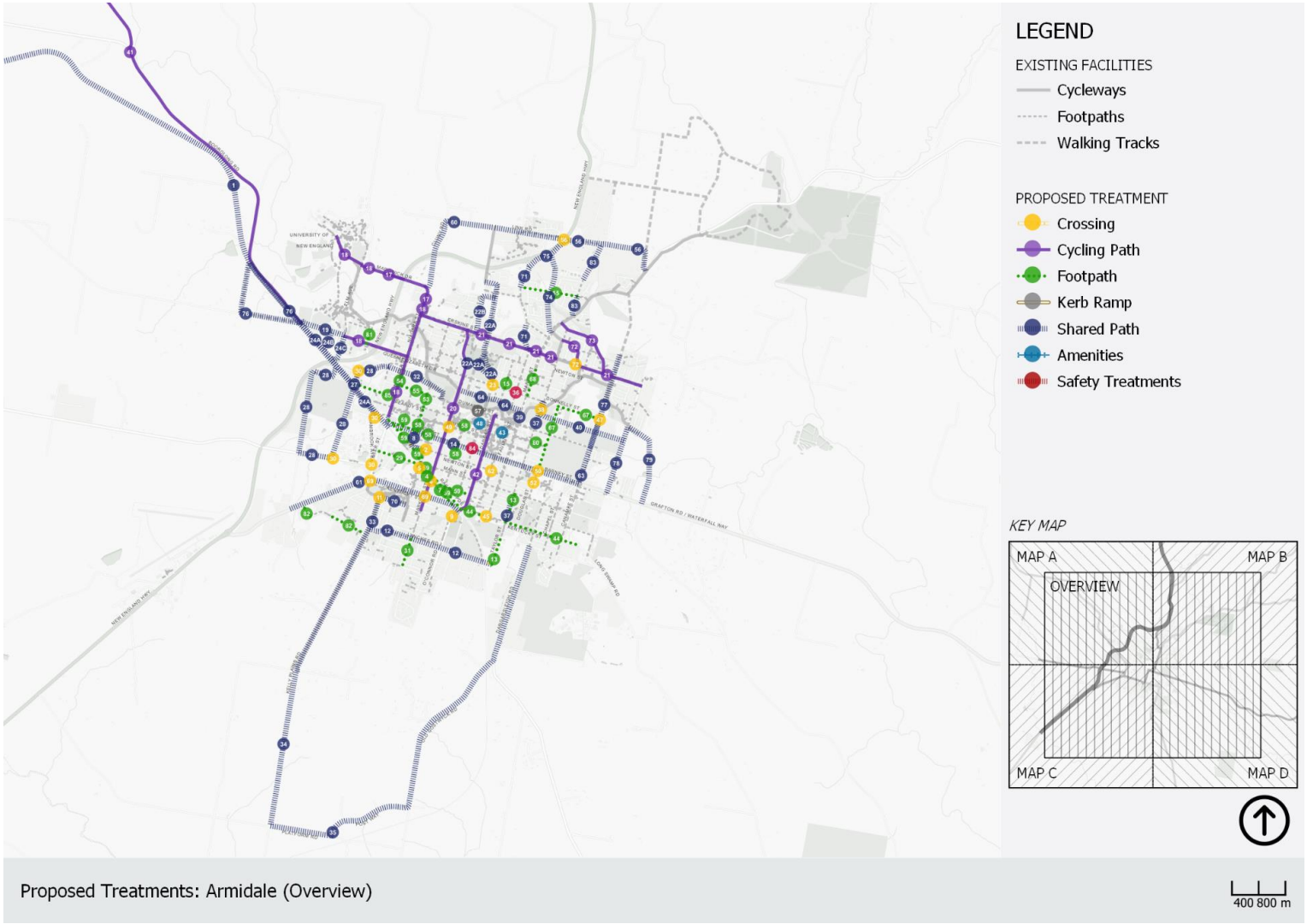


Figure 6.1 ***Proposed pedestrian and bicycle treatment for Armidale (Overview)***

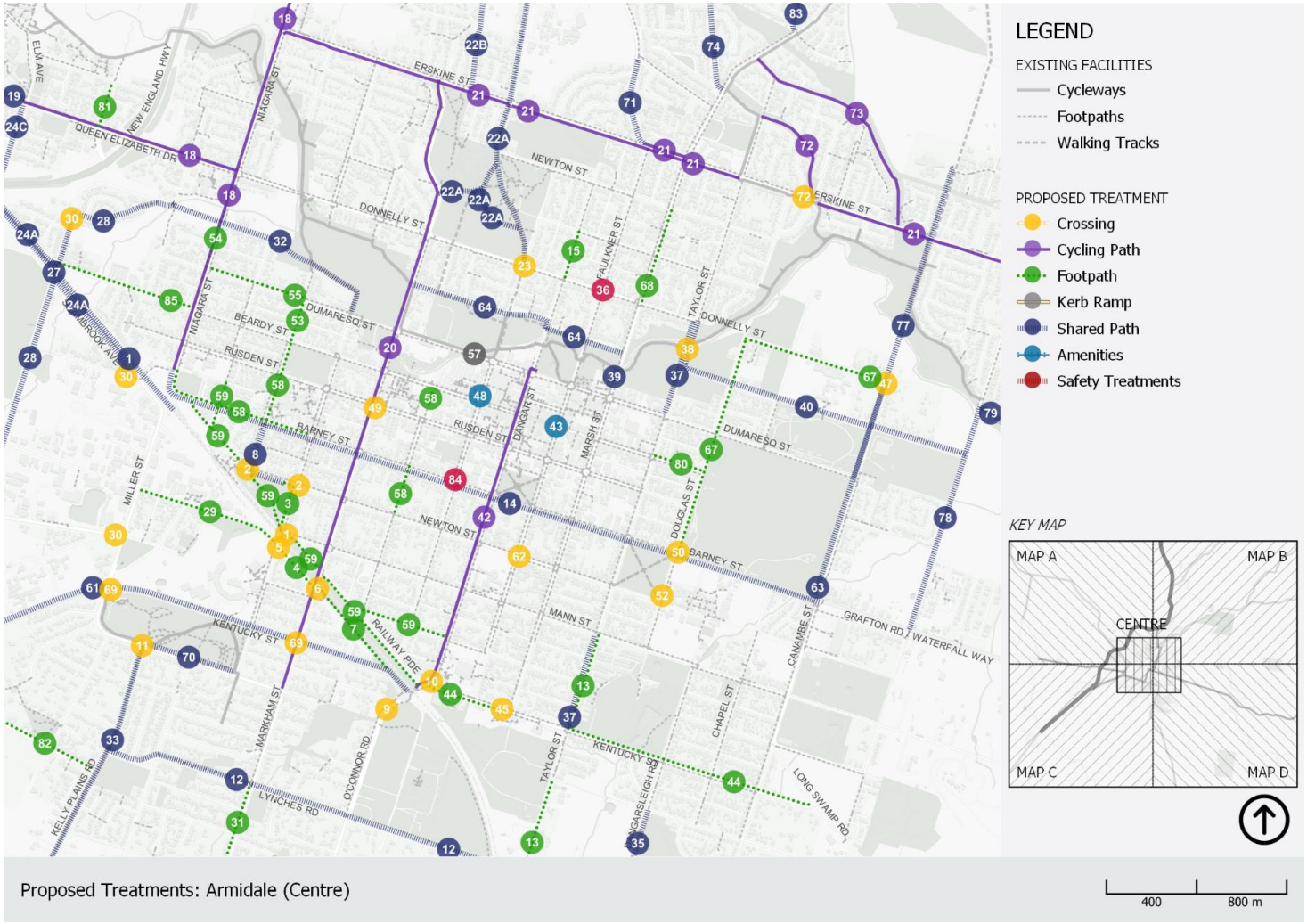


Figure 6.2 ***Proposed pedestrian and bicycle treatment for Armidale (Centre)***

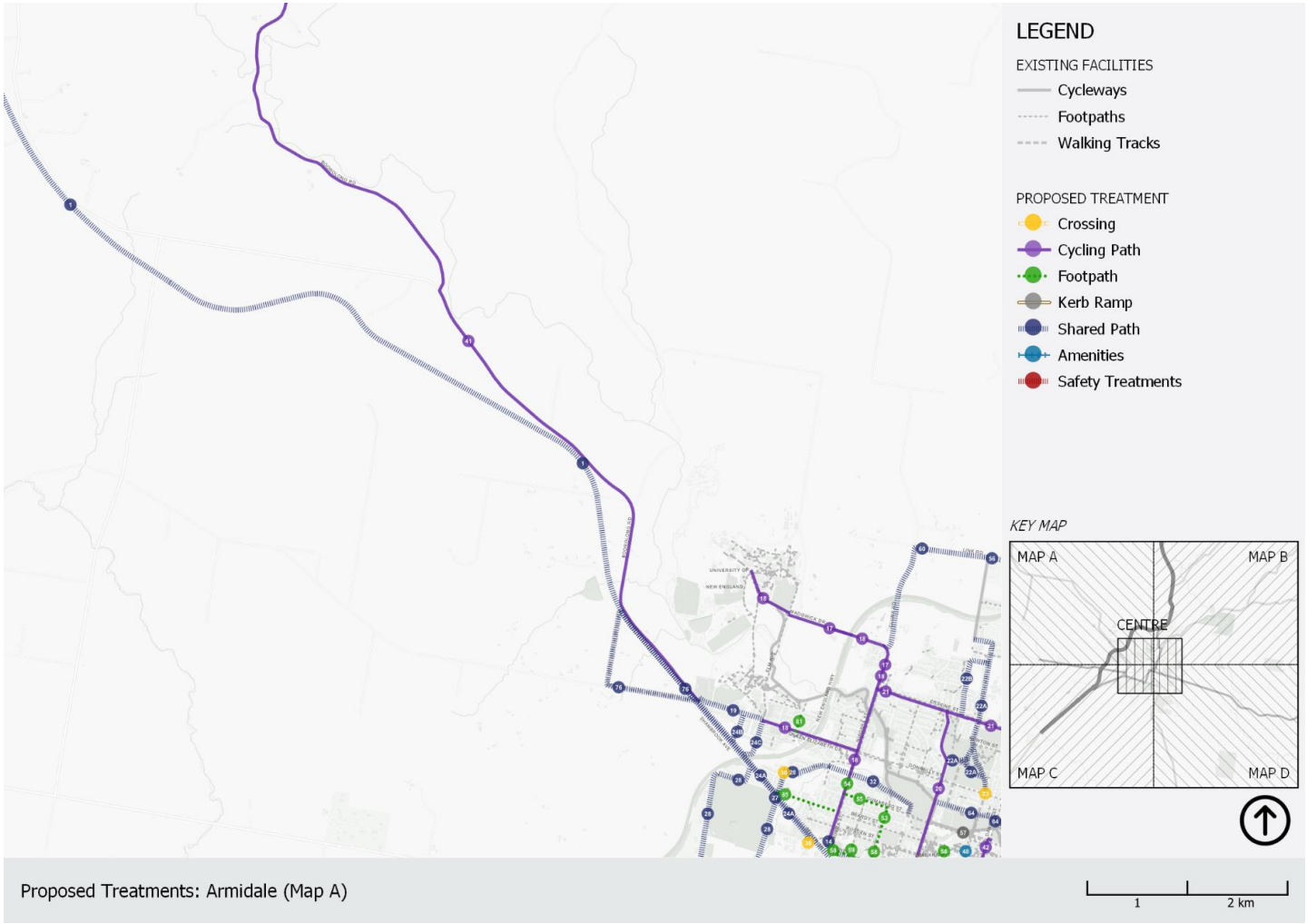


Figure 6.3 ***Proposed pedestrian and bicycle treatment for Armidale (Map Inset A – northwest)***

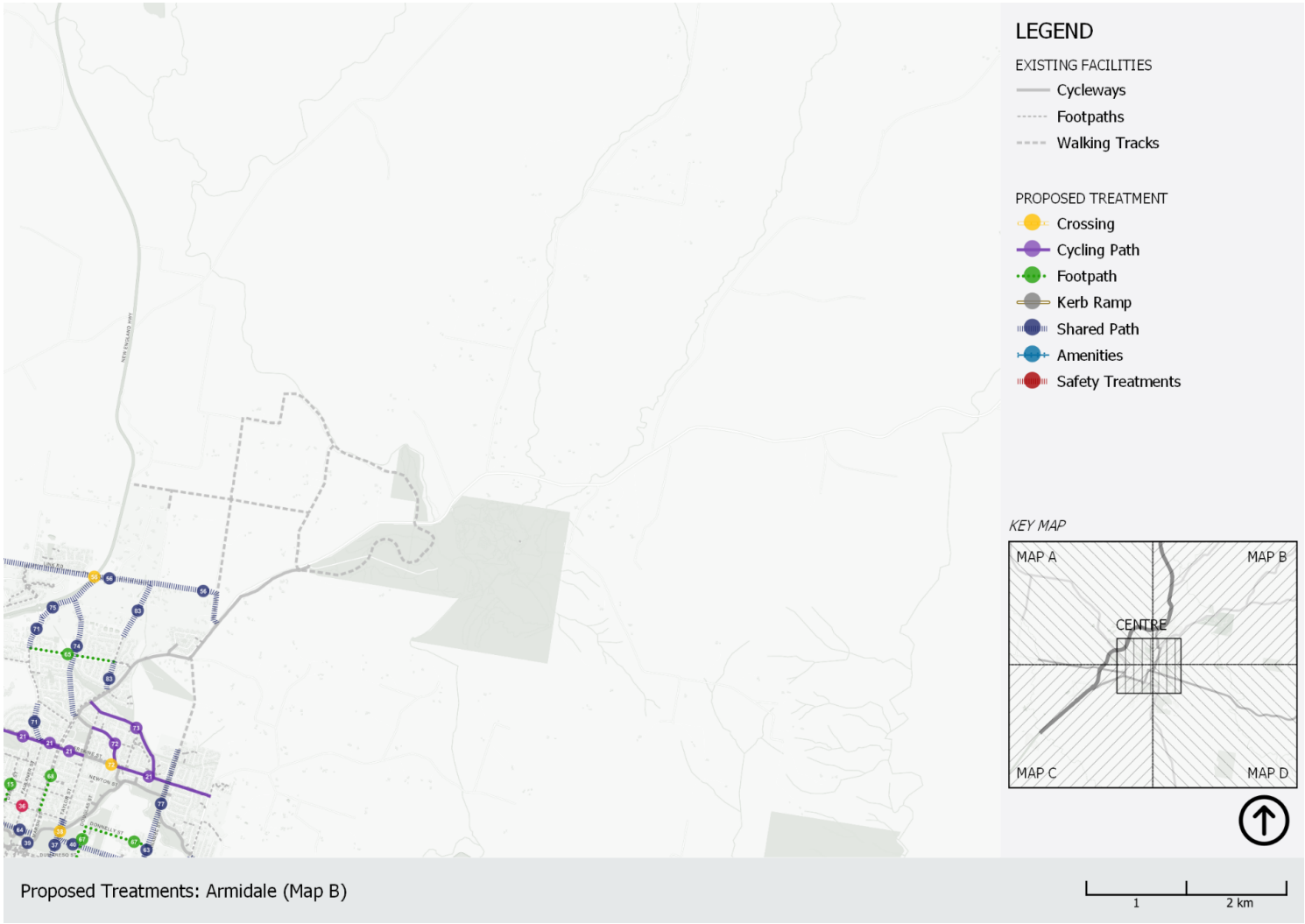


Figure 6.4 Proposed pedestrian and bicycle treatment for Armidale (Map Inset B – northeast)

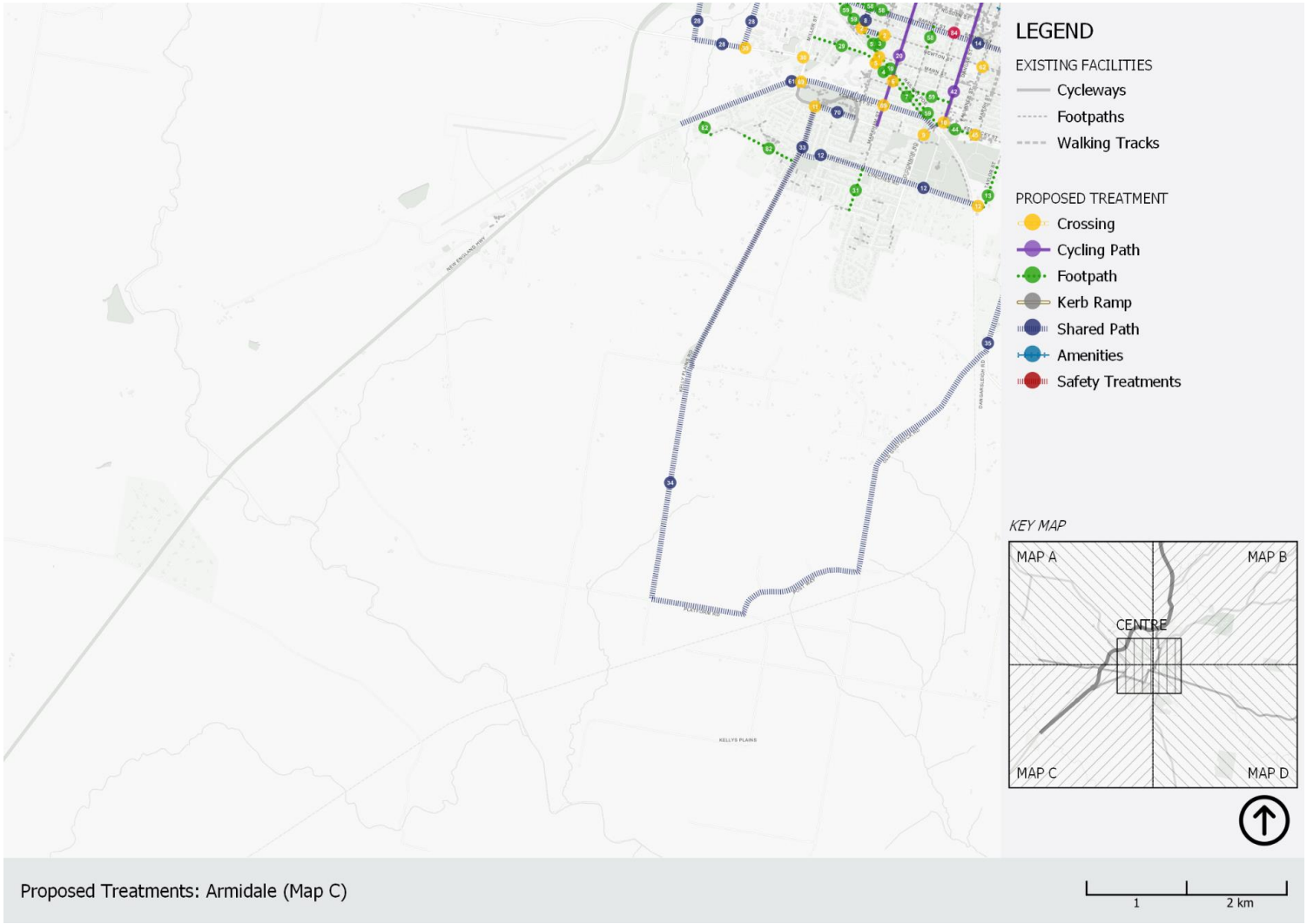


Figure 6.5 Proposed pedestrian and bicycle treatment for Armidale (Map Inset C – southwest)

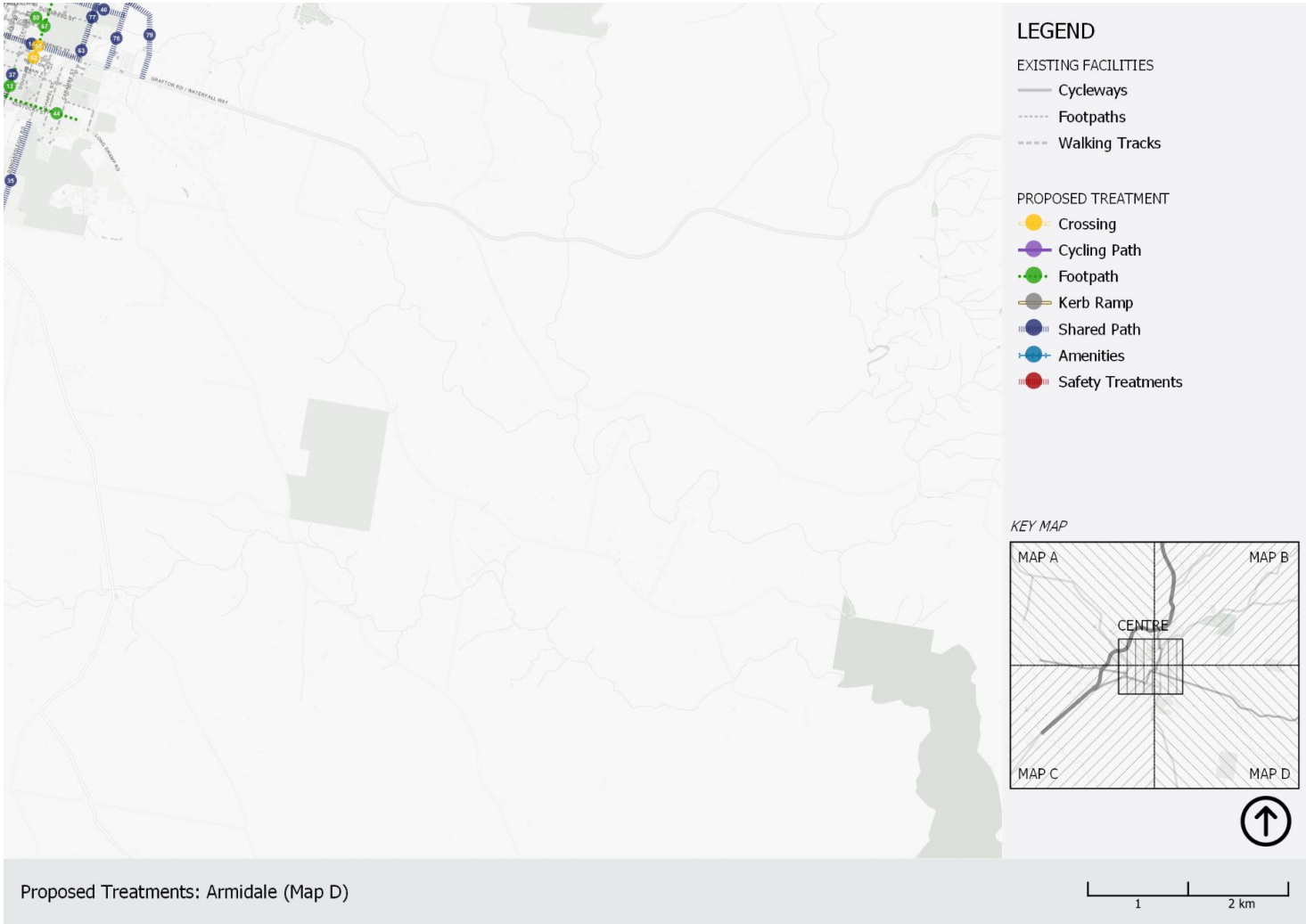


Figure 6.6 ***Proposed pedestrian and bicycle treatment for Armidale (Map Inset D – southeast)***



Figure 6.7 ***Proposed pedestrian and bicycle treatment for Guyra***



Figure 6.8 ***Proposed pedestrian and bicycle treatment for Rural West (Black Mountain, Ben Lomond)***

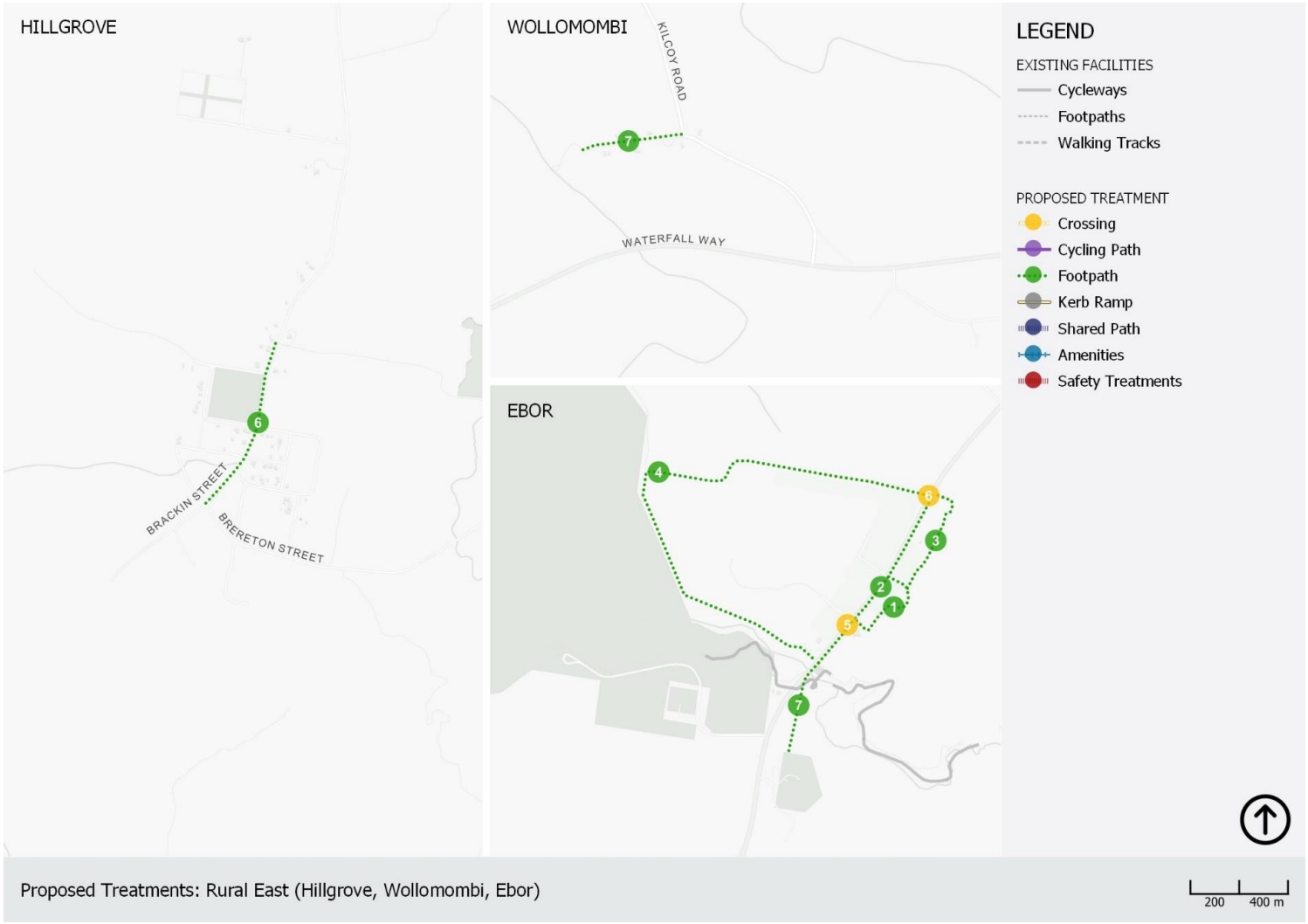


Figure 6.9 ***Proposed pedestrian and bicycle treatment for Rural East (Hillgrove, Wollomombi, Ebor)***

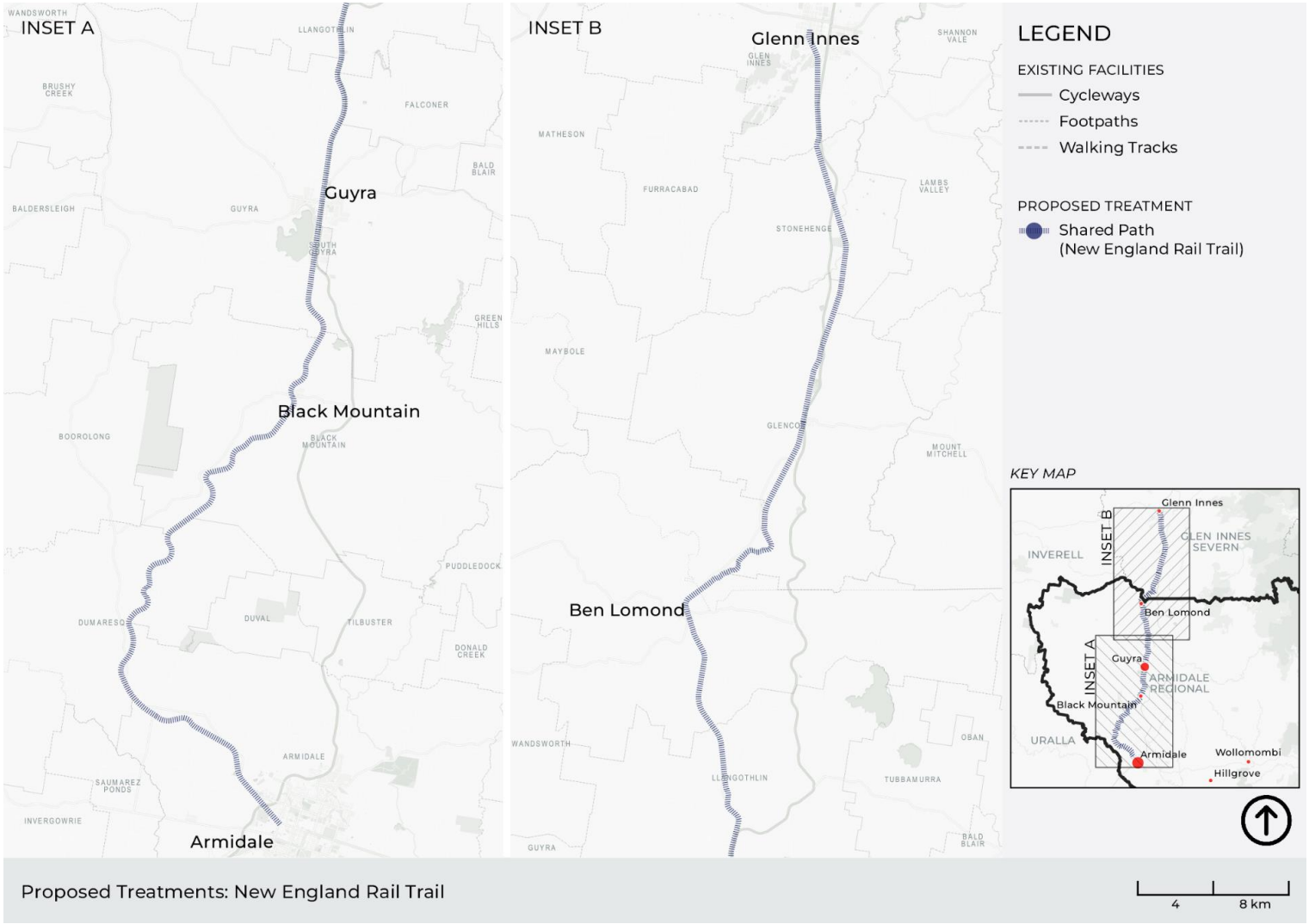


Figure 6.10 New England Rail Trail

7. Priorities for pedestrian and bicycle rider Improvements

7.1 Pedestrian prioritisation

The *How to Prepare a Pedestrian Access and Mobility Plan* (2002) provides guidance on what is important in providing footpaths. This method was used to determine the prioritisation of the proposed improvements detailed in Section 6.

Scores were derived for each of the recommended pedestrian improvements for the purpose of prioritising projects. The Weighted Criteria Scoring System from the Transport for NSW *How to Prepare a Pedestrian Access and Mobility Plan* (2002) was used to prioritise each proposed improvement, as shown in Table 7.1.

Table 7.1 TfNSW Weighted Criteria Scoring System

Category	Criteria
Land Use	Number of Attractors/Generators
	Land Use Type
	Proximity to Attractors/Generators
	Future Development with Attractors/Generators
Traffic Impact	Road Hierarchy
Safety	Identified as Hazardous Area (from consultation)
	Identified Pedestrian Crashes
Facility Benefits	Demonstrated Path
Continuity of Routes	Addition to Existing Facility
Priority	Pedestrian Route Hierarchy

In order to determine the priorities of the pedestrian access improvement items, the infrastructure initiatives or studies are given a priority rating to be accommodated in the Council budget cycle. A weighted scoring system is provided in Table 7.2.

Council is likely to receive requests for additional works beyond those identified in this plan. The same methodology can be applied to these requests to determine their level of prioritisation.

Table 7.2 Weighted Scoring Criteria to Prioritise the ATS Initiatives

Category	Criteria	Performance Conditions 1	Score 2, 3
Land Use	Number of attractors/generators (locations)	more than 5 locations 3-5 locations 1-2 locations 0 locations	10 8 5 0
	Land use type	schools commercial/retail residential other	10 8 5 0
	Proximity to generators/attractors	less than 250 metres >250-500 metres >500-1000 metres >1000 metres	10 8 5 0

Category	Criteria	Performance Conditions 1	Score 2, 3
	Future development with attractors/generators	High medium low	5 3 1
Traffic Impact	Road hierarchy	State Road Regional Road Local Road Special use Other	15 10 8 5 0
Safety	Identified as hazardous area (from audit or consultation)	High Medium Low None	10 8 5 0
	Identified pedestrian crashes	>3 reported crashes per year. 3 reported crashes per year 2 reported crashes per year 1 reported crash per year 0 reported crashes per year	15 10 8 5 0
Facility Benefits	Demonstrated path	High usage Medium usage Low usage No demonstrated use	10 8 5 0
Continuity of routes	Addition to existing facility	Link existing facilities Extension of facilities Addition to facilities Other	10 8 5 0
Priority	Pedestrian route hierarchy	High use Medium use Low use	5 3 1

Notes:

[1] Only one performance condition is to be selected for each criterion e.g., Land use type residential = 5.

[2 3] The maximum score achievable overall is 100.

The overall work prioritisation is then determined by adding up each criterion scores to reflect the environment of the specific area. e.g., High (100-70), Medium (<70-40), Low (<40) or Considering (not scored).

Source: How to Prepare a Pedestrian Access and Mobility Plan, Roads and Traffic Authority of NSW (RTA), 2002

7.1.1 Limitations of TfNSW methodology

Please note that there are limitations to the TfNSW based methodology for prioritising each proposed improvement. For example, the Weighted Criteria Scoring System does not include the presence of existing footpaths on the opposite side of the street. This results in the proposed improvement having a higher priority using the TfNSW method (as it is assumed there is no footpath on the route).

In addition, at some key generators, pedestrian facilities may be urgently required (outside an aged care facility, for example). However, the weighting system may not provide a score that is significantly higher for the same type of facility at a less critical location. Therefore, consideration needs to be taken when assessing priorities in conjunction with the Transport for NSW methodology.

The methodology also does not apply a weighting for the costs associated with identified works. Noting the limitations on the amount and timing of funding being available, it is likely that works would not necessarily ultimately be delivered in the same order they are scored.

7.1.2 Ranking of the pedestrian improvements

Results from the Transport for NSW weighted prioritisation and public submissions from Council and community is provided in Table 7.3. Recommendations are based on GHD site-based prioritisation, public submissions and community and stakeholder engagement.

The overall work prioritisation has been determined for high, medium and low priority projects by using the following prioritisation scoring ranges:

– High priority: 100-70
– Medium priority: <70-40
– Low priority: <40

The pedestrian priority assessment calculations are included in Table 7.3.

Table 7.3 Identified Issues and Proposed Upgrades

ID	Location	Street/ Intersection	Description of Proposed Treatment	Rank	Priority	Action	Funding
44	Armidale	Kentucky Street	Provide a footpath on the southern side of Kentucky Street between Dangar Street and Long Swamp Road to support children accessing the Armidale City gymnastics club.	1	High	Short Term	Through Grant
16	Armidale	All Armidale	Council to investigate the location of poorly maintained pedestrian and cycling facilities and infrastructure.	3	High	Short Term	Without Grant
31	Armidale	Markham Street	Connect the footpath from Kentucky Street to Ross Street on Markham Street. This is to be used as a feeder road on the south side of the residential area.	4	High	Short Term	Through Grant
84	Armidale	Jessy Street and Barney Street	Upgrade the existing pedestrian refuge at Jessie Street and Barney Street for safety of the students and community.	5	High	Short Term	Without Grant
51	Armidale	Barney Street	Provide kerb ramps on Barney Street and Douglas Street intersection	6	High	Short Term	Without Grant
50	Armidale	Barney Street/Douglas Street	Provide refuge island on Barney Street and Douglas Street intersection	7	High	Short Term	Without Grant
38	Armidale	Taylor Street	Implement crossings to connect between the proposed shared path to the existing shared path on Creeklands and to access between two parks (Rologas Field and Wicklow Fields)	8	High	Short Term	Without Grant
5	Armidale	Bulter Street	Provide refuge island on Butlers Street at the intersection of Lambs Avenue and Butler Street.	9	High	Short Term	Without Grant
49	Armidale	Markham Street/Rusden Street	Provide speed pillows and refuge island on southern leg of Markham Street and eastern leg of Rusden Street.	10	High	Short Term	Without Grant
85	Armidale	Beardy Street	Provide footpath along Beardy	11	High	Short	Without

ID	Location	Street/ Intersection	Description of Proposed Treatment	Rank	Priority	Action	Funding
			Street between Martin Street and Niagara Street			Term	Grant
29	Armidale	Mann Street	Provide footpath along Mann Street from Miller Street to Butler Street to connect with the existing footpaths to access Armidale Secondary College	12	Medium	Short Term	Without Grant
1	Armidale	Mann Street	Provide crossing over Mann Street to connect with existing pedestrian crossing over the railway line.	13	High	Short Term	Without Grant
52	Armidale	Douglas Street/Brown Street near The Armidale School	Provide upgrade crossing to standard at Douglas Street/Brown Street near the Armidale School	15	High	Short Term	Without Grant
6	Armidale	Lambs Avenue/Markham Street	Provide refuge island to connect the existing and proposed footpath/shared path - to the east from the intersection of Lambs Avenue and Markham Street - to the south and west of the intersection of Mossman Street West and Markham Street Kerb ramps to be included where required	16	Medium	Medium term	Without Grant
2	Guyra	New England Highway	Improve footpath from Tenterden Street to Ollera Street on NEH	17	Medium	Medium term	Without Grant
1	Guyra	New England Highway/Tenterden Street	Provide refuge island at New England Highway/Tenterden Street to cross the road safely near park and bus stop. This matter is under consideration with TfNSW, and it would probably cost $75k.	18	Medium	Medium term	Without Grant
59	Armidale	Missing links in town- Railway Parade/Mossman Street/Brown Street/Ohio Street, etc	Connect all the missing footpath links on the town blocks- Railway Parade/Mossman Street/Brown Street/Gordon Street/Ohio Street, etc	19	Medium	Medium term	Without Grant
81	Armidale	Martin Street	Provide footpath along Martin Street between Queen Elizabeth Drive and Claude Street	20	Medium	Medium term	Without Grant
58	Armidale	Missing links in town	Connect all the missing footpath links on the town blocks- O'Dell Street/Allingham Street/Western end of Barney Street/Douglas Street near the racecourse/Butler Street etc	21	Medium	Medium term	Without Grant
9	Armidale	O'Connor Road	Provide refuge island near the Kentucky Street/Dangar Street roundabout for pedestrians to cross safely and connect the existing footpath	22	Medium	Medium term	Without Grant
69	Armidale	Kentucky Street	Provide refuge island at: - to the east of the intersection	22	Medium	Medium term	Through Grant

ID	Location	Street/ Intersection	Description of Proposed Treatment	Rank	Priority	Action	Funding
			of Miller Street and Kentucky Street - across the Miller Street, north approach at the intersection of Miller Street and Kentucky Street				
68	Armidale	Marsh Street	Provide footpaths along Marsh Street between Donnelly Street, Jeffrey Street and White Lanterns Motel on eastern side	23	Medium	Medium term	Without Grant
2	Armidale	Brown Street & Butler Street	Provide crossings: - to the west at the intersection of O'Dell Street and Brown Street - to the east at the intersection of O'Dell Street and Brown Street - to the east at the intersection of Butler Street and Brown Street	24	Medium	Medium term	Without Grant
82	Armidale	Bona Vista Road	Provide footpath along Bona Vista Road between Uralla Road and Kellys Plains Road	26	Medium	Medium term	Without Grant
3	Armidale	Bulter Street	Implement footpath along Bulter Street from the Mann Street railway crossing to Brown Street where the proposed crossing is located	27	Medium	Medium term	Without Grant
45	Armidale	Kentucky Street	Provide crossing at the west side of intersection of Marsh Street and Kentucky Street	28	Medium	Medium term	Without Grant
67	Armidale	Douglas Street	Connect all the missing footpath links on the town blocks- Douglas Street near the racecourse and Donnelley Street.	29	Medium	Medium term	Without Grant
80	Armidale	Rusden Street	Provide footpaths along Rusden Street between Taylor Street and Douglas Street on northern side	29	Medium	Medium term	Without Grant
54	Armidale	Niagara Street	Connect footpath from Dumaresq Street to existing footpath on western side of Niagara Street near pedestrian refuge crossing	30	Medium	Medium term	Without Grant
53	Armidale	Dumaresq Street	Connect a missing section of footpath on O'Dell Street from Dumaresq Street to Beardy Street	31	Low	Long term	Without Grant
55	Armidale	Dumaresq Street	Connect existing footpath from O' Dell Street to Niagara Street existing footpath on northern side of Dumaresq Street	32	Low	Long term	Without Grant
2	Ebor	Waterfall Way	Provide footpath on Waterfall way as proposed in draft LSPS	33	Low	Long term	Through Grant
30	Armidale	Martin Street/Drew Street/Bundarra	Provide refuge island and kerb blisters at the location of the	33	Low	Long term	Without Grant

ID	Location	Street/ Intersection	Description of Proposed Treatment	Rank	Priority	Action	Funding
		Road/Mott Street	following: - Bundarra Road, to the west of the intersection of Miller Street and Bundarra Road - Drew Street, to the east of the intersection of Shambrook Avenue and Drew Street - Martin Street, to the south of the intersection of Alahna Drive and Martin Street -Bundarra Road, to the east of the intersection of Mott Street and Bundarra Road				
62	Armidale	Brown Street/Faulkner Street	Provide crossing on eastern leg of Brown Street	34	Low	Long term	Without Grant
10	Armidale	Dangar Street	Provide refuge island to the north from the intersection of Dangar Street and Kentucky Street	35	Low	Long term	Without Grant
36	Armidale	Faulkner Street and Donnelly Street	Provide pedestrian refuge and kerb blister to slow down eastbound traffic approaching the intersection.	36	Low	Long term	Without Grant
4	Guyra	Sole Street/Prisk Street	Provide footpath from Sole Street to Prisk Street all the way to Pearson Street and Starr road connecting with New England Rail Trail. Investigate further in design stage.	37	Low	Long term	Through Grant
6	Guyra	Stevenson Street/Elm Street/Starr Road	Provide footpath along Steveson Street and Elm Street connecting to Guyra Road. Investigate further in design stage.	38	Low	Long term	Through Grant
11	Armidale	Galloway Street	Provide refuge island across Galloway Street to the east of the intersection of Galloway Street and Perrott Street	39	Low	Long term	Without Grant
15	Armidale	Dangar Street	Repair damaged sections of footpath and trim vegetation	40	Low	Long term	Without Grant
23	Armidale	Donnelly Street	Provide refuge island at Donnelly Street/Jessie Street intersection	41	Low	Long term	Without Grant
13	Armidale	Taylor Street	Provide a new footpath on the eastern side of Taylor Street from - Lynches Road to Galloway Street - Kentucky Street to Mann Street This ID is related to ID 37	42	Low	Long term	Without Grant
5	Ebor	Waterfall Way	Provide refuge island on Waterfall Way near Ebor school.	43	Low	Long term	Without Grant
7	Guyra	Sandon Street	Provide a footpath along Sandon Street to provide better opportunities across the town.	43	Low	Long term	Through Grant
6	Ebor	Waterfall Way/Pipeclay	Provide refuge island on	44	Low	Long	Without

ID	Location	Street/ Intersection	Description of Proposed Treatment	Rank	Priority	Action	Funding
		Street	Waterfall Way/Pipeclay Street			term	Grant
4	Black Mountain	Black Mountain Road/Toms Gully Road	Provide walking trail along Black Mountain Road from Community Tennis court to Baptist Church proposed in the LSPS	45	Low	Long term	Through Grant
7	Ebor	Ebor	Provide footpath to link to Ebor Showground as proposed in the LSPS	45	Low	Long term	Without Grant
5	Black Mountain	Elder Lane	Provide walking trail along Elder Lane proposed in the LSPS	46	Low	Long term	Through Grant
65	Armidale	Gordon Street	Connect all the missing footpath links on the town blocks- Gordon Street	46	Low	Long term	Without Grant
2	Ben Lomond	Ben Lomond Road	Provide footpath on Ben Lomond Road from Moredun Street to end of intersection with Old Bermond Road for better connectivity.	47	Low	Long term	Through Grant
6	Hillgrove	Brackin Street	Implement footpath on Brackin Street from Chalkers Cottage to Brereton Street	47	Low	Long term	Without Grant
3	Ben Lomond	Ben Lomond village	Provide walking trails across the village near key attractors and growth areas proposed in the LSPS	48	Low	Long term	Through Grant
7	Wollomombi	Wollomombi Village Road	Implement footpath on Wollomombi Village Road to provide a safe and convenient connection for pedestrians	48	Low	Long term	Without Grant
1	Ebor	Waugh Street	Provide footpath along Waugh Street/Park Street connecting Waterfall way as proposed in the LSPS.	49	Low	Long term	Through Grant
66	Armidale	Investigate additional locations that may benefit from future active transport improvements	Identify any further missing links or areas that may highly benefit from future improvements including line marking, footpaths/shared paths, signage and kerb ramps.	49	Low	Long term	Without Grant
3	Ebor	Waugh Street/Pound Street	Provide footpath along Waugh Street/Pound Street connecting Waterfall way as proposed in draft LSPS.	50	Low	Long term	Through Grant
11	Guyra	Guyra-across the town	Council to investigate further to connect missing links and explore more opportunities of footpath/shared path/cycleway network throughout the town.	50	Low	Long term	Without Grant
4	Ebor	Ebor Falls Road/Pipeclay Street	Council to investigate and provide footpath for walk to Ebor Falls along Ebor Falls Road/Pipeclay Street/Pound Road as proposed in the LSPS.	51	Low	Long term	Through Grant

Each of the priority levels detailed in Table 7.3 is displayed in the following maps:

– Armidale city (Overview) Figure 7.1
– Armidale city (Centre) - Figure 7.2
– Guyra - Figure 7.3
– Ben Lomond and Black Mountain- Figure 7.4
– Hillgrove and Wollomombi- Figure 7.5

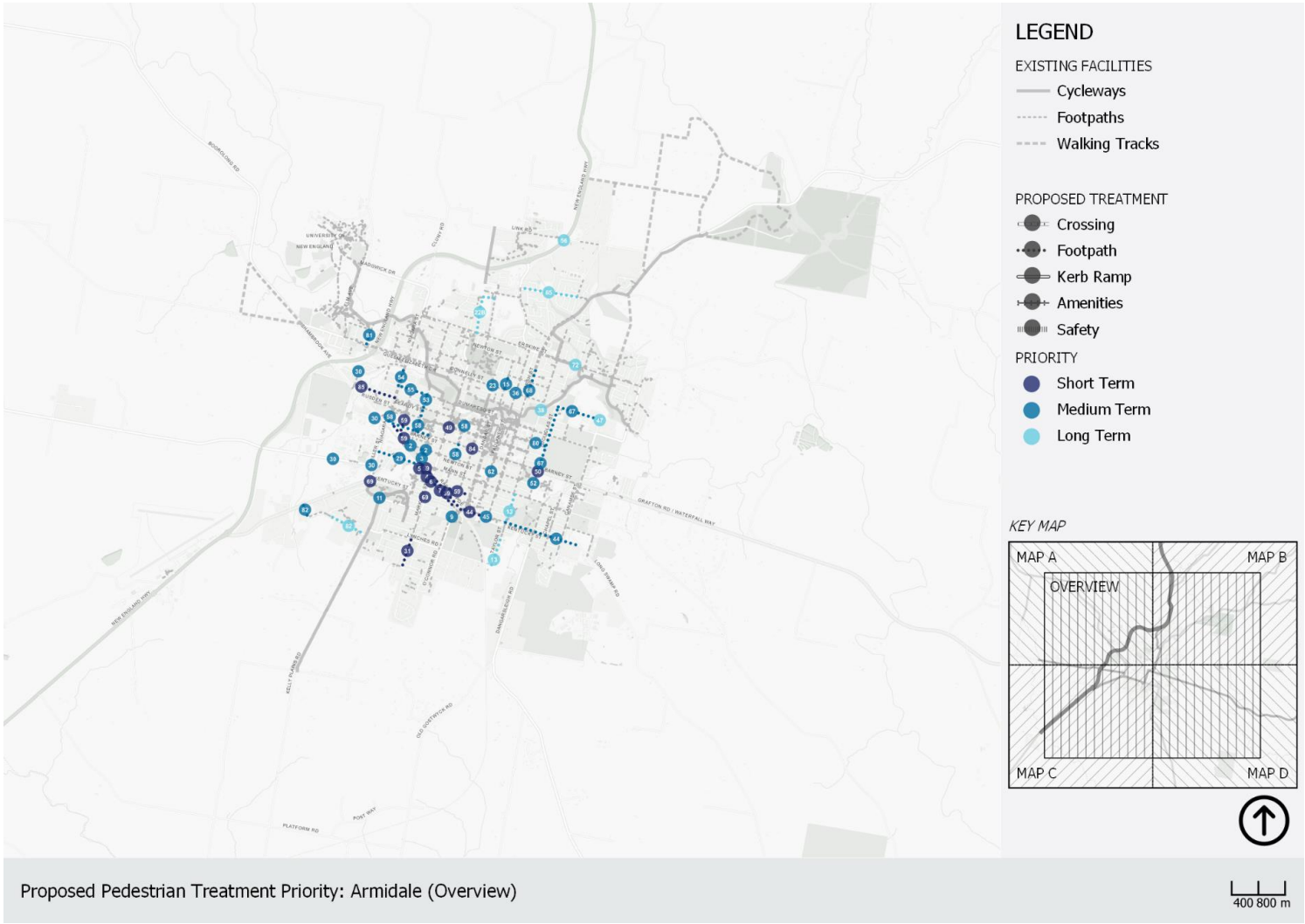


Figure 7.1 Priority Levels for Proposed Pedestrian Treatments-Armidale (Overview)

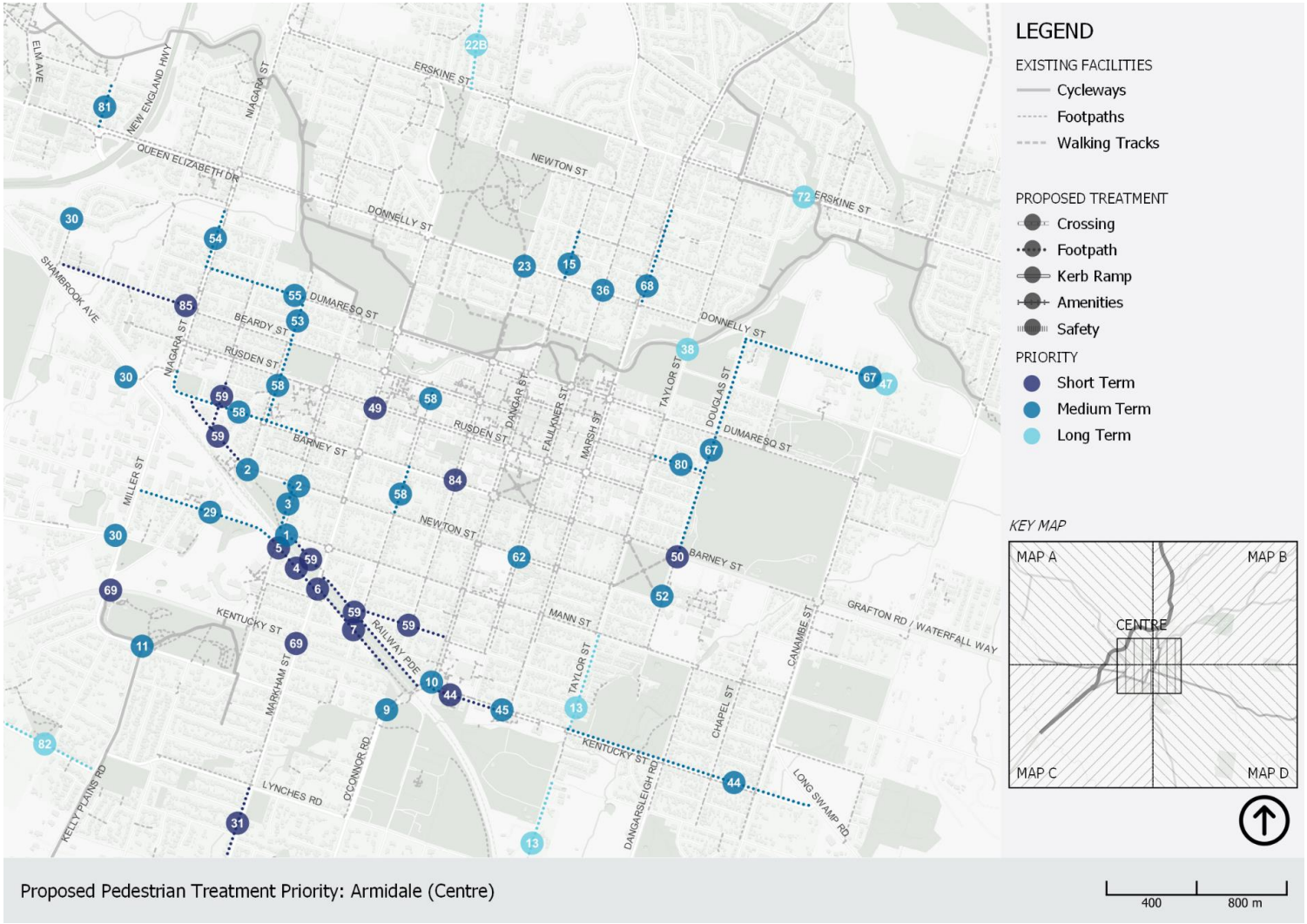


Figure 7.2 ***Priority Levels for Proposed Pedestrian Treatments-Armidale (Centre)***

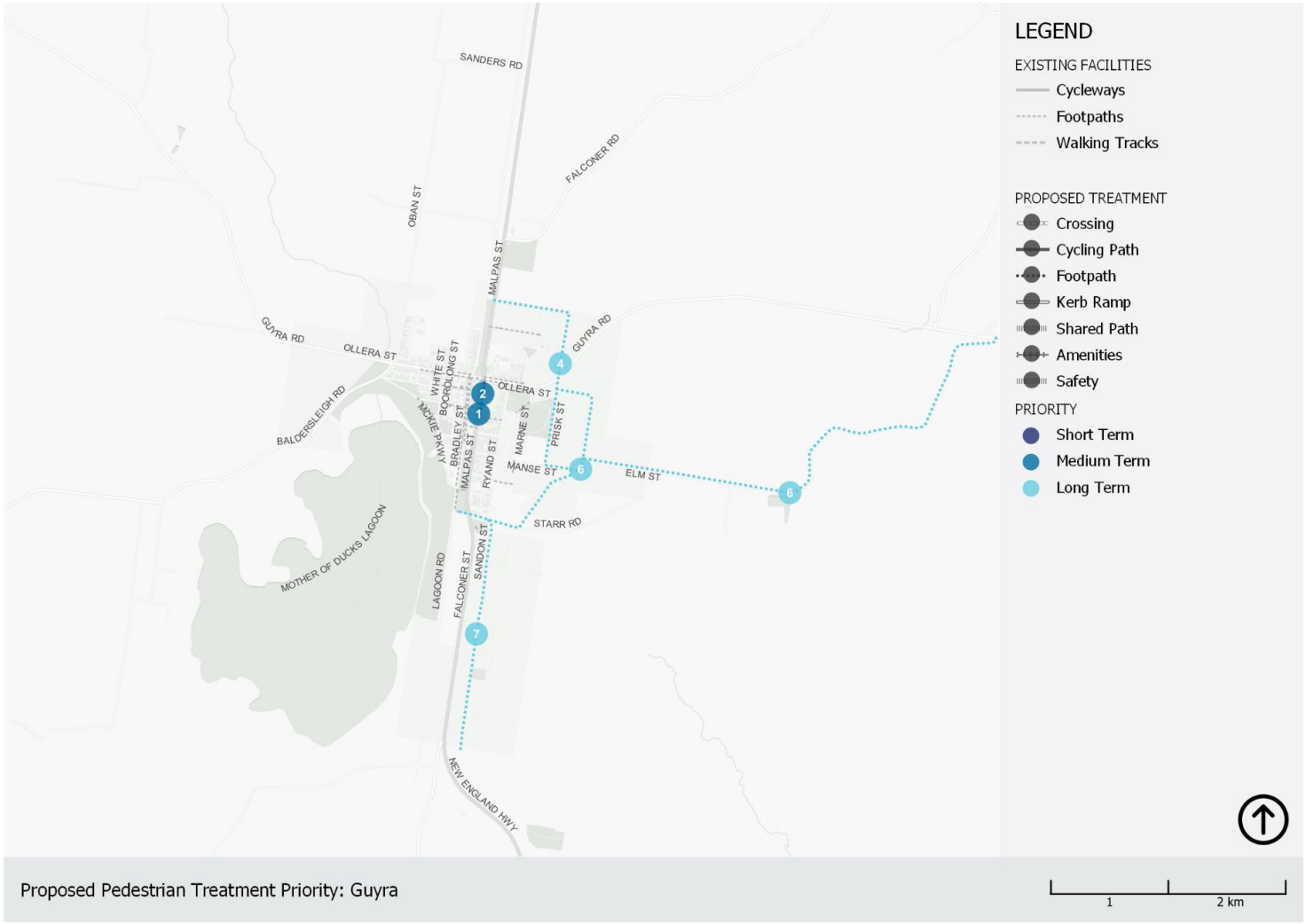


Figure 7.3 Priority Levels for Proposed Pedestrian Treatments-Guyra



Figure 7.4 ***Priority Levels for Proposed Pedestrian Treatments-Ben Lomond and Black Mountain***

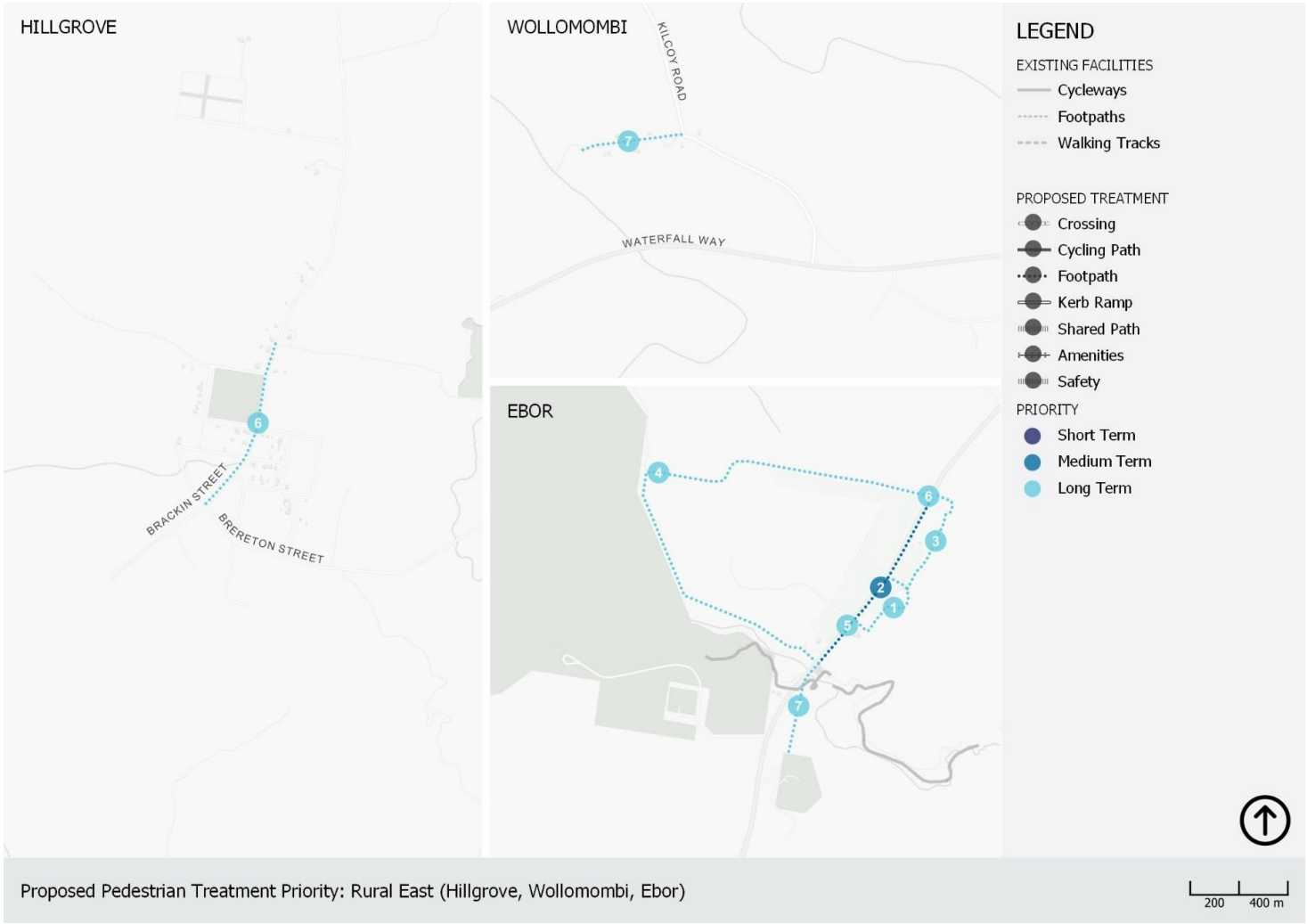


Figure 7.5 ***Priority Levels for Proposed Pedestrian Treatments-Hillgrove and Wollomombi***

7.2 Bicycle prioritisation

The Roads and Maritime Services guideline *How to Prepare a Bicycle Plan* (2002), indicates that future bicycle routes should be based on a set of priorities, including:

– Safety
– Community needs and expectations.
– Council commitment
– Available funding and future planning opportunities
– Rectification/maintenance programs

Overall, this set of priorities is considered to be rather general in nature and does not provide specific guidance on prioritising one route above another. However, specific guidance exists from the related Roads and Maritime Services publication *How to Prepare a Pedestrian Access and Mobility Plan* (PAMP) (2002), which can be adopted to suit a prioritisation methodology for bicycle routes.

7.2.1 Route prioritisation

A hierarchy of routes has been developed for the provision of walking and bike riding infrastructure for along the primary and secondary routes. The hierarchy has been developed based on a prioritisation scoring tool, shown in Table 7.4.

Each “Criteria” shown in Table 7.4 was scored high, medium or low based on the following scoring:

– High = 3
– Medium = 2
– Low = 1

The scores for each Criteria were then ranked based on the weighting for each Category, as shown in Table 7.4.

Table 7.4 Prioritisation of Works Scoring Tool

Category	Weighting	Criteria
Land Use	20%	Proximity to Attractors / Generators
		Future Development with Attractors / Generators
Perception	20%	Road Hierarchy
		Traffic volumes
		Ease of use of existing roads
		Attracts non-regular bicycle riders
		Safety (perception)
Safety	20%	Identified as Hazardous Area (from Site Audit and Consultation)
		Identified Pedestrian/ Bike Rider Crashes
Continuity of Routes	20%	Link existing facilities
		Extension of facilities
		Addition to facilities
User Groups	20%	Children
		Older People
		Shopping
		Social
		Commuting
Total	100%	

Table 7.5 and Figure 7.7 ranks the proposed local bicycle routes for Armidale Regional LGA based on the modified Weighted Criteria Scoring System and public submissions from Council and community.

Table 7.5 Priority Levels for Proposed Bicycle Routes – local routes

ID	Location	Street/Intersection	Description of Proposed Treatment	TfNSW Rank	Action	Funding
1	Armidale/ Black Mountain	Armidale/Black Mountain	Construct a New England rail trail to link Armidale to Black Mountain for walking, running & biking. It is noted that Armidale Regional Council was successful in the grant application of $5.4M for Stage 1 to commence construction of the Rail Trail.	1	Short Term	Without Grant (Funding secured)
56	Armidale	Link Road	Shared path on the Southern side of Link Road from Scholes Street to heading East to provide connection to the eastern residential areas along Link Road and Stony Ridge Road (i.e. the Armidale Walking Trail network). Provide a crossing for pedestrian and cyclists at the intersection of New England Highway (NEH) and Link Road to get to the Stony Ridge Road.	2	Short Term	Through Grant
86	Armidale	Armidale	Repaint road markings.	2	Short Term	Without Grant
12	Guyra	New England Highway	Provide a shared path along New England Highway from Guyra Caravan park to town link at Tenterden Street.	3	Short Term	Through Grant
31	Armidale	Markham Street	Connect the shared path from Kentucky Street to Ross Street on Markham Street. This is to use as a feeder road at the south side of residential area.	4	Short Term	Through Grant
43	Armidale	Armidale CBD	Identify the suitable location/s across the Armidale CBD to provide bike parking facilities for better connectivity with the path.	4	Short Term	Without Grant
24	Armidale	White Avenue/Shambrook Avenue/Miller Street	According to Development Control Plan for Shambrook Avenue Precinct, following options are provided. The Council or the community require to determine the most appropriate option. 24 A: the existing walking track on Old Inverell Road/Handel Street 24 B: the corner of Glenelg Road and Helen Avenue, via Helen Avenue Park 24 C: provide a shared path on White Avenue from Shambrook Avenue to Handel Street.	5	Short Term	Through Grant
48	Armidale	Jessie Street/Beardy Street	Provide bicycle parking facilities in front of Armidale Central.	5	Short Term	Without Grant
17	Armidale	Madgwick Drive	Repair the damaged section of drainage, line-marking and signage along Madgwick Drive and Trevenna Road. Repaint the cycle lane markings to encourage drivers along Verna Close to check for cyclists on the Niagara St cycle lanes.	6	Short Term	Through Grant

ID	Location	Street/Intersection	Description of Proposed Treatment	TfNSW Rank	Action	Funding
14	Armidale	Barney Street / Grafton Road	Implement a shared path along the southern side of Grafton Road/Barney Street between McLennan Street and Canambe Street.	7	Short Term	Through Grant
20	Armidale	Markham Street	Provide a cycleway on Markham Street from Kentucky Steet to Erskine Street.	8	Short Term	Through Grant
21	Armidale	Erskine Street	Provide a cycleway along Erskine Street from Niagara Street to Cookes Road.	9	Short Term	Through Grant
18	Armidale	Elm Avenue/Handle Street/Queen Elizabeth Drive	Council to investigate on some section of re-designing of cycleway along Trevenna Road from Library Road to Clarks Road and along Madgwick Drive and Niagara Street to McLennan Street to make it safer for cyclists. Provide a link and safe connections between cycleway at Niagara Street and Madgwick lanes.	11	Short Term	Without Grant
4	Armidale	Lambs Avenue	Provide a shared path along Lambs Avenue between Butler Street and Markham Street.	11	Short Term	Through Grant
72	Armidale	E Creeklands cycleway/ Merinda Place Street	Provide a cycling route through Sylvia Crescent to connect E Creeklands Cycleway to existing cycling routes on Merinda Place Street. Provide a refuge island at the intersection of Erskine Street and Sylvia Street.	12	Short Term	Through Grant
19	Armidale	Handel Street	Provide a shared path along the northern side of Handel Street between Old Inverell Road and Elm Avenue.	13	Short Term	Through Grant
28	Armidale	Martin Street /Mott Street/Bundarra Road/Miller Street/Uralla Road	-Provide a shared path between Alahna Drive to Martin Street and to Bundarra Road via Martin Street and Motts Street - Provide a shared path along Golf Link Road between Shambrook Avenue and Bundarra Road.	14	Short Term	Without Grant
7	Armidale	Lambs Avenue	Provide a shared path from Markham Street to the end of Lambs Avenue.	14	Short Term	Through Grant
61	Armidale	Kentucky Street/Uralla Road	Provide a shared path on Kentucky Street from O'Connor Road to all the way to NEGS and Moore Park Road along Uralla Road to provide a good connection to the school and to connect with proposed UNE cycleway. Investigate further at design stage.	15	Short Term	Through Grant
76	Armidale	Old Inverell Street, Boorolong Road and Rowlands Road	Provide a shared path along Old Inverell Street, Boorolong Road and Rowlands Road between Handel Street and Rowlands Road to form a "triangle" track.	16	Medium Term	Through Grant
64	Armidale	Kirkwood Street	Provide a shared path along Kirkwood Street from the Kirkwood Street/Marsh Street intersection to the Markham Street/Kirkwood Street intersection would allow better connectivity.	16	Medium Term	Through Grant

ID	Location	Street/Intersection	Description of Proposed Treatment	TfNSW Rank	Action	Funding
74	Armidale	Chestnut Avenue	Provide a shared path from Rockvale Road to Old Glenn Innes Road via Chestnut Avenue to support Development Control Plan for Chestnut Avenue Precinct	17	Medium Term	Through Grant
63	Armidale	Canambe Street	Provide a shared path on Canambe Street from Donnelley Street to the north within the Canambe Street road reserve which could be used to provide a new cycleway and crossing point over Dumaresq Creek which would like to the existing Creeklands cycleway.	18	Medium Term	Through Grant
60	Armidale	Link Road/Cluny Road/ Madgwick Drive	Provide a shared path along Link Road between Scholes Street and Cluny Road connecting Madgwick Drive existing cycle lanes that run along the edges of Madgwick Drive and Niagara Street. This would provide an active transport link to UNE, the city centre and new development areas proposed in the Link Road South Precinct. Council to Liaise with the traffic committee to change speed limit to 60-50 Km/hr.	19	Medium Term	Through Grant
39	Armidale	Marsh Street/Dumaresq Street	Provide a shared path from the existing paths on Marsh Street to the existing shared path on the Creeklands.	20	Medium Term	Without Grant
73	Armidale	Watson Avenue / Yoogoonda Gully	Provide a cycling path along Yoogoonda Gully from Erskine Street to Watson Avenue. Provide a cycling path along Watson Ave to connect to cycling path on Rockvale Road	20	Medium Term	Through Grant
22	Armidale	Orr Drive/Drummond Memorial Park	22A: Provide a shared path from Donelly Street and Orr Drive through Drummond Memorial Park from Erskine Street to Scholes Street via Crest Road and Harden Street 22B: According to the Development Control Plan for Link Road South Precinct, provide footpath going through Monro Street and Ash Tree Drive to link with Scholes Street and Markham Street	21	Option 1- Medium Term, Option 2- Long term	Through Grant
68	Armidale	Kentucky Street	Provide shared paths along Kentucky Street from Markham Street to Miller Street on both sides for students and park users	21	Medium Term	Through Grant
27	Armidale	Martin Street /Motts Street	Investigate the feasibility for a new pedestrian and cycling link between Martin Street and Mott Street for better connectivity and safety.	23	Medium Term	Without Grant
75	Armidale	Old Glenn Innes Road	Provide a shared path between Glenn Innes Road and Stony Ridge Road	23	Medium Term	Through Grant
42	Armidale	Dangar Street	Provide designated lanes for cyclists on roads from Civic Park to O' Connor Road	24	Medium Term	Through Grant
57	Armidale	Dumaresq Street	Provide kerb ramps to allow cyclists heading for the CBD. Investigate further in the design stage.	25	Medium Term	Without Grant

ID	Location	Street/Intersection	Description of Proposed Treatment	TfNSW Rank	Action	Funding
71	Armidale	Glenn Innes Road	Provide a shared path to support the Development Control Plan for Chestnut Avenue Precinct along Glenn Innes Road, between Erskine Street to New England Highway.	25	Medium Term	Through Grant
1	Black Mountain/Ben Lomond	Black Mountain/Ben Lomond	Construct the New England rail trail to link Black Mountain and Ben Lomond for walking, running & biking.	26	Medium Term	Through Grant
8	Armidale	Brown Street	Provide a new shared path along Brown Street from O'Dell Street and Barney Street.	26	Medium Term	Without Grant
40	Armidale	Kirkwood Street East	Provide a shared path along Kirkwood Street East from Taylor Street intersecting with the Creeklands shared path to the existing footpath on Cookes Road.	27	Medium Term	Through Grant
47	Armidale	Canambe Street	Provide a pedestrian/cyclist crossing of Dumaresq Creek close to O'Connor School at end of unformed section of Canambe Street, as there is an existing shared pathway along the northern side of Dumaresq Creek. This ID is related to ID-63.	28	Medium Term	Through Grant
37	Armidale	Taylor Street	Connect missing links along Taylor Street - Provide a shared path at the eastern side between Donnelly Street and Dumaresq Street for better accessibility to nearby parks and connect the existing footpaths. - Provide a shared path between Mann Street and Kentucky Street.	29	Medium Term	Through Grant
5	Guyra	Ollera Street/Guyra Road	Provide a shared path on Ollera Street/Guyra Road across the town to connect Guyra with pool, showground, tennis courts and playing fields, etc. Investigate further in the design stage.	30	Medium Term	Through Grant
10	Guyra	Urandangie Road	Provide a shared path from Urandangie Road all the way to Guyra Dam. Investigate further in the design stage.	31	Long Term	Through Grant
8	Guyra	Oban Street/Falconer Road	Provide a shared path from Oban Street and Falconer Road all the way to Guyra Dam. Investigate further in the design stage.	32	Long Term	Through Grant
12	Armidale	Lynches Road	Provide a shared path along Lynches Road between Perrott Street to Taylor Street and provide crossing the railway line near Taylor Street.	34	Long Term	Through Grant
77	Armidale	Canambe Street	Provide a shared path along Canambe Street and Box Hill Drive between Dumaresq Street and Peterson Drive.	34	Long Term	Through Grant
32	Armidale	Tancredi Street	Provide a shared path from Golgotha Street to the east to Markham Street via Tancredi Street, Creeklands, Dumaresq Street.	35	Long Term	Through Grant
79	Armidale	Tombs Road	Provide a shared path along Tombs Road between Cookes Road and Grafton Road.	36	Long Term	Through Grant

ID	Location	Street/Intersection	Description of Proposed Treatment	TfNSW Rank	Action	Funding
33	Armidale	Kelly Plains Road/Perrott Street	Upgrade the existing path and provide shared path along Kelly Plains Road/Perrott Street between Galloway Street and Translator Road.	36	Long Term	Through Grant
9	Guyra	Guyra-across the town	Provide kerb ramps across the Guyra town to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility.	37	Long Term	Without Grant
3	Guyra	Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road	Provide shared paths along Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road to provide better opportunities in town. Investigate further in the design stage.	38	Long Term	Through Grant
9	Other villages- Ben Lomond, Black Mountain, Hillgrove, Wollomombi, Ebor	Other villages	Provide kerb ramps in villages to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility.	38	Long Term	Without Grant
70	Armidale	Galloway Street	Connect the existing shared path around Bicentennial Park with the proposed shared path at the intersection of Kentucky Street and Butler Street. Connect the existing shared paths at the intersection of Perrott Street and Galloway Street to Butler Street via Galloway Street.	39	Long Term	Through Grant
83	Armidale	Arundel Drive	Provide a shared path along Arundel Drive between Rockvale Road and Stony Ridge Road.	40	Long Term	Through Grant
41	Armidale	Dumaresq Dam and the University of New England	Investigate the provision of a safe cycling route and provide shared path to important locations like Dumaresq Dam and the University of New England.	41	Long Term	Through Grant
78	Armidale	Cookes Street	Provide a shared path along Cookes Street between Waterfall Way and McDonald Drive Park.	41	Long Term	Through Grant
34	Armidale	Kelly Plains Road	Extend the shared path along Kelly's Plains Road from Translator Road to Platform Road.	42	Long Term	Through Grant
35	Armidale	Dangarsleigh Loop	Extend the shared path from Dangarsleigh Road to Platform Road via Old Gostwyck Road and connect to the proposed Platform Road intersecting with Kellys Plains Road.	44	Long Term	Through Grant

Each of the priority levels detailed in Table 7.5 is displayed in the following maps:

– Armidale city (Overview) Figure 7.6
– Armidale city (Centre) - Figure 7.7
– Guyra -Figure 7.8
– Ben Lomond and Black Mountain- Figure 7.9.

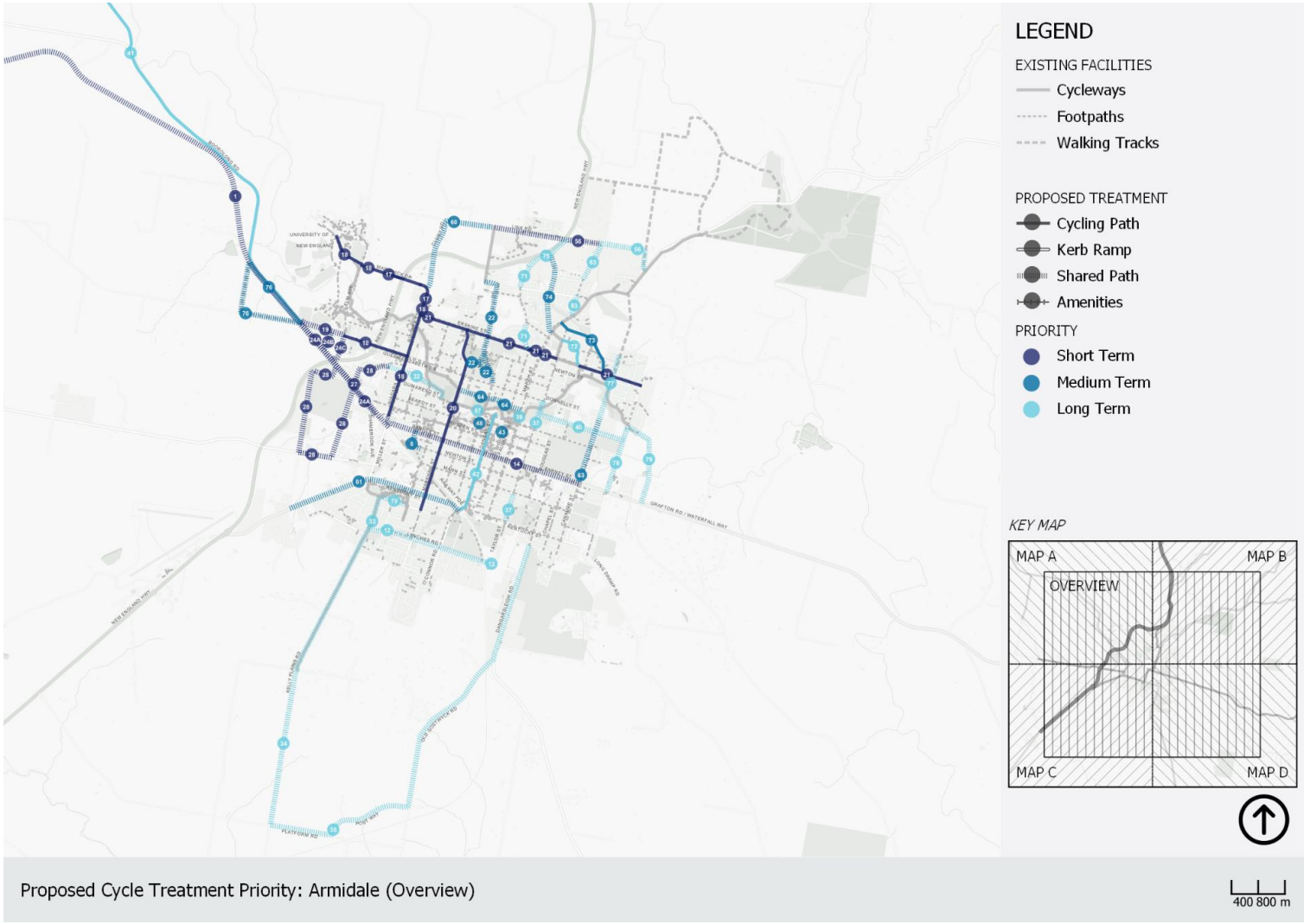


Figure 7.6 *Priority Levels for Proposed Bicycle Routes- Armidale (Overview)*

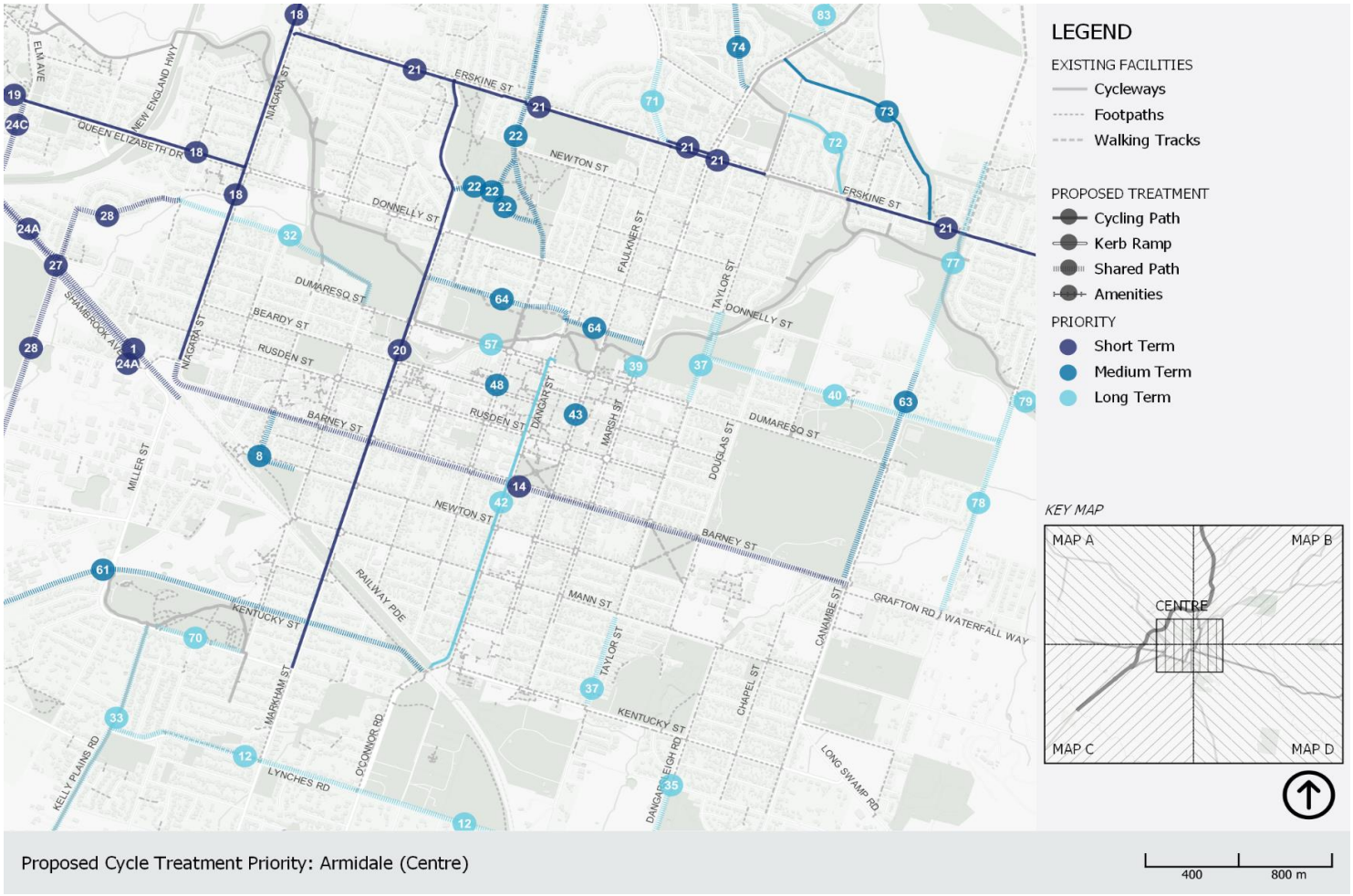


Figure 7.7 Priority Levels for Proposed Bicycle Routes -Armidale (Centre)



Figure 7.8 *Priority Levels for Proposed Bicycle Routes- Guyra*



Figure 7.9 Priority Levels for Proposed Bicycle Routes- Black Mountain and Ben Lomond

7.2.2 Prioritisation for new areas

Council's priority routes for new residential areas are shown in Table 7.6 and Figure 7.10.

Table 7.6 Priority routes for new residential areas

ID	Location	Street/Intersection	Description of Proposed Treatment	Action	Cost Estimate (AUD)
1	Armidale	Along Creeklands	Provide a shared path along the Creeklands from Cookes Road in the east to UNE in the west.	Short Term	$ 3,214,375
2	Armidale	Markham Street	Provide a shared path along Markham Street from Ross Street to link Road.	Short Term	$ 2,451,250
3	Armidale	Railway Parade/Shambrook Avenue	Provide a shared path along Railway Parade and Shambrook Avenue to the new residential area.	Short Term/Medium Term	$ 2,613,125
4	Armidale	Taylor Street	Provide a shared path along Taylor Street from Ross Street to Arundel Drive.	Long Term	$ 1,896,250

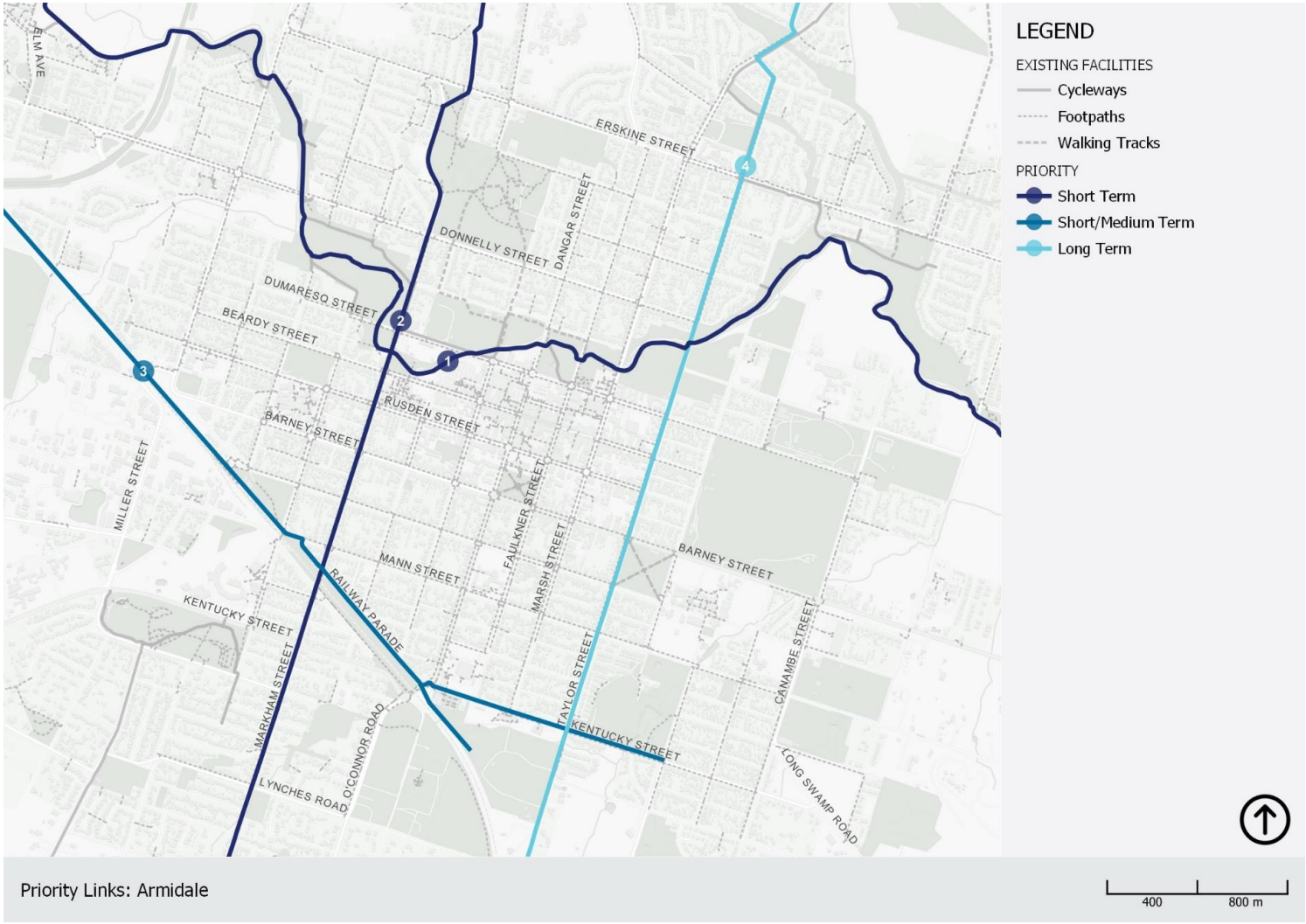


Figure 7.10 ***Council's Priority routes for new residential areas-Armidale***

8. Conclusions and recommendations

GHD was engaged by Armidale Regional Council to prepare an Active Transport Strategy for the Armidale and other villages within the Armidale Regional LGA to improve the walking and cycling environments for all pedestrians, bicycle rider and mobility scooters. The development of this study included the following activities:

– Review relevant background report, policies and plans.
– Undertake community and stakeholder consultation.
– Undertake site audits of current pedestrian infrastructure.
– Identify priorities improvements for walking and cycling infrastructure.

8.1.1 Background review

The findings from the background review highlighted that:

– The majority of State and Local Government planning policy documents reviewed as part of this study aim to encourage sustainable travel modes, including walking. The strategies identified will help to support this objective by providing improved walking and cycling connections.
– A review of crash data for the study area indicates that there were seven crashes involving pedestrians and eight crashes involving bicycling riders over the five-year period between 2017 to 2021 in Armidale.

8.1.2 Stakeholder consultation

A number of stakeholder engagement tasks have been undertaken to support the development of the ATS, as follows:

– Online survey
– Interactive mapping
– In person engagement at Guyra Markets on 12 August 2023) and at the Armidale Farmers Market on 13 August 2023
– A community workshop at Council Chambers on 14 August 2023.

Issues

– **Infrastructure and safety improvements:** Participants highlighted concerns about the need for infrastructure improvements to enhance cycling safety. This included the inclusion of dedicated cycling lanes, addressing dangerous road sections, and ensuring proper signage and maintenance on existing cycling tracks. The overall emphasis was on making cycling safer and more accessible.
– **Connectivity and network expansion:** Another common theme that was explored during this component of the activity was the desire for better connectivity between cycling routes and an expanded cycling network. Participants noted the need for designated north-south cycling routes, suggested the development of new cycling tracks, and requested extending to existing ones to create a more comprehensive and connected cycling network/infrastructure.
– **Utilising existing roads and paths:** A small number of participants highlighted the potential of utilising existing roads and paths for cycling. Suggestions include considering roads like Butler Street for cycling infrastructure and converting roads leading to attractions like Saumarez Homestead into cycling tracks. Suggestions also included the provision of improved pedestrian infrastructure on the east side of Taylor Street in Armidale.
– **Safety at complex intersections:** Concerns were raised about safety at complex intersections, such as the one near the Presbyterian Ladies College in Armidale. Respondents advised intersections pose challenges for cyclists, indicating a need for careful planning and dedicated infrastructure to address potential conflicts between cyclists and other road users.

Solutions

- **Enhancing safety and compliance:** Several participants expressed concerns regarding cyclist safety and compliance with bike laws. Solutions included calling for improvements, such as marked cycleways, better signage, and traffic-calming measures like traffic pillows, making cycling routes safer and more compliant with traffic laws.
- **Expanding cycling infrastructure and connectivity:** Many respondents highlighted the need for expanding and connecting cycling infrastructure. Solutions included creating dedicated cycling lanes along roads like Barney Street and establishing better linkages between key areas, such as the airport, train station, and New England Rail Trail, therefore improving connectivity and expanding the cycling network.
- **Maintenance and signage:** Participants mentioned the importance of maintaining existing cycling infrastructure. Solutions included widening paths, adding proper signage for shared pathways, and addressing the maintenance needs of tracks like Rockvale Cycle Track and Kellys Plains cycling infrastructure. Taking a better focus on keeping current cycling routes in good condition.
- **Planning and strategy utilisation:** Some respondents proposed utilising existing resources, such as the Rail Trail, for cycling infrastructure. They also suggested using previous cycling maps as a guide for the 2023 strategy, indicating a desire to leverage available data and plans in the development of cycling initiatives.

8.1.3 Key recommendations

The study found many locations within the LGA study area, which require improved pedestrian and bicycle rider infrastructure as shown in Table 6.4. This includes upgrades to existing infrastructure that are either of poor quality/damaged or have non-standard design, additional pedestrian and bicycle rider crossing facilities, new footpath and shared path connections.

Active transport improvement works were identified and prioritised for the study area. It is recommended that Council considers all the recommended implementations, particularly those ranked as high or medium priority in Table 6.4. It is recommended that Armidale Regional Council internally review the proposed improvements and consider the prioritisation of works and the ease of implementation of the proposed measures in order to provide the maximum benefit in the short and medium term for the residents of Armidale Regional LGA.

8.1.3.1 Footpaths

Upgrade or provide new footpaths at the following locations. The details of proposed upgrades are provided in Table 6.4 and Appendix B.

- Taylor Street
- Dumaresq Street
- Dangar Street/Jeffrey Street
- Kentucky Street
- Kirkwood Street
- Barney Street
- Miller Street
- Niagara Street
- Dumaresq Street
- Link Road
- Taylor Street
- Allingham Street
- Lynches Road
- Kentucky Street
- Brown Street
- Butler Street
- Canambe Street

- Faulkner Street/Donnelly Street
- Sole Street/Prisk Street
- Lambs Avenue
- O'Connor Road
- Galloway Street
- Mann Street
- Martin Street /Mott Street/Bundarra Road/Miller Street/Uralla Road
- Stevenson Street/Elm Street/Starr Road
- Gordon Street
- Sandon Street
- New England Highway
- McKie Parkway
- Bradley Street/Mackenzie Street
- Ollera Street
- Ben Lomond Road
- Black Mountain Road/Toms Gully Road
- Elder lane
- Brackin Street
- Wollomombi Village Road
- Waterfall Way/Waugh Street/Pipeclay Street/Pound Street.

8.1.3.2 Shared Paths

Provide new shared paths at the following locations. The details of proposed upgrades are provided in Table 6.4 and Appendix B.

- Armidale/Black Mountain/Ben Lomond- New England Rail trail
- Kentucky Street/Dangar Street/ O'Connor Road/Lambs Avenue
- MacDonald Park (Taylor Street)
- Barney Street/Grafton Road
- Marsh Street
- Madgwick Drive
- Markham Street
- Orr Drive/Drummond Memorial Park
- White Ave/Shambrook Ave/Miller Street
- Markham Street
- Kelly Plains
- Dangarsleigh Loop
- Dumaresq Dam and the University of New England
- Dangar Street
- Link Road/Cluny Road/ Madgwick Drive
- Martin Street/Motts Street
- Lynches Road
- Elm Avenue/Handle Street/Queen Elizabeth Drive
- Handel Street
- Erskine Street
- Galloway Street

- Canambe Street
- Kirkwood Street
- Glen Innes Road/Old Glen Innes Road
- Chestnut Avenue
- E Creeklands Cycleway
- Tancredi Street
- Oban Street/Falconer Road.

8.1.3.3 Pedestrian and bicycle rider crossing facilities

Upgrade or provide new pedestrian refuges and bicycle rider crossings at the following locations. The details of proposed upgrades are provided in Table 6.4 and Appendix B.

- Markham Street/Railway Parade
- Kentucky Street/Dangar Street/ O'Connor Road/Lambs Ave roundabout
- Marsh Street/Dumaresq Street
- Barney Street/Faulkner Street
- Barney Street/Douglas Street
- Faulkner Street/Dumaresq Street
- Brown Street/Butler Street
- Brown Street/Faulkner Street
- Donnelly Street
- Mann Street
- Lambs Avenue/Markham Street
- O'Connor Road
- Elm Avenue/White Avenue/Handle Street/Queen Elizabeth Drive roundabout
- Miller Street/Mann Street
- Jessie Street/Beardy Street
- Markham Street/Rusden Street
- Douglas Street/Brown Street near The Armidale School
- Dangar Street
- Martin Street/Drew Street/Bundarra Road
- Canambe Street
- Brown Street/Faulkner Street
- Taylor Street/Dumaresq Street
- New England Highway/Tenterden Street
- Black Mountain Road, Black Mountain.

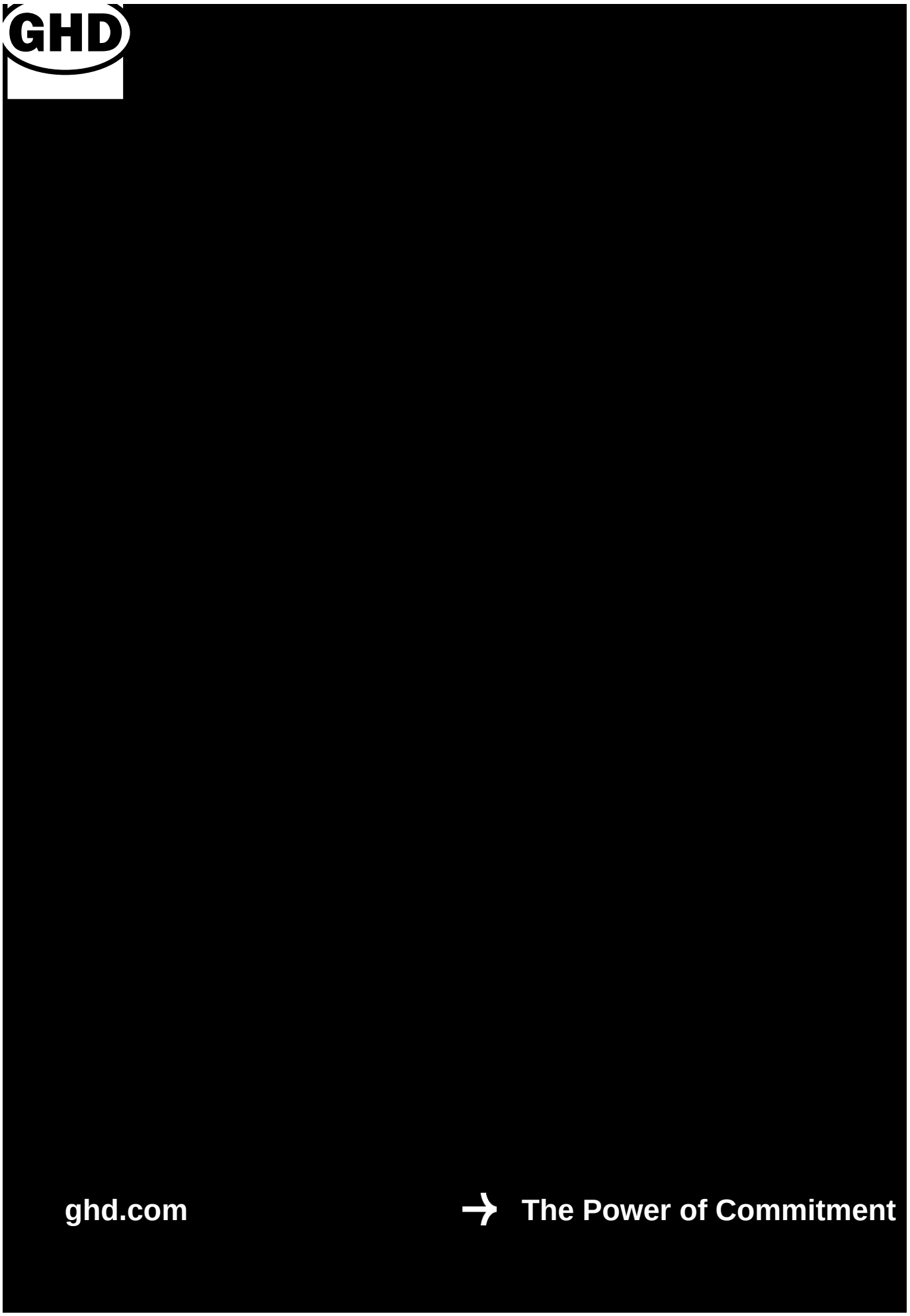
The proposed upgrade or provision of new kerb ramp locations within the LGA are detailed in Table 6.4 and Appendix B.

8.1.4 Cost

Where possible, unit rates provided by the Council have been used directly. For items where costs were not available, previous studies, estimation and professional judgement have been used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation (including site establishment, excavation and disposal).

The total costs for the proposed upgrades for the ATS are in the order of $33,098,400. Please note this does not include costs associated with New England rail trail and the treatments which requires further investigation. The cost breakdown for high, medium and low priority projects is as follows:

– $11,441,950 for high priority works.
– $7,469,300 for medium priority works.
– $14,187,100 for low priority works.


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The Power of Commitment

Lilian Colmanetti

From: Cameron [redacted]
Sent: Monday, 24 June 2024 3:26 PM
To: Council
Subject: Submission on Draft Active Transport Strategy.
Attachments: ARC Submission Armidale Active Transport Strategy June 2024.pdf

Submission Cameron Way, Ben Lomond.
Attached as pdf doc.

Submission: Armidale Active Transport Strategy.

From: Cameron Way
Ben Lomond.

Specific points to the **Armidale Active Transport Strategy.**

P 16

Relevant / Reference to Armidale
– Provide a footpath along one side of the street and link to the public school. – Fill the gaps in the main street (Ben Lomond Road) with new trees to green and cool the main street. – Consider upgrading the Recreational Ground as a multi-purpose sports and recreation facility. Assess the demand to warrant providing picnic areas, children's playground, visitor parking and public toilets to improve the appeal and amenity of the rest stop. **Ebor Village**

Landcare did extensive tree planting around the village approx 25 years ago in viable areas. These street side trees clearly visible. These trees continue to mature. Most survived the 2019 drought.

I am puzzled as to the "gaps" referenced, and if Ben Lomond village has been physically visited and inspected before writing this proposal.

Some trees, very tall poplars, were removed in the main area near the phone box and railway station, (Ben Lomond Road) in view of interference with powerlines, and dislike by some locals.

Since our major tree planting, which included the recreation ground oval, Bushy Park, front of the school, Ben Lomond main street, Railway Station front yard, Inn Rd, Ryanda Creek Rd, Moredun Rd, Government Lane, Wheat St (as signed), the community has not at any point raised issue of need for more roadside tree planting around the village.

Local volunteers continue to attend, maintain, trim, look after trees on a needs attention basis.

If there is need for more street trees, we want to be consulted as a community to decide these future tree plantings. As Landcare we were careful to consider tree species with community consultation.

Areas that do not currently have street tree plantings by Landcare (aka "gaps" identified in this doc??) have been in consideration of individual resident requests at the time of discussion and planting, or other site circumstances.

Some of the reasons were:

- Will grow to endanger power lines.
- Ground permanently sodden, ground water seepage.
- Unwelcome shading of yards or home residences with later growth.
- Stick, foliage, or branch drop into resident front yards not wanted.
- Whole tree fall when mature re risk to residences and yard fencing in strong storm events.
- Hindering ease of view when exiting driveways.
- Ease of mowing considerations with village mowing around the village.
- Resident request: "Just don't like street trees – not outside our residence thank you.".

P 30.

Figure 3.12 indicates that pedestrian footpaths are provided in Guyra on Bradley Street, which provides access to the town's retail and commercial land uses, Ollera Street and other local roads. There are no bicycle facilities or designated pedestrian crossings.

Walking and cycling facilities are typically not available in Ben Lomond, Black Mountain, Ebor, Hillgrove and Wollomombi.

This is incorrect in the case of Ben Lomond village. This seems not to have been noted.

Cycling facilities:

Cycling groups visit our village and surrounds on some weekends. The Landcare developed BBQ and Weather Shed, and public toilet, with outdoor exercise equipment, provides for an excellent stop over. Clean tank water is available. The BBQ is electric so it can be used during high fire danger periods. These were major improvement projects identified from the Ben Lomond Community Consultation, 50 year Strategic Plan process 2005-2008, and completed with subsequent funding.

The rural backroads, with some potential circular routes out and back to the village, are low traffic roads. (With the exception of the New England Highway.) Hence our road network, including some lovely deeply treed dirt roads, are our cycle ways. Currently enjoyed, and have been for some decade or so since we established the improved local amenities.

So much of that which is identified here, has already been done. No need to spend more money on these speculated needs.

Walking Trials:

Further, there are established, identified and marked walking trails around the village. Well planned, signed, with a map indication of those walking trails, with the likely time to walk them on the back of the Landcare BBQ Shed. (See image next page.) Another project arising from our Landcare/LAC Strategic Plan process.

It seems walking around a quiet traditional rural village is particularly valued by caravaners that stay at the recreation ground. They comment on the pleasure of being able to visit a small quiet village. We do not advertise to keep visitor numbers proportional to our local capacity. Otherwise we would cease to be a "small quiet village". All tourism brings overheads for clean up and attending to issues, to which we have met all these things locally out of our own volunteer and local Landcare resources.

We have also established a walking trail up to the high point of The Brother trig point, carefully negotiated with local landholders, and other sensitivities. It is only available as an organised event at this time.

Pedestrian Crossings:

Not appropriate or needed in the case of Ben Lomond village in view of level of traffic.

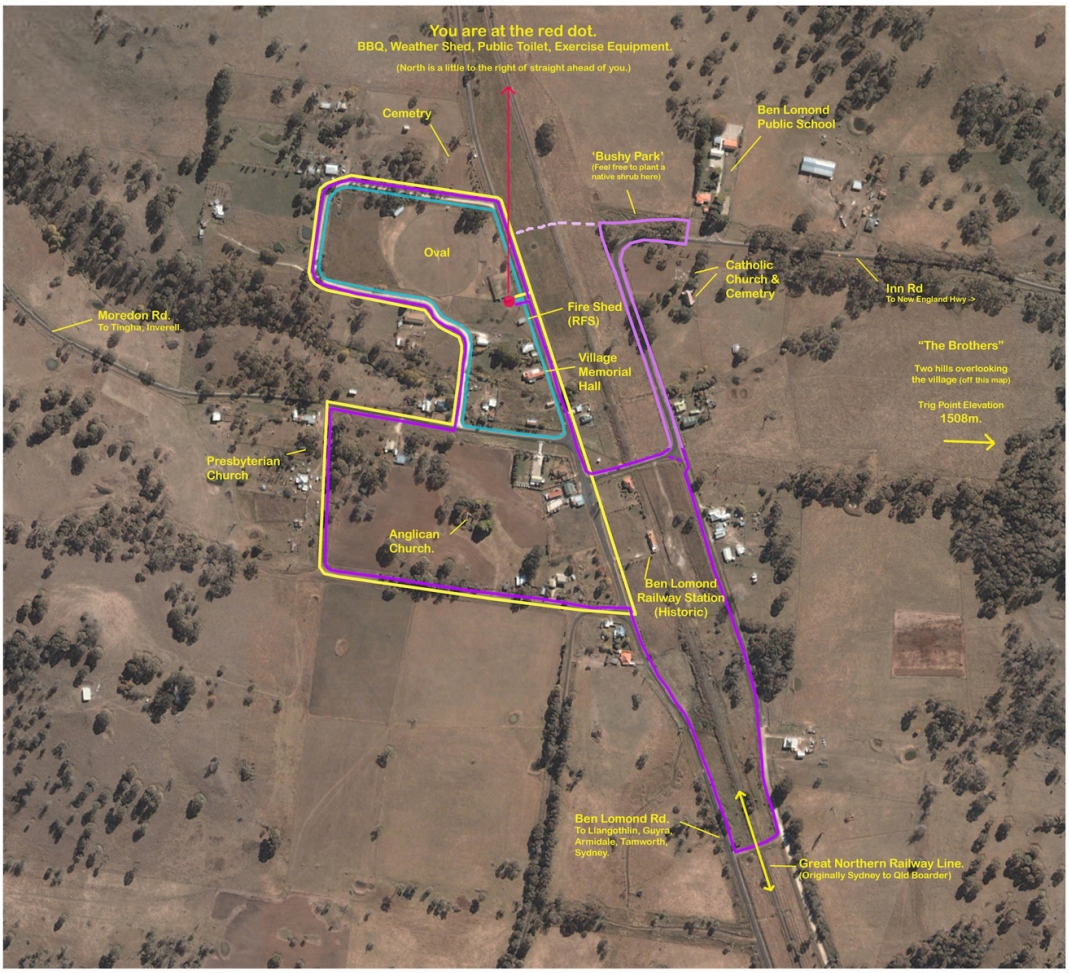
Ben Lomond Village - Walking Trails.

Slow Walk - Very slow walking pace. eg Family walking with 5 year olds with frequent stops as they look at things.
Normal Walk - Casual adult walking pace.
Fast Walk - Brisk sports walk pace.

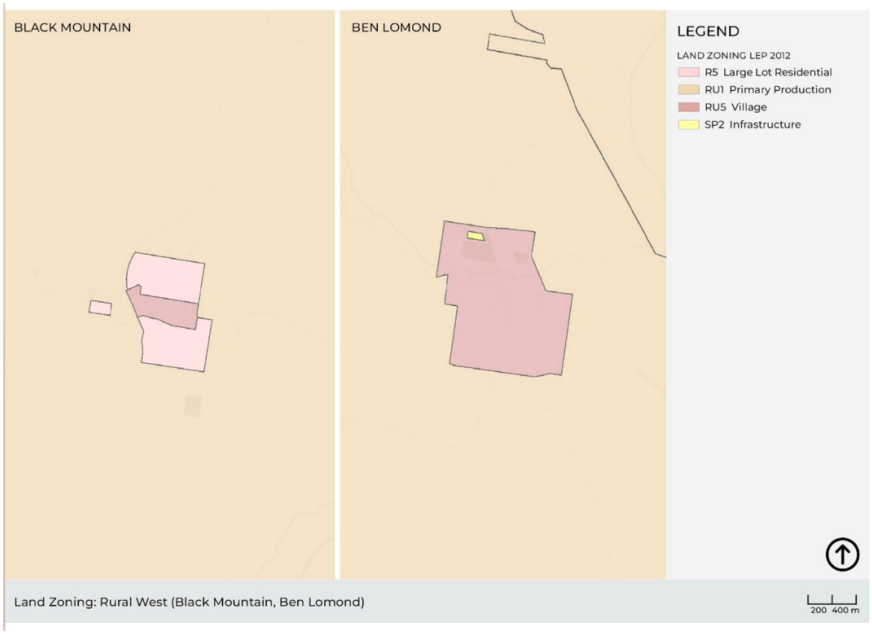
All walk times are approximate.

SHORT WALK (Light Blue):	Approx 1.3 km.	• Slow Walk - 45 mins.	• Normal - 30 mins	• Fast - 15 mins.
MEDIUM WALK (Yellow):	Approx 2.3 km.	• Slow Walk - 1hr 15 mins.	• Normal - 50 mins	• Fast - about 25 mins.
LONG WALK (Purple):	Approx 4.25 km.	• Slow Walk - 2hrs 45 mins.	• Normal - 90 mins	• Fast - about 45 mins.

(If you miss the loop up to the school, the track is approx 3.25 km.)



P 34:



SP2 Infrastructure.

This is the old canteen sports shed at the Recreation Ground. With the ceasing of sports events over the last two decades (one cricket match only) this fell into disuse.

With Landcare's Strategic Plan process, one of the outcomes was the task to identify a uniquely suited theme for utilisation of our community assets. One that was also not in contradiction to the core identified value of the village community, to operate and remain as a small quiet village (for most of the year).

The unique theme identified was to host amateur astronomy here as our "special thing", and in particular be the host of a new NE NSW annual star party, bringing the amateur astronomy community an opportunity in the region to gather together as an interest group once per year.

Assets lending to this choice were, small village little future growth assures few local lights, accessibility with a major highway that is not through the village but over hills not far away (night traffic lights), our unique high elevation 1370m, the recreation ground with almost to the horizon 360 degree views, camping at the recreation ground available, this identified structure as night cabin for cold nights, food, tea coffee, bench space for local repairs, solar power and charging point, telecommunications access with Optus tower, with Village Hall as a 'walk to' venue nearby, with kitchen, toilets, AV system, meeting capacity. A very unique combination of assets.

These intentions led Landcare to reactivate a use for this structure. In cooperation with the Recreation Ground committee, improvements were made to this structure. Specifically improved roofing and guttering. The adding a back room where cooking can take place with lights not shinning onto the oval. There were then further improvements in a second round to improve the lining of the existing front shed structure.

We have obtained assessment and support from the NE NSW astronomical community with our first inaugural event. This was at the time of amalgamation of the two councils (2016).

For our main StarGrazing event, there is need for solar power to be added to this identified structure. And some additional renovations. Also monitoring gear of local conditions at the recreation ground with internet upload of current data for remote access for amateur astronomers thinking of travelling from coastal or tablelands urban centres. This is so they can check conditions here before undertaking the travel time. This was so that over the

year, the occasional astronomer wanting an accessible good night sky site on a weekend, could assess a trip to a place dedicated and welcoming of amateur astronomy. And can camp on site.

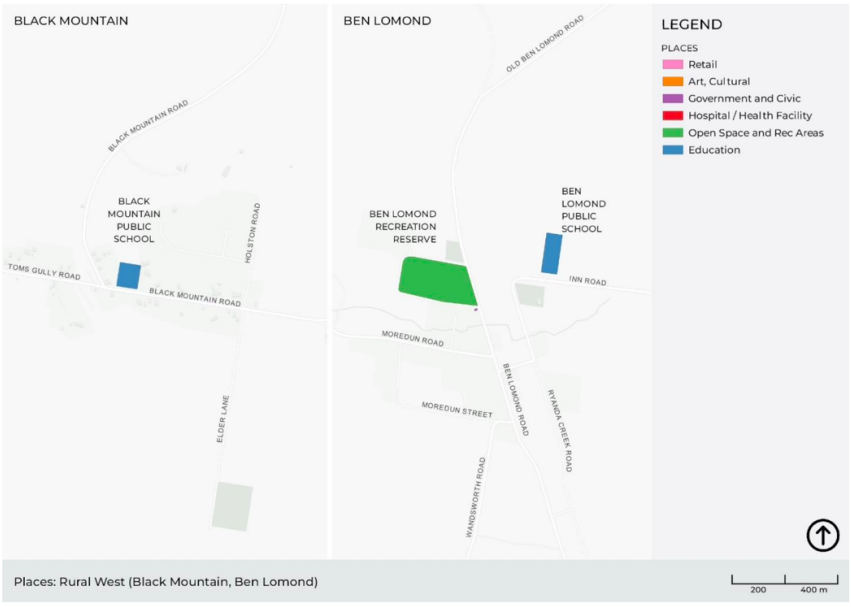
Due to promised continuation of our annual allocation funding (first administrator, Mayor, and second administrator), but then this recurrent funding not eventuating, and with drought, bushfire, covid, progressing these assets and event has been necessarily put on hold. However, Landcare as the local LAC, donated all available funding offered to it (via Bush Fire Recovery grants for this community) to the Hall, to upgrade the Hall's AV system, and then full rewiring of the Hall (drought impact funding), 2020. This being part of the strategic developments towards this key goal and theme for our community of hosting a NE NSW annual Star Party. (StarGrazing Festival).

In our forward planning, there was consideration of the possible need to add a toilet and shower block at the recreation ground. However, not all key community people were supportive of such an improvement re a number of practical and possible social issues. Hence, any such initiative would need to be discussed and resolved first within the Ben Lomond community groups involved.

If it were to gain support, it would enable campers at an annual astronomy festival, or occasional visitors, to be able to shower. Male and female block or individual shower stalls. And additional toilets adding to the upgraded single toilet at the BBQ area. We saw these facilities not only supporting this key forward plan for hosting astronomy, but also lend the recreation ground to be of more interest to sporting events again. Particularly inter-city Glen Inness, Armidale Guyra events as a more midpoint for parent travel. (Possibly.)

We also sought funding for a return of basketball and tennis (dual) courts, where the old tennis courts were, adjacent to the BBQ Shed. This would provide some young person activity, socialisation and outlet during the Astronomy Festival during the day, as well as return local tennis courts (a past tradition) to our village.

Also P 34



Missing Bushy Park, Churches, Railway Station, CWA Park, Landcare hub (BBQ, toilet, weather shed.) We did provide our map images with identified cultural and open space zones to council in a number of recent past submissions. Will provide again in time, with intended full documentation of our community strategic plan when an update, including local consultation processes, when completed.

P 112, 125, 103 Footpath, Kerb ramps.

Ben Lomond	Ben Lomond Road	Lack of pedestrian facility 	Provide footpath on Ben Lomond Road from Moredun Street to end of the intersection with Old Bermond Road for better connectivity.



9	Other villages- Ben Lomond, Black Mountain, Hillgrove, Wollomombi, Ebor	Other villages	No kerb ramps in villages	Provide Kerb ramps in villages to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021-Design for access and mobility	-	-	TBA

The pathway through Ben Lomond proposal has been discussed with some key members.

Another key community value here, is to retain the character of the village, as a now rare and increasingly heritage experience of a 19th Century "quiet rural village." The lack of curb and guttering, that is non modern suburbanisation, is a key part of this character.

All roadside drainage here works well. The main creek flooding overflow affecting the Hall during exceptional rain events has been resolved in recent years with major creek clearing.

Unlike so many other smaller settlements, Ben Lomond Village does not have a major road or highway travelling through it. This is one of its unique characteristics. Locals and visitors are relaxed and enjoy using the roads in the village to walk, cycle, including with their kids learning to ride. Adults watching out for the occasional car. A safe environment of kids to learn to become street and traffic wise.

Hence, the notion of 'improving and modernising' our village with standard kerb and guttering is highly not desirable, indeed likely strongly opposed.

On discussion, and integrating with our local forward strategic plan, we do see merit for a path from the front of the Hall, past the RFS shed, Landcare BBQ hub, where there is an entrance to the Recreation Ground. Wider than old standard paths. This being a portion only of the current suggested path in this draft.

This would not impose unreasonably on the current look and feel of the village as desired, and have functional value with our StarGrazing event with people moving from the recreation ground to the Hall, and also other similar events where in the Hall and activities at the Recreation ground are integrated in some way.

A better consideration, re walking, cycling, safety, and keeping with community values would be to add, as we had as consideration in our local strategic plan, traffic calming on the south and north entry to the village on the main through road north south (Ben Lomond Road).

As mentioned to council before, other roads into Ben Lomond have strong bends or corners in their approach to the village. Inn road has existing road speed limitation as a school zone, with a physical left hand 90˚ turn before the village. The one trouble we have is the occasional car ignoring the 50km sign, and with no real physical constraint, driving down the main road, Ben Lomond Road, at 80+km per hour.

Traffic calming would physically prevent such behaviour, and consolidate the unique Ben Lomond village feel where people feel safe to wonder around the village as they do using the existent roads.

Given the interest in maintaining the village feel by not curb and guttering, more appropriate improvements beyond traffic calming as the key one, would be to extend the width of the bitumen seal of Ben Lomond Road through the main part of the village, corner Wandsworth Rd to corner Moredun Rd, about 100m. Also the bitumen sealing of dirt roads in the village, particularly Government Lane as the priority of the two dirt roads. For safety reasons, ease of bike riding and walking, particularly after rain, and for people with mobility issues. I think Wheat St (as signed) less used, should remain dirt as some dirt lanes add to the "feel of the village" as discussed above.

There is a strong intangible to being able to wander and enjoy a small village with open quiet roads with only the occasional car. Tourists love this experience. It is a sense of freedom from the usual busy hustle with limits and boundaries at every step to be kept within. Same with cyclists visiting. They can cruise the village and local roads with relative freedom, few interruptions.

Retaining this village feel experience is an asset to the overall "tourist discovery" experience of the LGA overall.

We value that on p125 the path proposal is listed as 'long term'. That will giving our community and council time to come to considered consensus on proposals.

In regard to intended expenditure on a single path all the way through the village, a better investment of such spending, to our strategic goal of hosting an annual astronomy event, the remaining funds could be to direct to replacing the street lights in Ben Lomond with different lights with remote switching from the ground. This is so we can turn the street lights off during that festival, and if need be turn any one of them individually back on if there is some accident (fall, twisted ankle). Turning lights back on is also a means to have people understand the public part of the event is now closing. So, in a word, larger crowd management. (Like in movie theatres, lights down, lights up.) However, not relevant to this policy doc I think.

I hope these carefully considered comments are appreciated, and, I will assume, taken on board in changing the draft to its final version.

Cameron Way.
Email: [redacted]

My background, including with Ben Lomond Community to which this policy and submission relates.

Writing this as long term community leader in the Ben Lomond community via Ben Lomond Landcare Group. Landcare committee member, and general member, various roles 20+ years. Various roles with other groups, Ben Lomond School, RFS Ben Lomond Brigade. Long term resident of the village. Key initiator and participant for development of our local village and district 50 Strategic Plan over 2005 to 2008, still running. This including in community consultation to determine key community values, issues to be address, acceptable community development to community values over those 3 years.

Over the period since amalgamation of former Guyra Shire with Armidale Regional Council, 2016, under NSW directive, our Ben Lomond Landcare committee has been active in supporting within our community the need to work with the amalgamation despite strong community reservations. Doing so at risk of our own reputations. However to what we believed was to the best interests of our community and district.

We have actively presented on behalf of the Ben Lomond district and village on many matters since 2016, direct to both appointed administrators, to elected councillors, ARC senior managers, CEO and GM's, and to several engaged processes. This consists of verbal engagements, active participation at meetings, emails, letters, face to face meetings, participation in ARC processes, discussions, grants and individual ARC staff, and representations from Adam Marshall MP.

Our presentations over this time to the present on all matters significant to this district and village have been consistent. Consistent to our local community consultation process forming our local strategic plan, establishing the values, task list, issues, and longer term vision for the village and district.

The outcomes of that process re development of a DCP for this village and district submitted in general form to be put into planning DCP language appears to have been lost in the amalgamation process.

As has been expressed to the recently established strategic planning unit of ARC earlier this year, we wish to again submit our strategic plan after we do some follow up consultation with our community to check for shifts and changes on some aspects of what was previously established.

End.

Lilian Colmanetti

From: Dorothy Robinson
Sent: Tuesday, 11 June 2024 9:17 AM
To: Executive Office; Lilian Colmanetti; Daniel Boyce
Subject: RE: Active Transport Strategy Workshop Attendance
Attachments: Terry_Manley_Active Transport_comments.odt; Helen_2024_06 ARC_Active transport strat submission.docx; CycleSafe_Comments_Arm_Active_Transport_May_25_2024.pdf

Hi,

I have been told that several Armidale Residents would like to attend the Active Transport Workshop including Helen Webb, Terry Manley, Bar Finch, Tom Fisher and Iain MacKay, possibly one other. Not everyone will be able to attend for the entire time.

Over the long weekend, Helen Webb, Terry Manley, Paul McCann prepared written comments – see the attached & the appendix to this email. CycleSafe's comments are also attached so that all comments are available in the one place. It would be great if these could be discussed at the start of the workshop, to make the best use of everyone's time.

This is a really important strategy for everyone who cycles for transport, so I'm looking forward to a really productive workshop.

Thanks and regards,
Dorothy

Comments from Paul McCann
The rail trail will be of little benefit to residents who choose to cycle to their work place, place of study or to the shops. There are no shops at Dumaresq.

Also the railway does not impede movement between north and south Armidale. There are legal crossings at the eastern end of Lynches Road, Dangar Street bridge near the cemetery, Markham Street, Butler Street, and McLennan Street. Armidale Regional Council should be focusing on measures to make the Dangar Street bridge, Markham Street crossing and the McLennan Street underpass safer for cyclists as well as providing cycle lanes along Mann Street west and Miller Street. A legal crossing could also be made at the corner of Beardy and Martin Streets as well.

I live in East Armidale and the proposed paths along Yoogoondah Gully and the stormwater drain that runs from the corner of Chestnut Avenue and Rockvale Road to the cycleway along Erskine Street would be useful to me. The cycleway that runs west along Erskine Street between North Street and Douglas Street is in very poor condition. Also there was a proposal to extend the cycleway east from Cookes Road to Tombs Road where it would follow Tombs Road and cross Waterfall Way then continue in the Castledoyle and Blue Hole Road corridors to Blue Hole and Gara Gorge. A recreational trail could follow the Old Metz Road corridor to Metz and Hillgrove.

The scenery that attracts visitors to our region is east of Armidale and Glen Innes. A recreational trail that connected Armidale to Blue Hole, Bakers Creek gorge, Hillgrove, Wollomombi Falls, Styx River SF and Point Lookout would attract far more visitors to our region than the rail trail will ever do. We have World Heritage landscapes to our east that attract people from across the world. There are no World Heritage areas along the proposed rail trail route.

I am unsure as to my availability next Tuesday so please take this message as my comments on the Active Transport Study. I comment I do agree with is that the cycleway near the visitor centre is in very poor condition.

Council under various names has known about that for decades yet nothing gets done to fix it. The former Armidale Dumaresq Council produced a Bicycle Strategy back in 2012 yet very little of the strategy was implemented. So what guarantee can you as a Councilor give the community that this current plan will produce any results apart from extra profit for our local printers?

Regards
Paul McCann

Regards

Dorothy Robinson
Councillor
[redacted]
ARMIDALE Regional Council

Acknowledgement of Country | We acknowledge the traditional custodians of this land and pay our respects to Elders past, present and emerging. The Armidale Regional Community pays tribute to their love of land, love of people, and love of culture.

From: Executive Office <executiveoffice@armidale.nsw.gov.au>
Sent: Wednesday, June 5, 2024 2:55 PM
To: ARC_Councillors [redacted]
Subject: Active Transport Strategy Workshop Attendance

Good Afternoon Councillors,

For the Councillors attending next Tuesday's Active Transport Strategy Workshop in Town Hall, could you please advise if you're aware of any members of the public attending and if so, how many, as this will assist with the logistics on the day.

Regards

Melissa Hoult
Executive Officer to the Mayor
[redacted]
ARMIDALE Regional Council



Acknowledgement of Country | *We acknowledge the traditional custodians of this land and pay our respects to Elders past, present and emerging. The Armidale Regional Community pays tribute to their love of land, love of people, and love of culture.*

Discussion Points for the Active Transport Strategy (ATS) Workshop

Time is precious – don't waste it telling people what they know

A) The most efficient use of time at the workshop will be to assume all attendees have read the draft Active Transport Strategy and want to provide suggestions and additions, not learn about the strategy

B) Invite all attendees to provide comments in advance and circulate them to attendees to maximize the time available for productive discussion

C) Ask Transport for NSW for a time extension in case it's needed

Specific Comments & Questions

Cycling is much less risky than not cycling

In 2013, an Australian Government Ministerial Statement: 'Walking, Riding and Access to Public Transport' reviewed the benefits of cycling and, like the draft discussion report on which it was based, concluded: "the net health benefit (adjusted for injury) for each kilometre cycled is 75 cents – about half of the total economic benefits of a typical bikeway project".

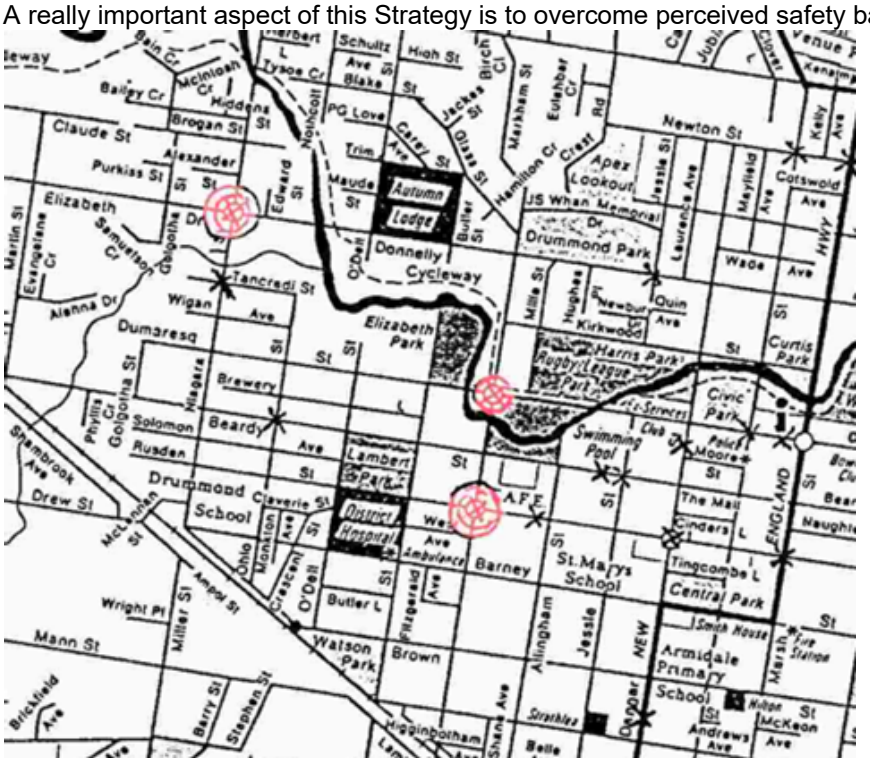
A study in the UK published in the BMJ [3] found that regular cycling cut the risk of death from any cause by 41%, and the incidence of cancer and heart disease by 45% and 46% respectively. Despite this, the popular perception is that cycling for transport is risky. Addressing this perception will be an important part of the Active Transport Strategy, e.g. collecting information on perceived dangers such as near misses.

Perceived safety barriers cannot be overcome by poorly-designed facilities

Only well-designed facilities can reduce the risk. A poorly-designed two-way cycle path on one side of the road that creates conflict between cyclists and turning traffic is likely to make cyclists feel less safe. This can result in an even worse situation if cyclists prefer to use the adjacent road and are subject to abuse from motorists for not using a poorly-designed, unsafe, inconvenient "facility".

1) Urgent need for a statistically-valid dataset of injuries to cyclists

A really important aspect of this Strategy is to overcome perceived safety barriers by collecting data on all safety issues.



The NSW Government has many years of data on reported injuries to cyclists in our region. When many more people cycled to work in Armidale (2.88%, 1991 census), compared to less than 1% in 2011 and subsequent censuses, it was easier to identify the riskiest places to cycle. Nowadays, with fewer people cycling to work, a longer series of injury data will be required.

Q1: Can the Consultants obtain a list of cyclist injury data including locations and causes for at least 20 years, to better understand the risks to cyclists in our Local Government Area, noting that the most recent 10 or 12 years might be enough for a statistically valid dataset.

2) Need system to record near misses, poor road surfaces and other safety issues

Records of near misses would provide an invaluable supplement police-reported injury data. Locations that cyclists perceive as dangerous (e.g. a roundabout with several instances of drivers not giving way to circulating cyclists) could then be addressed before anyone suffers an injury.

Q2. Can the Consultants provide suggestions about how to record and analyses near-miss data for a review of the Strategy within 1-2 years?

3) Need for automatic counters to collect a statistically-valid dataset of cycle trips

There is a long tradition of using automatic counters to provide invaluable data on cycle use, e.g. determining the reduction in cycling on two key bridges over Perth's Swan river after the helmet law was introduced in 1992. In Europe, some counters use computer vision technologies to accurately detect both bicycles and pedestrians and count them, as well basic systems such as Waycount. Time lapse cameras could also record data for subsequent replay at speed to provide counts of all active transport use in the area. Such counts provide the vitally important information on cycle usage needed to develop a really effective Active Transport Strategy.

The importance of collecting such data cannot be over-emphasized. How else will the most appropriate infrastructure be provided? Sadly, some "facilities" in this region have not achieved their desired objective of encouraging cycling. For example, soon after the off-road path on Perrot St was constructed, cyclists were counted one morning from 8:15 to 9:45 am. There were a total of 7 cyclists; *every single one used the road, not the path*. A count on Saturday from 11 am to 2 pm on Kelly's Plains Road, when the weather was perfect for cycling, four cyclists were counted; 50% were using the road.

The same problem was noted for the cycleway along Rockvale Rd to the Pine Forest. An opportunity to count cyclists arose when two 'Get Active' mountain biking events were held at the Piney. Every single person that cycled to the event used the road, with not a single one using the cycleway.

Unsuitable "facilities" make life harder for cyclists because motorists hurl abuse at riders for not using the facilities. Cyclists coming from Handel St to UNE via Elm Ave find it much easier to stay on the road, as do cyclists going from UNE to town. This could be recognized by adding cycle lanes on both sides of Elm Avenue, in addition to the off-road path.

Q3. Can the Consultants advise on how to incorporate procedures to measure cycle use into the Strategy for a review of the Strategy within 1-2 years? This will also be an essential part of evaluating all facilities that have been built.

Detailed comments, High Priority Bicycle Routes (pdf page 135)

4) Routes 24-26 are active transport links to the Shambrook Avenue Precinct, as specified in Chapter 6.5 of the current Development Control Plan.

"S.3 The options for shared pedestrian/cycle access from Shambrook Avenue require construction of a link connecting to either:

a) the existing walking track on Old Inverell Road/Handel Street;

b) the corner of Glenelg Road and Helen Avenue, via Helen Avenue Park; or

c) White Avenue."

Assuming Option a) is Route 24, the Consultants have misunderstood the intent of the DCP, where Option a) is shown as a path parallel to Shambrook Avenue serving the same purpose as the Rail Trail. If the rail trail goes ahead, route would serve no benefit.

Routes 25 and 26 are shown in the DCP as off-road links connecting Shambrook Avenue to either the corner of *Glenelg Road and Helen Avenue* or *White Avenue.* Developers are therefore unlikely to want to pay for more than is necessary. The clear winner is the shared 175 metre off-road path from the end of White Avenue to Shambrook Avenue, because it links to Elm Avenue, a main route to UNE. At $185 per square metre for a reinforced path, or $555 per linear metre for a 3 metre wide path (pdf page 80, Sect 6.2), the total cost should be about $97,125.

The stated cost the White Avenue link in the draft Strategy is $594,313. This is hard to understand because White Avenue is a quiet no-through-road with minimal traffic and no need for any special facilities for cyclists and a normal footpath for pedestrians. All off-road paths, however, benefit from the provision of lights to increases their utility and safety at night. CCTV might also be desirable.

Q4. Can the Consultants comment on whether the first priority should be the 175 metres of off-road path from the end of White to Shambrook Avenues, and whether the unexpectedly high cost relates to due to the provision of lighting for the off-road path?

5) Martin St to Shambrook Avenue is also a really important low-cost link (approximately 50 metres) that should be incorporated into the plan as soon as possible, ideally with an appropriate level of lighting. However, the utility of a cycle path along the 620 metres of unmade section of Mott St to Bundarra Road is less obvious, especially noting that the existing track may be suitable for cycling with little or no upgrading

Q5. Can the Consultants comment whether the next priority should be Martin St to Shambrook Avenue and why the 620 metres of unmade track is listed as 3.96 km? Is there any traffic on this no-through-road that would pose any danger to cyclists or walkers?

6) "Connect the shared path from Kentucky Street to Ross Street on Markham Street".

Q6. Surely the vast majority of cyclists will use the road (as they do on Perrot St) so the purpose of a shared path is not clear and could significantly increase the risk of conflict with vehicle drivers and injury to cyclists in the area. How would a shared path be constructed here and what evidence do the Consultants have that this might be a good idea?

7) "Maintain damaged section of drainage, line-marking and signage. More investigation on redesigning of cycleway along Trevenna Road from Library Road to Clarks Road and along Madgwick Drive and Niagara Street to McLennan Street to make it safer for cyclists."

Q7. A serious safety issue was created by the construction of the new roundabout at the intersection of Madgwick Drive and Trevenna Rd, because the cycle lanes disappear into a point instead of creating a safe way for cyclists to merge into the traffic stream. Can this be listed as requiring urgent attention in the Strategy?



Unsafe markings, May 2024 encourage drivers to ignore cyclists in the bike

CycleSafe's submission in August 2023 noted another serious safety issue: the lack of edge lane markings on cycle to indicate that vehicles should stop to give way to cyclists using the lane. As yet, there has been no attempt to fix this serious safety issue.

The Strategy should address what should be done to remedy serious safety issues before they cause a serious injury.



First priority should be a culture change to put safety first, set standards for fixing safety issues, so that the edge line is repainted to previous safer state

8) "*Implement shared paths along the southern side of Grafton Road/Barney Street from Castledoyle Road to Brown Street.*"

Q8) Should this be "to Canambe Street"? How do the benefits of this proposal compare with, say extending the existing cycleway eastwards? How will it fit in with proposals for cycleways in the area on the northern side of Grafton Road? Where will cyclists cross Grafton Rd – at the Cananbe St roundabout?

9) "*Provide cycleway on Markham Street from Kentucky Steet to Erskine Street*".

Q9) Markham St is one of the few roads where it is possible to cross the railway, so it is an important N-S route for both cyclists and motorists. The least satisfactory section of this route is northbound between Beardy and Rusden Sts because the Wombat crossing creates a pinch point that causes conflict between cyclists and motorists. The pinch point was is necessary because of the conflict between pedestrians on the zebra crossing and motorists. Without a pinch point to ensure pedestrians are highly visible, negligent vehicle drivers do not look out for pedestrians on the crossing. A 76 year old man was struck and killed on this crossing in August 2019.

Can the Consultants recommend a design for this section of Markham St that maintains the safety of pedestrians without detrimentally affecting the safety and convenience of cyclists? One possibility would be to remove 3 parking spaces on the approach to the crossing from Beardy St and reduce the width of the pinch point. Another possibility would be to double with widen the nature strip so that it can accommodate indentations for vehicle parking. This might allow for up to 6 parking spaces on the southbound lane, while providing space for a green coloured cycle lane sufficiently far away from the parking spaces that opening car doors do not encroach into the cycle lane.

If a solution can be implemented on Markham between Beardy and Rusden Sts, when the Strategy comes to be revised in a year or so, it could serve as model for how to cater for and encourage active transport in Armidale.

The roundabout at the intersection of Markham and Rusden Sts currently has no speed pillows and is also a major hazard for cyclists, especially at dusk and after dark. The requires urgent treatment to improve safety.

10) "*Provide cycleway along Erskine Street from Niagara Street to Cookes Road".*

Q10) Currently, most cyclists coming from UNE via the Madgwick lanes to the highest point on Erskine St (the Crest Rd roundabout) would almost certainly want to use the cycleway included in the plans for the subdivision at 1A Niagara St because of the much easier gradients. Cyclists using the cycleway from UNE and headed towards Crest Rd are likely to prefer an alternative route via Tysoe Crescent.

The most strenuous gradients eastbound on Erskine St are from Oak Tree Drive to Crest Road. Although currently, cyclists are often seen ascending this gradient, very few will do so once the new cycleway in the 1A Niagara St development is completed. The latter should therefore be the priority. Perhaps council could work with the developer to speed up this work, and also provide a safe road intersection treatment to allow westbound cyclists to access the westbound cycle lane on Niagara St.

For westbound journeys, the strenuous section of Erskine St is from Jubilee Rd to Crest Rd. It is not known how many cyclists actually ride up this section, or whether they find alternative routes. Further consultations with local cyclists would therefore be required, when the current Strategy is reviewed, before any recommendations could be made.

11) "*Option 1: Provide a shared path from Donelly Street and Orr Drive through Drummond Memorial Park from Erskine Street to Scholes Street via Crest Road and Harden Street*

Option 2: According to the Development Control Plan for Link Road South Precinct, provide shared path going through Monro Street and Ash Tree Drive to link with Scholes Street and Markham Street

Q11) Monro St is to become an access road for a new subdivision so Option 2 will happen when work starts on this subdivision. The only issue is with Option 2 is therefore the timing, as it is with the cycleway to be completed as part of the subdivision at 1A Niagara St.

The shared path from Donnelly St is an interesting idea. There is no need for any treatment on Orr Drive or Harden St, but the sealed road beside the Kookaburra Crest Mountain Bike facility has seen better days and would need to be upgraded to a properly sealed cycle route.

Issues requiring URGENT attention

1) Repaint the cycle lane markings to encourage drivers to check for cyclists on the Niagara St cycle lanes instead of requiring cyclists to pull out into traffic lane if any vehicles are approaching from Verna Close.

2) Install traffic pillows at the Rusden/Markham roundabout

3) Create a safe intersection treatment at the Elm Avenue/Trevenna Road roundabout for westbound cyclists using the Madgwick Drive cycle lane

4) Widen the base of the road sign on the shared path on Dumaresq St to make it easier for cyclists to pass underneath (see photos overleaf).

5) Create an experimental design for Markham St between Beardy and Rusden Sts to make it cycle-friendly and serve as a possible model for cycle-friendly treatment at other locations in Armidale.

6) Provide copies of previous submissions and how the issues they raised were addressed. Below is a summary of the submission by SLA Transport, and the submission by CycleSafe.



Issues raised in the submission by SLA Transport

General

- ARC must invest with certain ongoing annual budgets into far more into pedestrian, cycling and non-motorised wheeled device facilities, including their effective planning, design, construction, ongoing maintenance
- ARC must also invest with certain ongoing annual budgets into the promotion and encouragement of undertaking active transport, including community education about various aspects of it (for example, motorists safely sharing mixed-traffic environments with cyclists, pedestrians effectively sharing shared paths with cyclists, bicycle parking locations, etc)
- the Strategy needs an Implementation Plan for a minimum of five years that provides for spending on projects every year
- recognition that on-road bicycle lanes can provide far greater coverage of length at a much lower cost than off-road shared paths
- general on-road bicycle lane planning should that provides these to be marked and maintained where appropriate
- potential to convert lengths of footpath into shared paths with bicycles should also be investigated
- motor traffic calming and management at locations identified as important to increase pedestrian and/or cyclist safety
- modern, secure, prominent and well-located parking facilities are required at many locations
- missing links and connections between off-road paths and on-road routes should also have high priority
- a local self-service register of both bicycle crashes and near-misses with motor vehicles is required.

Location-Specific

- at least one north-south bicycle route, the provides excellent CBD access, that may be combination of on-road and off-road paths, as needed
- Markham s worthy of detailed investigation for a north-south route
- Madgwick Drive bicycle lans urgently need maintenance due to significant decay almost 30 years after construction
- missing link between Madgwick Drive bicycle lanes and cycleway where it intersects Niagara St is high priority
- missing link between Madgwick Drive bicycle lanes and Ash Tree Drive is high priority
- regular sweeping of debris (including gravel and broken glass) needed along off-road cycleways.

Armidale Active Transport Strategy
Submission by CycleSafe, Armidale, August 2023

Encourage cycling by making it more convenient, safe and enjoyable

1. Madgwick Drive lanes made cycling in Armidale safer and more convent

The Strategy needs to create facilities that cyclists will use. A successful Active Transport Strategy starts by collecting information on current cycling and walking journeys, e.g. by installing cycle counters on paths and lanes and deploying low-cost cameras with software to count walkers and cyclists on roads and footpaths and note their directions of travel. Ideally, information on motor vehicle traffic would be collected at the same time.

Such information was in the past collected by volunteers observing cycle use at key locations. For example, Cyclesafe volunteers observed that, although the Failes cycleway from town to UNE was well used, at least half of cyclists did not use it after the intersection with Elm Avenue because it was less convenient, despite many drivers yelling at cyclists to do so. Such information led to improvements on the UNE campus including the Madgwick Drive lanes, which were well used. Indeed, cycling increased substantially on Madgwick Drive after the lanes were installed.

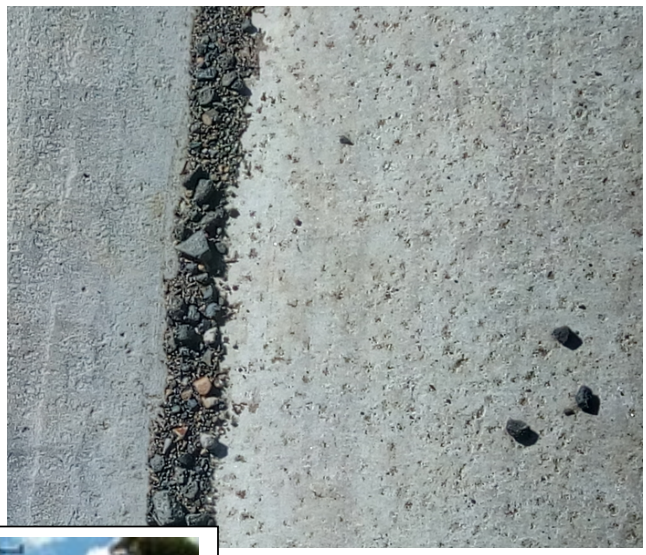
2. Poor maintenance and coordination reduced the benefit

Recent development applications have been approved without considering existing cycling facilities. The Madgwick lanes were designed to a high standard. They were built to a width of 2 metres, but a recent development (the Niagara Views estate) has permanently reduced the width of one section. An enquiry to council on 2 February 2022 when the cycle lane was dug up by the developer resulted in a phone call saying the lane was being dug up to install drainage, giving the impression that the full width of the lane would be reinstated. The council officer was unable to provide any further information about the plans (e.g. management of conflict at driveways where vehicles block the cycle lane while waiting to turn into Niagara St). The impression that the lane would be reinstated to its full width proved to be incorrect, as shown below.

To avoid similar problems in future, a 'Cycle Safety' checklist should be created to ensure all issues are considered before development applications are approved. Moreover, when such problems are drawn to









Lane markings **some years ago** (above) at Niagara St / Verna Cl – Looking north compared to August 2023 (below).



council's attention, developers should be asked if they are willing to remedy mistakes (e.g. reinstate the previous lane with) before going ahead with expensive work.

As well as reducing the width, the new work is much rougher than the old, debris accumulates in the new gutter and, as shown in the photo (above), grass already growing in the join between the old and new work.

Another example of poor management and coordination is that a large section of the Madgwick Drive lanes was cordoned off for about a year in 2017. After the problem had persisted for many months, a complaint was made to ARC in June 2017. Nearly a month later, an email from Council stated that the work was started by a developer, but not completed and that ARC was now investigating who was responsible and how to ensure the work was completed.

It's also important to note that the lane markings have been allowed to deteriorate to a level where drivers entering the roadway are less likely to give way to cyclists using the lanes. In previous years (photo, above) clear markings indicated that vehicles should stop at the edge of the cycle lane and give way to cyclists using the lane. The current markings give drivers the impression that they should stop at the visible road line and ignore any cyclists using the lanes.

The photos below also show that gravel, mud and road metal have been allowed to accumulate in the lanes on Madgwick Drive and hide the outer lane line. It is unpleasant to cycle through the loose road metal and gravel that currently remains on the road for several months, if not years, after resurfacing. It would be much better if a system could be introduced to ensure the loose gravel is swept up (and could perhaps be used for other roads) instead of being left there for many months.

The surfaces of other cycle facilities is also breaking up, as shown below for one section of Sholes St, and in the attached file compiled by Paul McCann.

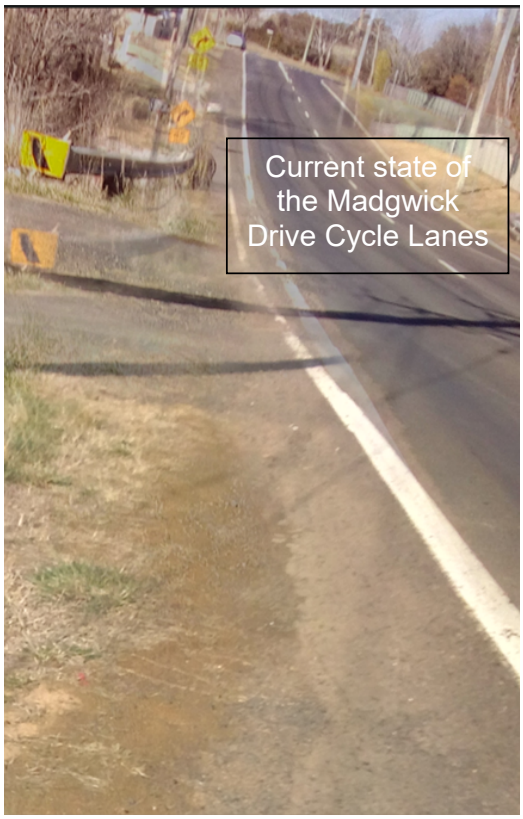
The appendix to Armidale Council's 2012 Bicycle Strategy included an online Bicycle Facility defect report that was intended to alert council to problems and road defects. However, this does not appear to have been implemented, although the standard 'Report-it' facility is available.

A common criticism of the current 'Report-it' system is the inability to keep track of requests, to know when repair work is scheduled, or even to know when other people have made a similar non-confidential report about a related issue. The author of the attached report on the current condition of the cycleway stated: "*I have lost count of the number of report-it requests I have made concerning the cycleway. The report-it is a total failure in my opinion.*"

In an ideal world, council would either monitor the roads for dangerous conditions or encourage cyclists to report them by providing feedback, e.g. a public register acknowledging the issue and some indication of when problems might be fixed.

In an ideal world, at least some of the priority routes in the 2012 Strategy would also have been constructed, rather than the current situation where not a single one appears to have been started.



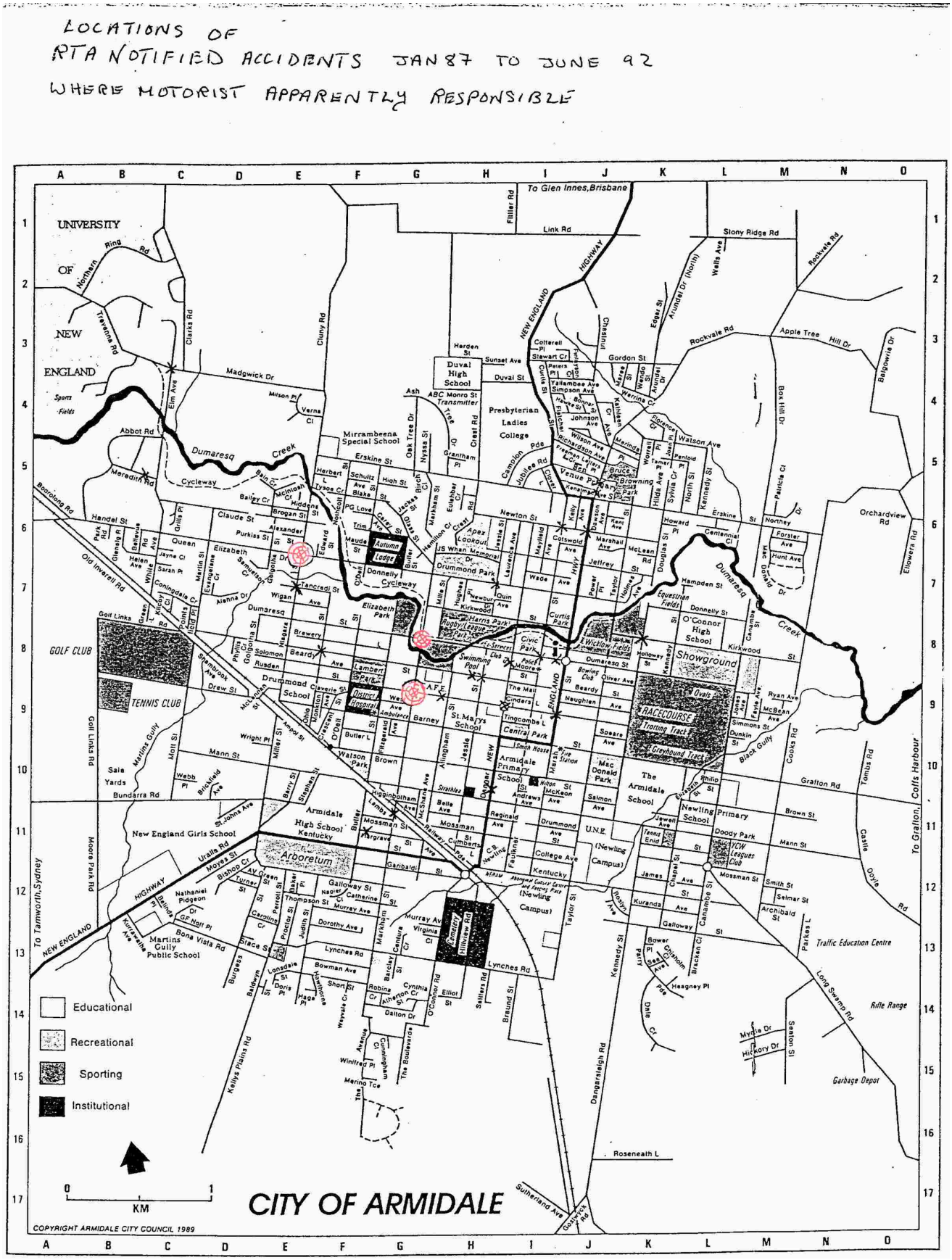




The Strategy should analyse road injury data to address safety issues

Essential groundwork for a successful Active Transport Strategy that results in increased cycling is an analysis of all injury accidents to cyclists over a sufficiently long period to identify where safety needs to be improved.

Many years ago by CycleSafe discovered that roundabouts had above-average injury rates to cyclists, by plotting the locations of all injury accidents involving cyclists on a map and highlighting in red all locations with


LOCATIONS OF
RTA NOTIFIED ACCIDENTS JAN 87 TO JUNE 92
WHERE MOTORIST APPARENTLY RESPONSIBLE
CITY OF ARMIDALE
Educational
Recreational
Sporting
Institutional
0
1
KM
COPYRIGHT ARMIDALE CITY COUNCIL 1989
UNIVERSITY OF NEW ENGLAND
Sports Fields
GOLF CLUB
TENNIS CLUB
Golf Links
Sale Yards
Bundarra Rd
Golf Links Rd
Moore Park Rd
To Tamworth, Sydney
NEW ENGLAND HIGHWAY
To Glen Innes, Brisbane
To Grafton, Coffs Harbour
Ring Rd
Northern
Trevenna Rd
Clarks Rd
Madgwick Dr
Abbot Rd
Meredith Rd
Bradding Rd
Old Inverell Rd
Cluny Rd
Elm Ave
Dumaresq Creek
Cycleway
Filliter Rd
Link Rd
Hergen St
Sunset Ave
Duval St
Duval High School
ABC Monro St Transmitter
Presbyterian Ladies College
Mirrambeena Special School
Erskine St
Oak Tree Dr
Ash
Nyssa St
Grantham Pl
Crest Rd
Cotterell Pl
Stewart Cr
Gordon St
Stony Ridge Rd
Rockvale Rd
Apple Tree Hill Dr
Rockvale Rd
Wells Ave
Edgar St
Arundel Dr (North)
Arundel Dr
Belgowrie Dr
Box Hill Dr
Watson Ave
Johnson Ave
Jubilee Rd
Cambridge Pde
Venue Pde
Browning Park
Newton St
Howard Pl
Centennial Cl
Northey
Forster Ave
Hunt Ave
Orchardview Rd
Ellowera Rd
Hampden St
Donnelly St
Equestrian Fields
Showground
Oval
RACECOURSE
Training Track
Greyhound Track
O'Connor High School
Kirkwood St
Ryan Ave
McBean Ave
Simmons St
Dunkin St
Black Gully
Cooks Rd
Grafton Rd
Tombs Rd
Gostwyck Rd
Doyle Rd
Brown St
Mann St
Doody Park
Newling Primary School
The Armidale School
Armidale Primary School
Armidale High School
New England Girls School
Kentucky
Arboretum
Uralla Rd
Moyses St
Bishop Cl
Nathaniel Pidgeon
Galloway St
Thomson St
Murray Ave
Dorothy Ave
Martins Gully Public School
Bona Vista Rd
Lynches Rd
Bowman Ave
Cemetery
Hillview Rd
Taylor St
Kennedy St
Dangarsleigh Rd
Kellys Plains Rd
Roseneath L
Sutherland Ave
Traffic Education Centre
Rifle Range
Long Swamp Rd
Garbage Depot
Myrtle Dr
Hickory Dr
Seaton St
Parkes L
Selmar St
Archibald St
Smith St
Mossman St
Galloway
Kurandra Ave
Chapel St
James
Kentucky
College Ave
Drummond Ave
Salmon Ave
Reginald Ave
Mossman St
Belle Ave
Higginbotham Ave
Lambert Park
District Hospital
Civic Park
Rugby League Park
Harris Park
Elizabeth Park
Autumn Lodge
Drummond Park
Duval High School
Swimming Pool
Police Academy
Bowling Club
Tingcombe L
Central Park
Smith House
Hilton McKeon
Strathlea
Cooper
Brewery
Beardy
Drummond School
Claverie St
Barney
St Mary's School
Jubilee
Ambulance
Butler L
Watson Park
Brown
Webb Pl
Mann St
Wright Pl
Miller St
Barrs St
Stephen St
Martins Gully
Mott St
Golf Links Rd
Golf Links Green
Kingsgate Pl
Shamrock Ave
Drew St
Coningsgate Cr
Alanna Dr
Wigan Ave
Tancredi St
Elizabeth
Queen
Jayne Cl
Sarah Pl
Martin St
Helen Ave
Whitton Pl
Evergreen Cl
Samantha Cl
Gwynette Cr
Handel St
Park Rd
Glenelg Pl
Belleville Ave
Claude St
Purkiss St
Alexander
Grogan St
Higdons
McIntosh
Bailey Cr
Spain Cr
Herbert
Lyons Cr
Schultz Ave
High St
Blake St
Trim
Cotsworth
Jackson St
Buck
Markham St
Eulebour Cr
Hamilton Cr
Crest
Apex Lookout
Jessie St
Lawrence Ave
Maryfield
Cotswold Ave
Kelly Ave
Dawson Ave
Kent Ave
Marshall Ave
McLean Rd
Jeffrey St
Douglas St
Power Pl
Taylor
Holmes Ave
Wade
HWY
Curtis Park
Civic Park
Police Academy
Bowling Club
Swimming Pool
Rugby League Park
Harris Park
Quin
Newbury
Kirkwood
Mills St
Hughes
Donnelly
Cycleway
Elizabeth Park
Autumn Lodge
Drummond Park
US Whan Memorial

multiple injury accidents to cyclists. A follow-up analysis showed that injuries to cyclists increased almost 10-fold from 1 in 12 intersection-years before roundabout construction to 10 in 14.2 intersection-years afterwards. Nine of the 10 injuries involved a circulating cyclist hit by a vehicle entering the roundabout.

Table. Injuries to cyclists and other road users at 4 intersections in Armidale over 12 intersection-years before roundabouts were constructed and 14.2 intersection years after construction.

Road User	Injuries Before	Injuries after
Cyclists	1	10
Other road users	22	4

The 4 intersections & month & year constructed were: Markham-Rusden (May 88), Markham-Dumaresq (June 89) Markham-Donnelly (May 91) and Niagara-Donnelly (June 89). For more details see the peer-reviewed publication in Road and Transport Research.[1]

Although the above table suggests an overall benefit, over a longer time period, injury rates averaged about 1 injury per intersection year before and after roundabout construction. One possible explanation for the higher than-average injury rate before roundabout construction in the above table is that an unexpectedly high injury rate at a particular intersection triggered an application for funding to build a roundabout at that intersection.

Despite some apparent improvement at roundabouts where speed pillows have been installed, and perhaps also at those with logos encouraging cyclists to use the whole lane at roundabouts, cyclists in Armidale continue to be injured at roundabouts. Online crash statistics show that from 2016-21, half of all reported injuries to cyclists happened at roundabouts. For 1998-2003, 9 out of 23 were at roundabouts.

As well as the number of injuries and a particular location, the number of near misses could be used to evaluate the safety of the road network. The map provided as part of this consultation should therefore be retained and local cyclists encouraged to report all near misses, so that remedial action can be taken to address safety issues before people are injured.

Cycling should also be promoted to improve health and increase "Safety in Numbers" [2] Multiple studied show increased in cycling participation reduces the number of injuries per km cycled.

An important way to promote cycling is to note that the major benefits of active transport are many times greater than the small risk of injury (which the Strategy aims to address). A study in the UK published in the BMJ [3] found that regular cycling cut the risk of death from any cause by 41%, and the incidence of cancer and heart disease by 45% and 46% respectively. Despite this, the popular perception is that cycling for transport is risky.

Recommendations - Safety

1. **Install speed pillows at all roundabouts in Armidale to reduce the risk of entering vehicles colliding with circulating cyclists**
2. **Create a 'Cycle Safety' checklist of issues to be considered before all development applications are approved.**
3. **Require an appropriate and safe design for the intersection of the cycleway bordering the new development at 1A Niagara St with Niagara St, Madgwick Drive and Cluny Road.**
4. **Inspect and sweep all cycle lanes and paths at least monthly and set aside an appropriate budget for maintenance.**
5. **Analyse all cyclist and pedestrian injury data for at least the last 20 years and recommend remedial treatment for any locations with more than 1 injury to cyclists or pedestrians.**
6. **Retain the current map as a permanent feature and encourage all active transport participants to report safety issues, including near misses.**
7. **Promote cycling to increase Safety in Numbers and note that the major benefits of active transport are many times greater than the small risk of injury (which the Strategy aims to address)**

3. Collect and evaluate objective information to Identify priority routes

Collect information on current cycling and walking journeys, e.g. by installing cycle counters on paths and lanes and deploying low-cost cameras with software to count walkers and cyclists on roads and footpaths and note their directions of travel. Ideally, information on motor vehicle traffic would be collected at the same timePlacing counters on cycle lanes, paths and ideally roads will provide the evidence needed a future cycling strategy that ensure facilities are safe and provided where they are most likely to be used.

The new walking and cycling strategy should identify priority routes that will encourage more people to use active transport. If resources are spent on poorly planned or under-used facilities, there will be less funds to

provide the facilities that will well used and increase participation in active transport. For example, even a few months after construction of a new path, a substantial majority of cyclists preferred the road to the recently-constructed paths of Perrot St leading to Kelly's Plains Rd.

Date	Time	Location	Weather	No of Cyclists using	
				path	adjacent road
14/3/96	8:15-9:45	Perrot St	Good	0	7
Sat 26/10/96	11:00-14:00	Kelly's Plains Rd	Perfect for cycling	2	2

Similarly, the path to the Pine Forest is grossly under-used with the vast majority of cyclists choosing instead to use the adjacent road. Cycling on the road is generally more pleasant than a path with additional gradients for every side road that intersects with the path, noting that cyclists are expected to give way to vehicles on side roads, whereas vehicles on side roads are expected to give way to cyclists on a main road. Consequently, on-road cycle lanes or even wide shoulders can provide safer, convenient routes for roads such as Rockvale Rd and possibly Kellys Plains Rd. There might also be a cost advantage, including the cost of maintenance and reduced risk of falling into disrepair compared with off-road paths at one side of the road.

Ensure all cycle lanes are wide enough to protect cyclists. The example below shows why cyclists in Newcastle had to spend time fighting inappropriately-placed bike symbols. "*They do more harm than good, as novice riders are enticed too close to car doors, and motorists think that cyclists have to ride in the parking lane, because that is where the symbols are.*"



Poorly-designed cycle lanes encourage drivers to pass closer to cyclists. Measurement of passing distances in Melbourne showed that poorly-designed cycle lanes actually reduce the amount of room left by overtaking vehicles by 27 cm (lanes with no parked cars) and 40 cm (lanes with parked cars) [4]. Close passing is defined as distances less than 1 metre. **Consequently, cycle lanes should be designed to be of sufficient width to ensure that there is at least 1 metre between the edge of the lane and the normal position of a cyclist using the lane.**

There was general agreement at the Active Strategy workshop on 14 August 2023 that cyclists need convenient, safe north-south routes. Anecdotal evidence suggests that Niagara, Markham, Taylor and Douglas Streets are popular routes for cyclists.

Markham St between Donnelly and Erskine Sts has no on-street parking, so would be an ideal candidate for a 2 metre wide uphill cycle lane. The current situation leaves a lot to be desired because a proportion of drivers leave insufficient room overtaking cyclists on this section of road. Cyclists heading to town do not appear to encounter the same problem, so a single lane on the uphill route would appear to be the main requirement. However, the lane would require regular sweeping (or other measures such as video surveillance to identify the cause of the problem) because the area from 250 to 50 metres below Erskine St is continually littered with broken glass.

Suggestions to achieve an adequate lane width are a) permit on-street parking only on one side of the road or b) consider a lane in one direction on one street (e.g. Taylor) and a lane in the opposite direction on the next parallel street (e.g. Douglas).

Another priority route is one connecting UNE with southern Armidale, e.g. White Ave to underneath the bridge to the railway line. If the rail trail is constructed, it will then connect with south-central Armidale, including Ampol Streed. A short section parallel to the railway on the southern side could then connect Ampol St to Armidale Secondary College and Lambs Avenue. In the absence of a rail trail, the route would proceed along Shambrook Avenue and Miller St to Ampol St.



Another ideal location for an uphill cycle lane is on Niagara St from where the cycleway crosses the creeklands to the Erskine St Roundabout, where it could proceed on the current footpath area to avoid conflict with vehicles using the roundabout and join onto the Niagara St/ Madgwick Drive cycle lanes. Several cyclists travelling to UNE have stated that this is their preferred route.

A ramp for cyclists to enter Dumaresq St from the cycleway immediately after the creek crossing is also a desirable low-cost upgrade to the existing Failes Cycleway (see photo, left).

Bicycle Parking. Although most cyclists are happy to chain their bikes to posts and traffic signs, dedicated bicycle parking is one way to make cyclists feel welcome in an area. Additional parking is required in the centre of the Mall and near to the stage to replace the parking that was removed not long ago, and also at Nova (to replace the parking that was there when the building was used as the town library), in front of Centro at corner of Beardy and Jessie Sts and at the creeklands, at the SuperPlayground or the front of the visitor centre.

Recommendations - Convenience

8. **Collect information on current cycling and walking journeys to inform the revised Walking and Cycling Strategy. The information could be collected by installing cycle counters on paths and lanes and deploying low-cost cameras with software to count walkers and cyclists on roads and footpaths, noting their directions of travel. Ideally, information on motor vehicle traffic would be collected at the same time.**
9. **Active transport investment must be prioritised within the Armidale urban area – where 70% of the LGA population live (and well over 90% of its urban population), where there is the greatest scope for increasing active transport trips and all recorded injuries to cyclists.**
10. **Analyse all cyclist and pedestrian injury data for the last 20 years and recommend remedial treatment for any locations with more than 1 injury to cyclists or pedestrians.**

11. **Review all priority routes in the 2012 Bicycle Strategy.**
12. **Recognise that on-road bicycle lanes can provide far greater coverage of route lengths at a much lower cost than new off-road shared paths.**
13. **All new cycle lanes should be sufficiently wide to protect cyclists, i.e. allow at least 1 metre from the centre of the travel lane (excluding the car door opening zone on a bike-parking lane) to the edge of the lane to allow for the 40 cm reduction in passing distance for bike-parking lanes in Melbourne.**
14. **Suggestions to achieve an adequate lane width are a) permit on-street parking only on one side of the road or b) consider a lane in one direction on one street (e.g. Taylor) and a lane in the opposite direction on the next parallel street (e.g. Douglas).**
15. **Markham St between Donnelly and Erskine Sts has no on-street parking, so would be an ideal candidate for a 2 metre wide uphill cycle lane. There appears to be minimal conflict between motor vehicles and cyclists travelling from Erskine to Donnelly, so perhaps only an uphill lane is required. This will make the funding go further to improve conditions for cyclists in other areas.**
16. **Traffic calming and management should be introduced at locations identified as important for pedestrian and/or cyclist safety**
17. **Note that two recent development applications will provide some of the routes, including parts of OR3 and SP11.**
18. **Require an appropriate and safe design for the intersection of the cycleway bordering the new development at 1A Niagara St with Niagara St, Madgwick Drive and Cluny Road. DA-12-2023 includes an off-road path from the intersection of Niagara St, Madgwick Drive and Cluny Road to Ash Tree Drive. However, the DA did not provide any details of the treatment at the Cluny/Niagara/Madgwick intersection, noting that this could present a safety hazard to cyclists during peak traffic. Council received two submissions asking for this issue to be addressed, but the DA was approved some time later without any communication with either of the two submitters**
19. **Inspect and sweep all cycle lanes at least monthly and set aside an appropriate budget for maintenance.**
20. **Anecdotal evidence suggests that Niagara, Markham, Taylor and Douglas Streets are popular routes for cyclists. Problems of close overtaking on Markham St from Donnelly to Erskine have been experienced by more than one cyclist. A 2 metre wide lane for northbound (uphill) cyclists should therefore be considered a priority route, noting that regular sweeping or other measures will be required to mitigate the continual problem with broken glass in this area.**
21. **Other roads and cycleways that are affected by broken glass should also have regular sweeping and possibly some attempt to identify the cause of the problem. Perhaps cameras could be mounted on the trucks that pick up the recycling to monitor the roads for broken glass. Would a separate recycling crate for glass help reduce the amount of glass than ends up on the roads?**
22. **Connect the Failes cycleway to the northbound Niagara St Cycle lane via a short cycle lane uphill to the Erskine St roundabout, with an off-road path on the current footpath area to avoid conflict with vehicles using the roundabout to and join onto the Niagara St cycle lane.**
23. **Another low-cost upgrade to the Failes Cycleway is a ramp to allow eastbound cyclists to descend from the footpath onto Dumaresq St after the creek crossing and safely negotiate the roundabout next to the Belgrave cinema.**
24. **Although most cyclists are happy to chain their bikes to posts and traffic signs, dedicated bicycle parking is one way to make cyclists feel welcome in an area. Additional parking is required in the centre of the Mall and near to the stage to replace the parking that was removed not long ago, and also at Nova (to replace the parking that was there when the building was used as the town library), in front of Centro at corner of Beardy and Jessie Sts and at the creeklands, at the SuperPlayground or the front of the visitor centre. Several people have commented that the bike-shaped bike parking installations in Guyra's main street are an attractive design.**

4. Enjoyment & Recreational routes

The cycleway is a safe, attractive route that has been made even safer and more attractive by the solar lights installed in the past few years. Other low-cost improvements could make it even better, e.g. a bike skills course (similar to the one created at the Pine Forest by the New England Mountain bikers) could be added near the SuperPlayground and attractive maps and display boards to show routes and distances. Such maps and routes could also contribute to the success of the e-scooter trial.

Another attractive possibility would be to extend the cycleway past UNE to intersect with on-road sections of the Running Triangle (Rowlands Rd and Old Inverell Rd) and also to Weirs Rd and then Dumaresq Dam, where a $4 million upgrade to the facilities is underway.

Missing links and connections between off-road paths and on-road routes should also have high priority

Just 200 cyclists a day equates on the Failes Cycleway equates to 73,000 trips a year. For every dollar spent, the potential benefits for increased cycle use in town may be greater than millions set aside for the rail trail. The Walking and Cycling Strategy should use this information to justify similar funding (to that set aside for the rail trail) for encouraging cycling in town and maintaining and upgrading facilities for local cyclists.

Increasing levels of vehicle traffic in the central area are likely to reduce amenity for cyclists. The walking and cycling strategy should therefore emphasize the need increased maintenance and funding to prevent any further deterioration in amenity for cyclists and indeed reverse the neglect since the Armidale 2012 Strategy was published but never implemented.

5. Setting Targets & Delivering the Strategy

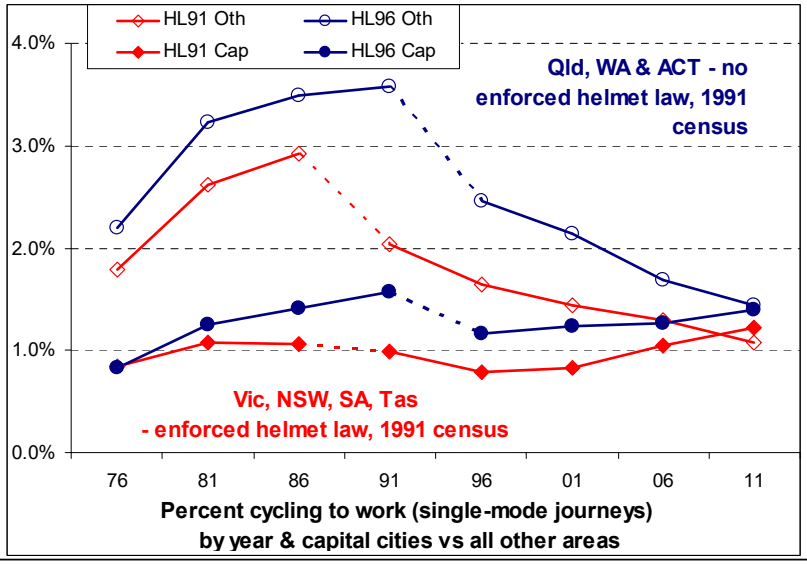
One possible reason for the failure to implement the 2012 Armidale Cycling Strategy was the lack of a timetable for constructing the various routes and a commitment to maintaining existing routes.

Recommendations – Targets & Overall Strategy

25. **Set targets for increased cycle use including an annual count of cyclists and pedestrians, perhaps using automatic counters and cameras able to identify walkers and cyclists and their directions of travel.**
26. **Recommend a 10 year program of construction and maintenance work and promotional activities to increase active transport.**
27. **Improve the 'report-it' system to encourage cyclists to report all potential problems before they lead to injuries. An essential part of such a system will be appropriate feeding including a publicly-accessible electronic register of all problems and action taken to fix them.**

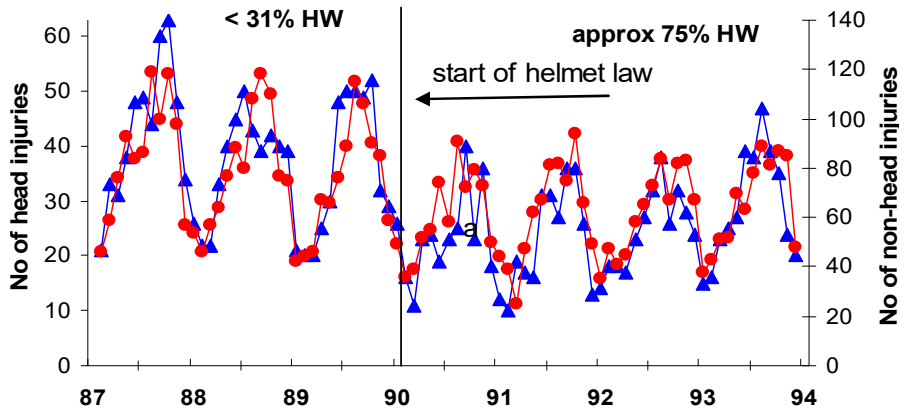
6. Lobbying

In Australia, until helmet laws were introduced, cycling to work was increasing, especially in regional areas, where there is generally less traffic and shorter travel distances. Helmet laws reversed the trend. The graph (left) shows census data on cycling to work in regional areas and capital cities according to whether there was enforced helmet law at the 1991 census. On average more people cycled to work in regional areas and the increase continued in states without enforced helmet laws, but declined substantially in states without enforced laws. Although other factors influence the popularity of cycling, this information averaged over all states with and without enforced helmet laws strongly suggests that major declines in cycling to work coincided with the introduction of enforced helmet laws.



Hospital admissions for head and non-head injury in Victoria also provide considerable insight into the effects of helmet laws. If, rather than discouraging cycling, the laws had been effective in preventing head injuries, there would have been an obvious fall in head, but not other, injuries. The graph above shows that this was not the case. There was a clear fall in non-head injuries as well as head injuries, suggesting that the main effect of the law was to discourage cycling.

Figure: Hospital admissions for head and non-head injury in Victoria showing that both head injuries (left scale) and non-head injuries (right scale) declined by very similar amounts when the helmet law was introduced and helmet wearing increased from less than 31% to 75%.

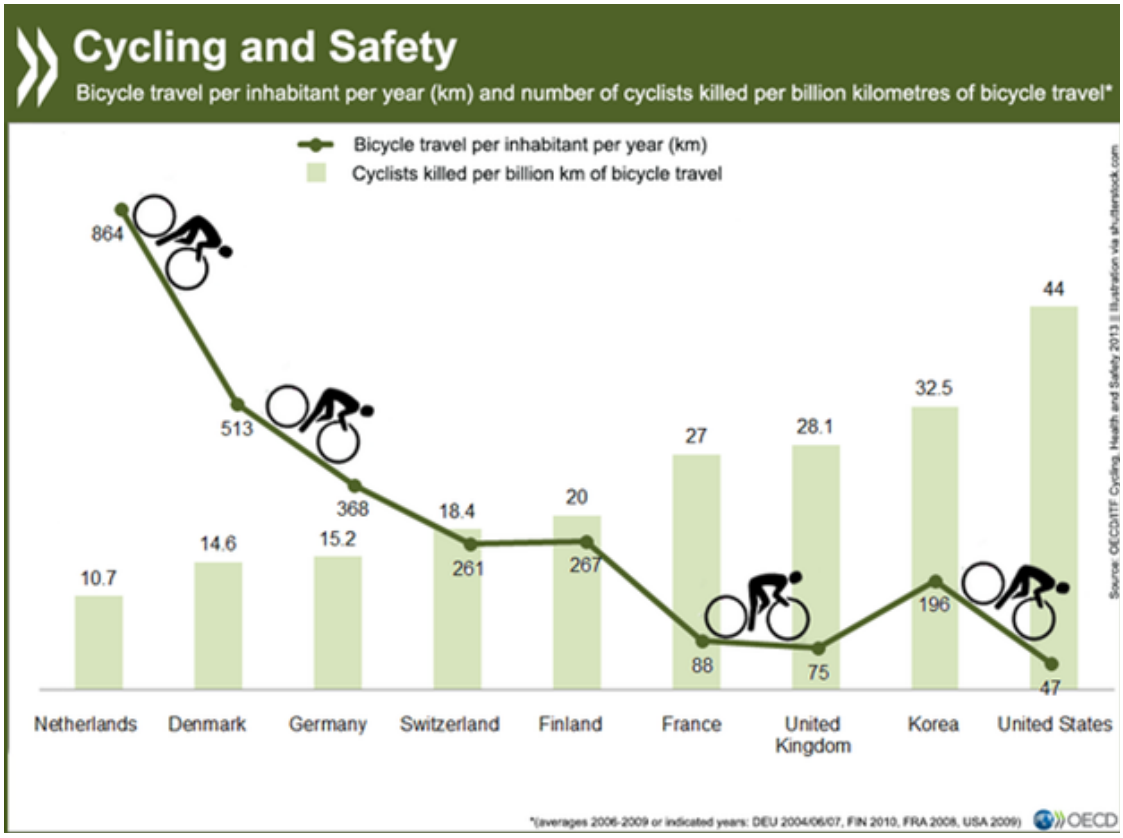


Recommendation - Lobbying

1. **As well as setting targets for increased cycling and funds to construct facilities, the Strategy should note the evidence that helmet laws discourage cycling, leading to reduced health benefits from active transport and increased injury rates from reduce Safety in Numbers that, as in Tel Aviv, repealing helmet laws will reduce injuries per cyclist, reduce pollution and improve health.**

Appendix
Additional evidence that helmet laws reduce cycling and increase injuries per cyclist

A) Reduced cycling reduces safety in numbers



The graph below shows a clear and consistent relationship between the amount of cycling per capita and the risk of cycling fatalities per billion km of cycle travel. It was produced by the Israel Bicycle Association as part of their successful campaign to show that helmet laws can make cycling more dangerous and damage public health by discouraging cycling.

B) Cycling increased by 54% after repeal of Israel's helmet law

Israel repealed its bicycle helmet law for adults cycling in urban areas. A survey in Tel Aviv found that cycling participation increased by 54% from 2010 to 2012, after repeal of the helmet law.[5, 6].

C) Australians say helmet laws discourage them from cycling

An evaluation of Australia's bicycle helmet laws was published in the British Medical Journal.[7] It cites evidence (from several telephone surveys and questionnaires) that many people said helmet laws discouraged them from cycling[7] including a telephone survey in Western Australia asking adults if they would cycle more if not legally required to wear a helmet. A figure equivalent to 64% of adult cyclists said they would.

As well as making cycling less enjoyable, the requirement to wear a helmet makes many people think that cycling is an exceptionally dangerous form of transport. Some might even come to believe that the risks are unacceptable, except on segregated cycleways. In 1991, just before WA's helmet law, an estimated 5.7% of trips in Perth were by bike.[8] The Metropolitan Transport Strategy aimed to increase cycling to 8% of trips by 2010 and 11.5% by 2029.[9] Instead, cycling plummeted to 1.6% of trips (2003-2006).[10] The much higher pre-law levels of cycling (accounting for 5.7% of trips in Perth in 1991 and 3.6% of trips to work in regional areas), despite less cycling infrastructure, suggests that people who dislike helmets (but have been led to believe that cycling without one is unsafe, so it would be illogical to argue against helmet laws) might list safety or lack of infrastructure as the main reason for not cycling.

In 2011, Prof. Chris Rissel studied the extent to which helmet laws continue to discourage cycling and concluded that making helmets optional could double the amount of cycling - http://theconversation.edu.au/make-helmets-optional-to-double-the-number-of-cyclists-in-australia-4578.

Prof Rissel concluded *"Not all cycling is equally dangerous – mountain biking and racing are far riskier than recreational riding on a separated off-road bike path. Mandating helmets for all riders at all times, therefore, is a very blunt tool to attempt to increase bicycle safety …. If we're serious about improving Australians' health and getting*

more people active, it's time to bring Australia and New Zealand in line with the rest of the world and acknowledge that the helmet experiment has failed."

D) Discouraging cycling increases overall health costs

In 2013, an Australian Government Discussion paper: 'Walking, Riding and Access to Public Transport' reviewed the benefits of cycling and concluded: "*the net health benefit (adjusted for injury) for each kilometre cycled is 75 cents – about half of the total economic benefits of a typical bikeway project*".

An overseas study found that *people who don't cycle to work are 39% more likely to die prematurely* that those who do.[11] The British Medical Association's publication 'Cycling for Health and Safety' cites evidence that the life years gained from regular cycling are much greater than those lost from cycling accidents.[12]

A recent review lists more than a dozen studies of the health benefits of cycling (in countries without helmet laws), saying "*The combined evidence presented in these studies indicates that the health benefits of bicycling far exceed the health risks from traffic injuries, contradicting the widespread misperception that bicycling is a dangerous activity. Moreover, as bicycling levels increase, injury rates fall, making bicycling safer and providing even larger net health benefits*."[13]

Cycling for transport provides regular exercise to maintain health and reduces the risk of "lifestyle" diseases such as heart attacks and strokes. One in six people in Australia will be affected by stroke. It is the nation's leading cause of disability. Because they discourage cycling, helmet therefore increases overall health costs.

F) Helmet laws will have an even greater effect on future cycling by reducing the popularity and viability of city bike schemes

The City of Sydney wanted to introduce a bicycle hire scheme if it could be granted an exemption from compulsory helmet laws. The poor performance of Melbourne's scheme, in which only 20,600 bikes were hired in the first four months, convinced the council to hold off. Successful schemes tend to be in cities without compulsory helmet laws. One million bikes were hired in the first two weeks of London scheme's, and 1 million were hired in the first four months in Montreal - http://www.smh.com.au/nsw/bike-hire-plans-hinge-on-helmets-20120304-1ub4f.html

Australia's bicycle helmet laws became newsworthy because of evidence that Melbourne's bike hire has been crippled by the helmet law - see the Herald Sun article at http://www.heraldsun.com.au/opinion/let-our-cyclists-bare-all-if-thats-what-they-want/story-e6frfhqf-1225911314577 Melburnians were taking 140 rides a day on the 600 bikes at a cost to taxpayers of $5.5 million over four years http://m.theage.com.au/victoria/a-new-helmet-to-bring-riders-into-the-fold-20100828-13wxk.html

Compare this with Dublin's 450 bikes - used nearly 4,000 times per day - http://www.irishtimes.com/newspaper/ireland/2010/0809/1224276416971.html

Monash University's Monash Obesity & Diabetes Institute (MODI) reports that Australia is today ranked as one of the fattest nations in the developed world. The prevalence of obesity in Australia has more than doubled in the past 20 years. According to MODI, obesity has become the single biggest threat to public health in Australia and has overtaken smoking as the leading cause of premature death and illness.

The significant and continued reductions in cycling because of helmet laws add to the burden of ill-health caused by obesity and lack of exercise.

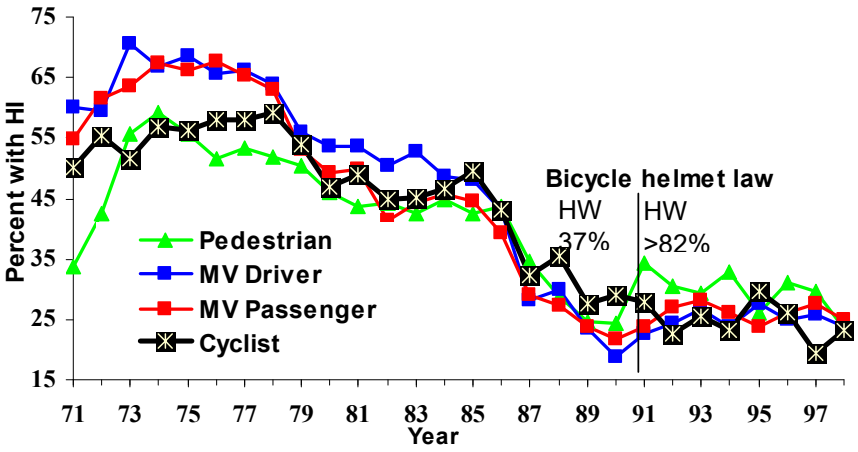
J) Increased risk of injury per cyclist since helmet laws were introduced

Several analyses have compared numbers of injuries with the numbers of cyclists. They all suggest that injuries per cyclist have *increased from what would have been expected without helmet laws*.

In New Zealand, from 1989 to 2011, average time spent cycling (on roads and footpaths) fell by 79% for children aged 5-12 (from 28 to 6 minutes per person per week) and 81% for 13-17 year olds (52 to 10 mins/person/week). Adult cycling declined from 8 to 5 minutes/person/week then trended back up to 8 minutes. Graphs of cycle use over time provide strong evidence that the requirement to wear a helmet discouraged cycling.[14]

The reductions in cycling were accompanied by increased injury rates. Between 1989 and 2012, *fatal or serious injuries per million hours of cycling increased by 86% for children* (from 49 to 91), 181% for teenagers (from 18 to 51) and 64% for adults (from 23 to 38).[14]and an even steeper decline in popularing after helmet laws were introduced. which suffered a greIn 1991, every state with an enforced helmet law (red lines) had a reduction in cycling to work, but the increasing trend continued in states without enforced laws, only to be reversed by 1996, when all states had enforced laws and only 1.66% cycled to work in Qld, WA and the ACT, substantially less than the 2.28% in 1991.

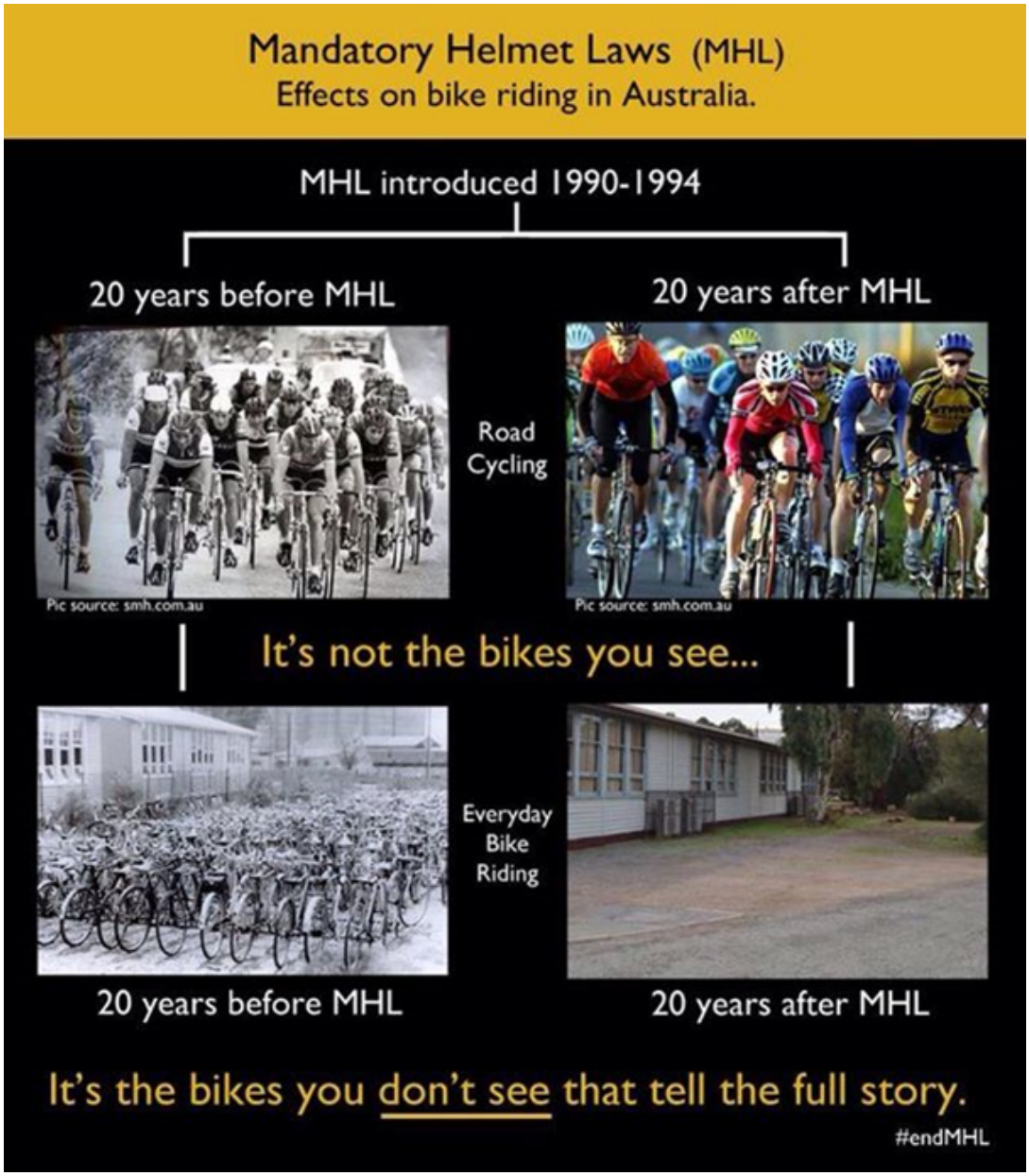
E) No obvious decline in percentages of cyclists with head injury when helmet laws were introduced - hospital statistics show percentages of cyclists with head injury followed the same trends as other road users



The graph above of road users admitted to hospitals in Western Australia clearly shows that head injury percentages follow a similar trend for all road users, with little or no obvious benefit of a law that increased helmet wearing from 37% to about 82% of all cyclists.

F) Laws discourage the safest cyclists.

A Norwegian study asked cyclists about their attitudes to risk and concluded that helmet laws disproportionately discourage the safest cyclists.[15] A good example is the disproportionate drop in cycling to work in regional areas, evident in Australian census data. Regional cities such as Armidale, NSW, have wide streets, less traffic, and shorter travel distances than major capital cities. Armidale and other regional cities seemed like very safe places to cycle until helmet laws were introduced. The large reductions in cycling to work in regional areas illustrate how well-meaning policies can backfire. Cycling was discouraged because helmet laws made cycling less convenient and less enjoyable, and made people think that it was extremely dangerous.



The photos left, compiled by the Upright Bicycle Riders Society of Australia aptly illustrate

evidence that riskier types of cycling (where it's normal to wear a helmet) were much less discouraged than safe, normal, everyday cycling for transport. This may be one reason why injury rates per cyclist are much higher than would have been expected without helmet laws.

G) Risk compensation.

Helmet wearing can increase accidents by changing the attitude of drivers. In certain urban environments, drivers gave less room when overtaking helmeted cyclists.[16] The research was conducted by Dr Ian Walker, who was hit twice when conducting this research - by a truck and a bus - both times when he was wearing a helmet http://www.eurekalert.org/pub_releases/2006-09/uob-wah091106.php Dr Walker and several other researchers also found that drivers give more room to female cyclists. The difference in drivers' attitudes seemed particularly apparent in the months after the helmet law was introduced. I personally found that the combination of reduced safety in numbers and the riskier attitude of drivers towards a helmeted female cyclist made the roads seem so much more dangerous that I seriously considered giving up cycling. Many people say they don't cycle because of the dangers. Repealing helmet laws could increase safety in numbers and encourage less risky driver behaviour, creating much greater improvements in cyclist safety than large amounts infrastructure spending.

H) Incomplete and misleading evaluations.

Very few evaluations of helmet laws have considered the full effect of helmet laws in discouraging a healthy activity and reducing safety in numbers.

A newspaper report in 1996 described the experience of a pregnant mother spending a night in a lock-up for refusing to pay helmet-law fines. Mr Max Cameron, a senior researcher at Monash University Accident Research Centre, was quoted, saying *"his studies of bicycle-related hospital admissions showed conclusive evidence that helmets worked. For four consecutive years after helmets became compulsory we had a 40 percent drop in head injuries over what we had before."* Such comments could mislead the public into thinking that the entire 40% reduction was due to increased helmet wearing, even though a cursory examination of the data (graph, E above) reveals large and obvious reductions in non-head injuries, implying that much of the reduction was because the law discouraged cycling.

I) No benefit from helmet laws in Canada.

An editorial in the BMJ in 2013 discussed research showing that the effect of Canadian helmet legislation on hospital admission for cycling head injuries "*seems to have been minimal.*"[17] The editorial noted that the new study "*has somewhat superior methodology*" and discussed potential flaws in case-control studies where *"analyses are conditional on having an accident and therefore assume that wearing a helmet does not change the overall accident risk."* Also noted were the health benefits of cycling and potential losses from reduced cycling, reduced safety in numbers and risk compensation.

Further details, evidence and information

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Armidale Regional Council
75A Rusden Street,
Armidale NSW 2350

Submission re Draft Armidale Active Transport Strategy

Thankyou for finally preparing and releasing this updated Active Transport Strategy, with reference to bicycle and pedestrian transport. I am aware that Sustainable Living Armidale has long advocated for a revision and implementation of the Bicycle Plan, previously dated 2012.

I have been a resident of Armidale since 2007 and regularly walk or ride a bicycle in my local area and into the town centre.

Increasing use of e-bicycles and potential value in moving towards zero emissions accreditation

The ARC initiative to trial e-scooters is commendable in potentially highlighting electric bicycles and scooters as a fun and effective form of zero emissions transport.

I recently spent time in Redfern in Sydney and was astounded to see the increase in use of electric bicycles as a means of transport on busy urban roads. Numerous people in Armidale are now using an electric bike for transport and this seems highly likely to increase. Renewable energy through rooftop solar and potentially locally generated renewable energy will enable zero emissions recharge of electric vehicles and ongoing expansion of use of electric vehicles.

Advocating for and supporting increased safe use of bicycle, e-bicycle and scooter transport is consistent with ARC's Climate Change Declaration as stated in its Delivery Program 2022-2026 Community Plan and Delivery program and with several goals identified in the plan. It also follows on from Council's 2012 Bicycle Strategy which identified the importance of enabling forms of transport with low (or zero) carbon emissions as a part of reduction of greenhouse gas emissions.

I have noticed that beam e-scooters left lying on footpaths are likely to be a hazard for people with mobility challenges or children riding bicycles on paths. This challenge needs to be addressed as discarded scooters are heavy and difficult to move by able bodied people, let alone those with limited mobility.

Other e-vehicles need to be considered.

Greater focus is needed regarding use of shared paths or footpaths by elderly or disabled people with mobility scooters. This need will increase as our population ages and Armidale attracts more retirees and aging residents.

It would be great if small weather shielded e-vehicles such as those used by Australia Post became a transport option, providing shelter from inclement weather and more room to transport shopping etc.

Comments regarding specific items in the draft plan

Error or need for correction or improvement in the plan

- The maps are small, indistinct and difficult to read and to cross reference with the identified actions needed. Few street names are identified, making it difficult to ascertain exact locations.
- The existing cycleway/ shared path from Erskine Street near the intersection with Box Hill Drive and running south and east of Phil Wheaton Oval then east to Cooks Road has been omitted from the map.
- The map is in error in identifying a section of walking track running south from Erskine Street to the east of Centennial Close houses and adjacent to Yoogoonda Gully and joining with the bicycle track north of Dumaresq Creek. Although there is a potential access-way here, it is often inaccessible due to growth of grasses and wet ground. There is no formed track.

Priorities

- Having decided to progress the New England Rail trail it is logical and potentially cost effective to prioritise this along with works in the vicinity of the railway line.
- The most obvious and likely cost effective option for connectivity to Shambrook Avenue would be construction of a short (approx 50m) track from Martin St/Beardy St to link with the rail trail, hence the southern side of town.
- The prioritising of an on-road cycleway along Erskine Street between Marsh Street and Niagara Street at a cost of $1.5m is questionable. Most cyclists I have spoken to who ride regularly to the university prefer to avoid the steep hill on Erskine Street and take a longer more gently sloping route, often along the creeklands. This may, however, be justified if there is found to be sufficient community support, particularly in the light of increasing use of e-bicycles.

Strongly endorsed

- Provide a shared path on the eastern side of Taylor Street between Donnelly and Dumaresq Streets. We walk this way often and the footpath runs out between Donnelly and Dumaresq Streets and find ourselves walking along the road in places here, especially if the grass is wet. The best location for a footpath is probably on the eastern side of Taylor Street. It is unfortunate that the design of the supporting framework for the flood hazard gate positioned here obstructs what would otherwise be the most obvious location for a foot path. The support frame for the gate on the western side of the path was constructed in a way that does not obstruct a footpath alignment. A path on both the eastern and western sides of Taylor Street would be appropriate as there is a lot of pedestrian and vehicle activity in this area during sporting events.
  The area needs further assessment as to the most cost effective and environmentally acceptable option as issues such as obstruction from road signs and the narrow culvert across Dumaresq Creek. Any footpath designs should provide for retention of the mature trees growing alongside Taylor Street and Kirkwood Street.

Locations of concern

- There are various locations where **traffic calming structures adjacent to gutters force cyclists to merge with traffic**. Examples of these can be found on to the east, south and north of the intersection of Kirkwood Street with Taylor Street and on Dumaresq Street near the intersection with Butler Street. These structures leave a gap to enable water to flow in the gutters. They could easily be designed or **modified to leave a wider gap that would enable cyclists to ride on the gutter side of the structures** rather than be forced to merge with traffic.
- Traffic congestion occurs at the intersection of Taylor and Erskine Streets particularly at school drop off and pick up times. I am aware that at some stage, possibly about 2010 a Hilda Avenue resident who regularly rode to and from the University via this intersection, was in a hit and run accident and received a serious head injury. Fortunately he recovered, but no longer rode his bicycle.
  It does not feel safe to move onto the road where the bike trail appears to end at this intersection. My preference when riding turning south into Taylor Street from the eastern end of Erskine Street is to remain on the footpath until I find a safe location to move from the footpath and merge with traffic going down Taylor Street. This street has had bicycle signs on the road but these have again faded and become obscure. Cars parked at random locations along Taylor Street force cyclists to merge with vehicles.
  I notice that a roundabout is proposed for this intersection and this would probably be a good idea. It would be good if **additional safety measures for cyclists** could be included at this location.
- Box Hill Drive, a gravel road identified as an existing footpath, traverses through remnant bushland which brings pleasure to us on a daily basis. Part of this route is through Crown Land. We advocate strongly for the **retention, protection and enhancement of this vegetated corridor** where koalas have been observed on at least 2 occasions and where kangaroos and birds are regularly seen. We seek council **planning that would prevent the widening and full curbing and guttering of Box Hill Drive with subsequent damage to the remnant vegetation**.

Maintenance issues

- The strategy should provide a framework for the identification and prioritisation of maintenance works on pedestrian and cycling facilities. The need for investigation of maintenance of footpaths / shared paths is mentioned in item 16 of Table 6.4 but the need to actually implement follow up with maintenance works is not.
- Flooding of transport routes is a problem shared by drivers of motor vehicles as well as cyclists and pedestrians and requires creative solutions or, at times, curtailing transport. Alternative routes via road are usually available, but these may become congested during flood events, particularly in the Stephens Bridge vicinity.
- Unexpected flooding can cause risk to pedestrians. On one occasion I observed several students from O'Connor College walking home after school through calf deep water that had over-topped the Cooks Road bridge after heavy rain during the day. The students would not have expected flooding in the afternoon having walked unhindered over the bridge on the way to school that morning. They would have had a long alternate walk via Stephens Bridge had they avoided the Cooks Road bridge.
- Location of 'multiple shared paths' 'in flood-prone areas next to rivers and streams where safety and maintenance issues were identified' is raised in the strategy as a key issue impacting on walking and cycling in Armidale. Certainly there are locations along Dumaresq Creek where the shared track is inundated during flooding. In my vicinity, these include the creeklands track between Erskine and Douglas Street and at times all the way to Marsh Street and beyond. The creekland track just to the west of Stephens Bridge and south of Dumaresq Creek has ongoing maintenance issues which seem to be related to water seepage adjacent to the childrens' playground and sinking of the path so that water lies on it after rainfall events.
  Considering that alternative routes are generally available via streets, intermittent flooding problems along creekland tracks are more than **offset by the benefit to cyclists and pedestrians of being able to walk or ride on formed tracks away from traffic for most of the distance between the university to the west and Cooks Road to the east of town and through attractive and generally well maintained parklands**. We are very fortunate in Armidale that Council had the foresight to purchase flood prone land hence enable off road active transport. If interventions can be identified that reduce the need for maintenance without detracting from amenity, this would be beneficial.
- The shared path on the southern side of Erskine Street east of Douglas Street needs maintenance. The bitumen surface has broken down to uneven gravel.

Leading questions and poor question design identified in online survey associated with the Active Transport Strategy

- Question 6 should have an optional reply of 'in part' rather than a simple yes or no answer
- Q 14 The second optional response does not properly answer the question and leads the respondent to only indicate that they are happy to share a path as long as they are wider. Results from this question should be discounted because of the leading nature of the alternative. In general, **I am happy to share a path as a cyclist or a walker or dog walkers and do not require the paths to be wider**, particularly where wider paths would result in loss of mature trees, as was recently the case with 17 mature trees removed adjacent to Ben Venue School and Taylor Street.
  I regularly use the shared tracks along Dumaresq Street either as a cyclist or pedestrian and find that on most occasions people are considerate about sharing a path.

Education

- It would be appropriate for the strategy to identify community education as an issue needing action. This might involve partnering with NSW Roads and Maritime Services (see handbook at https://www.nsw.gov.au/sites/default/files/2021-05/bicycle-riders-handbook.pdf) or liaison with local schools or via the library regarding appropriate community information. Visibility of riders is of particular concern - it is puzzling to observe that many riders wear black and avoid the high visibility vests that reduce risk when riding in traffic.

Yours Sincerely

Helen Webb

Co-convenor, Sustainable Living Armidale Climate Action Group

Helen Webb Submission to draft Armidale Active Transport Strategy 4

Landcare Volunteer

ARMIDALE REGIONAL COUNCIL
ARMIDALE ACTIVE TRANSPORT STRATEGY

Terry Manley
[redacted]

Comments.

It is interesting to note that the on-ground investigation took only two days. March 1st and 2nd 2023, which included surveys in all regions towns. Either there were a lot of people in the team or the investigation was largely done later via computer maps.

Generally the Strategy identifies many areas where facility and safety, for cyclists and pedestrians, can be improved in the Armidale region. The wish list and costs are vast and expensive. I feel the team who have compiled the strategy have come from the perspective of a large city environment and are not so familiar with the needs/capability of a smaller regional Council area.

Priorities should be given to the upkeep and improvement of present facilities and the extension of paths to new areas. Certainly the identification of risk areas and improving road crossings or off road alternatives at these locations should also take priority.

Specifically in relation to the recommendations I offer the following comments:

ID 1
The main investment priority seems to be the Rail Trail to the north. If this is the case then benefiting from its installation is important, as is enhancing the experience of those that will use the Trail. The current proposal for Trailhead is in the area between Ampol Street and the Railway. To promote active transport a route from this location to the town centre is important.
The Trail may also provide a future route to Dumaresq Dam (ID 41) with a turn off from the Trail around Meadow Road.

ID 24-26
I do not see any of these options as high priority. Linking the proposed development area in the direction of Elm Ave and the University seems a step in the wrong direction. Perhaps for students travelling from the Shambrook Road area it could be of use, but not for cyclist/pedestrian residents wishing to access the town. The link across to Martin St/Beardy St as per ID 27 seems much better placed and useful.

ID 27
Martin St/ Mott St link. This could easily be achieved because the Rail Trail passes between these street ends. A ramp on and off the Trail to the said streets should achieve this. Also the off ramp to Martin Street is at the end of Beardy Street, which could provide a suitable route directly to the town centre. Beardy Street tends to be less used by traffic due to several Give Way signs along this route making it suitable for use by bicycles and pedestrians. It leads directly to Centro, Bike shops and the Mall. Cyclists arriving by train or car at the Trailhead would easily access the city centre via this route. A plan to enhance this as a dedicated shared route would be of great benefit.

ID 2 & 3
Crossings at Railway Station and provision of pedestrian pathways in this vicinity.

As I use the train several times a year and sometimes walk to or from the station I am aware of the lack of easy, safe access for pedestrians. Again in light of an increased use by active transport with the construction of the Rail Trail this should have priority.

ID 16
This recommendation is regarding the poor upkeep of present pathways in Armidale. This ID has not been listed in the ranked items and in the ID list is is merely stated "Council to investigate the location of poorly maintained pedestrian and cycling facilities and infrastructure." Although Council has done maintenance on the main shared pathway along the creekland in recent times, notably near Belgrave Cinema, there are sections that consistently hold water for days after a rain event. Perhaps the long term plan delays Council in attending to this section, but priority should be given to a short-term, low-cost solution of gravel drains on the creek side of these 'ponds' to drain water after rain/flood events.

Suggested links. On the mapping in the documents pathways are drawn linking the easments from McIntosh Cres and Bain Cres to the Creekland shared pathway. These are grassed and difficult to cycle. Hard-surfaced pathways would create easy access to the cycleway.

The Strategy document covers many locations throughout Armidale and is a reasonable basis from which to select where works would be most effective. Some recommendations are costly and of no great benefit to the cause of Active Transport in Armidale.

Terry Manley

Lilian Colmanetti

From: D Kanaley [redacted]
Sent: Tuesday, 28 May 2024 4:26 PM
To: Your Say; Council
Subject: Re: Help shape the future of your region: Provide feedback on the latest items on public exhibition!
Attachments: Submission to Armidale Active Transport Strategy.docx

Submission on Council's Draft Active Transport Strategy

To the General Manager, James Roncon,

Dear James,

Please find attached my submission on Council's Draft Active Transport Strategy for Council's consideration. Thank you for the opportunity to comment.

Regards
David Kanaley

On Tue, 28 May 2024 at 11:24, Your Say Armidale <notifications@engagementhq.com> wrote:

> # Have Your Say on key documents currently on public exhibition!
>
> Your input is vital in shaping the future of our community. By providing feedback on Your Say Armidale, you help ensure that our plans and policies reflect the true needs and aspirations of our residents. Your participation in the consultation process empowers you to influence decisions that affect our city's growth, sustainability, and overall quality of life.
>
> Currently, Armidale Regional Council has five items on public exhibition. We are inviting your feedback on key documents that are currently on display.
>
> ---
>
> # LIVE PROJECTS
>
> ## Draft Development Control Plan 2024
>
> **What is a Development Control Plan?**
>
> In each Council area, land use planning occurs under the control and guidance of two main planning instruments – Local Environmental Plans (LEP) and Development Control Plans (DCP). A Local Environmental Plan (LEP) represents the primary land use planning instrument that specifies what development is permitted on each lot in

the Council area. DCPs support an LEP by providing detailed planning and design guidelines. Whilst LEPs are statutory, the provisions of DCPs are more flexible.

View the Draft Armidale Regional Council DCP

Submissions are invited and must be submitted to Council no later than 5:00 pm on Wednesday, 12 June 2024.

Draft Operational Plan and Budget for 2024-25

The draft documents required to be prepared under the Integrated Planning and Reporting Framework (IP&R) for the second year of the Delivery Program 2022-26. The draft documents recommended for public exhibition are:

- Draft Operational Plan and Budget 2024-2025 (including the operational and capital budget)
- Draft Revenue Policy 2024-2025
- Draft Fees and Charges Schedule 2024-2025.

View the Draft Operational Plan and Budget for 2024-25

Submissions must be received by Wednesday, 12 June 2024.

Draft Active Transport Strategy

This Armidale Regional Active Transport Strategy (ATS) has been prepared for the Armidale Regional Council (ARC) to provide a framework for existing active transport needs, future management, use, and enhancement for walking and cycling of all ages and mobility. The ATS is a strategic document that identifies the active transport network hierarchy and associated action plans for management.

View the Draft Active Transport Strategy

Submissions must be received by 5:00 pm on Monday, 24 June 2024.

Draft Brilliant Region Strategy

The Armidale Region is uniquely positioned to leverage opportunities presented by digital technology, data, and innovation.

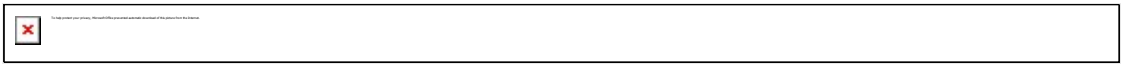
Distinct from Australia's capital cities, Armidale offers a lower cost of living, a strong sense of local community, and a vibrant atmosphere with the lifestyle benefits of a regional center.

Council has identified a range of benefits for people, businesses, and the Council itself to progress on this journey and help create a better-connected region.

Our strategy defines a program that will help us build a platform of digital capabilities to complement and leverage the impacts of technology across Council and into the broader community and beyond, with a view to supporting the Advancing our Region Community Plan and the LSPS.

View the Draft Brilliant Region Strategy

Submissions must be received by 5:00 pm on Monday, 8 July 2024.



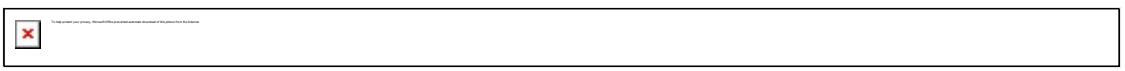
Sustainable Procurement and Contracts Policy

Armidale Regional Council aims to achieve value for money and quality outcomes in the acquisition of goods and services, including consideration of whole-of-life costs, long-term planning, and efficiency. The purpose of this policy is to define procurement principles and set out the standard by which Council will conduct its procurement activities to ensure value for money, efficiency, ethics, and fair dealing are maintained in the procurement of goods and services.

The Policy applies to all Council officers and representatives who have delegated authority to purchase goods and services, public construction works, and services, and manage the associated contracts on behalf of the Council.

View the Sustainable Procurement and Contracts Policy

Submissions must be received by Wednesday, 26 June 2024.



You're receiving this email because you are a registered participant on Your Say Armidale.
Powered by EngagementHQ
Unsubscribe

Submission to the Draft Armidale Regional Active Transport Strategy dated 10 May 2024.

Thank you for the opportunity to comment on the Council's Active Transport Strategy. I have read the entire ATS and consider it to be a sound strategic framework document from which more detailed implementation plans can be developed through each annual budget cycle. My comments are therefore by way of some limited suggestions for improvement for the Council's consideration.

On page 18 the Population of Guyra is shown as 2,077 based on ABS 2021 census data. On page 22 it is shown as being 2,387 also from 2021 census data. Which is correct? If the page 18 figure is for Guyra and not south Guyra then I think the figure on page 18 should be for Guyra including South Guyra and not Guyra alone.

On page 30 under 3.8.2 Other Towns, it is stated:

"There are no bicycle facilities or designated pedestrian crossings." I note that there are now 2 pedestrian crossings in Bradley Street along the shopping strip and several bike parking stands in the shape of bicycles. Perhaps these were added to the main street after the report was written.

On page 32 under 3.9 Land Use Data – Guyra. I think this section should include the same headings as for the Armidale section above it. This is because there is a need to mention churches in Guyra. There are other important land uses such as the showground in Guyra etc. Also, the hospital in Guyra should be mentioned as an important land use.

On Page 71 - 5.2.8 Bicycle Parking – 5.2.8.1 Long Term Enclosures

For long term 1 day parking or for longer periods it may be necessary to provide some power outlets for battery charging purposes by e-bike users. Such stations could be useful in Guyra and Armidale CBD areas and at recreational areas such as the Dumaresq Dam or possibly in the future Malpas Dam if it became more accessible to recreational users.

Page 72 - 6.1 Types of Pedestrian and Bicycle Improvements. Under the subheading 'Safety'

There may be routes in Armidale where some lighting is needed for safety purposes- e.g., from the CBD to the UNE. I note this is acknowledged in the table under this heading but perhaps it should be mentioned under the Safety heading too.

Page 99 item ID 5. This proposal should extend from the Guyra Showground to include the Guyra Central School. I am not sure if any of these Guyra listed items from 1 – 11 includes a link to the Guyra Medical Centre, Guyra Hospital and Guyra Kolora Aged Care facility. If not, there is a need to include good bicycle and pedestrian access to these medical services and facilities.
I also note that there is an old existing pathway extending from near the Catholic church in Guyra to the old Guyra meat works heading north from town adjacent to the New England Highway. This may prove useful if the old meat works site and nearby land are used for a Renewable Energy Zone (EEZ) worker accommodation site or Islander farm workers accommodation.

Also, item ID3 on page 99, a bicycle and pedestrian route which largely circumnavigates the Mother of Ducks Lagoon is a very useful day activity for bicycle riders doing the New England Rail Trail as they visit Guyra. The idea of having an activity for the Cyclists as they visit a town is very common on other bicycle trails. Just look at what is done on the Brisbane Valley Rail Trail and its western extension from Kingaroy to Kilkivan. Most villages and towns have an 'extension' to the main bicycle trail which attracts cyclists to stay in the area for longer. They thus spend more, which supports the local economy. Doing this adds more income to the towns along a rail trail route as there are even more reasons to stay longer and experience the area. If there are opportunities along that route to turn into a viewing area of the Lagoon such as is available along Baldesleigh Road, then this should be provided.

How the costs of ATS will be funded is not really discussed.

For your consideration.

David Kanaley

Lilian Colmanetti

From: Terry Manley [redacted]
Sent: Wednesday, 12 June 2024 7:07 PM
To: Council
Subject: 'Submission on Draft Active Transport Strategy'
Attachments: Active Transport.odt

Thankyou for the opportunity to comment on the Draft document.
Attached is a submission regarding the Active Transport Strategy.
Yours sincerely,
Terry Manley

ARMIDALE REGIONAL COUNCIL
ARMIDALE ACTIVE TRANSPORT STRATEGY

Terry Manley
[redacted]

Comments.

It is interesting to note that the on-ground investigation took only two days. March 1st and 2nd 2023, which included surveys in all the regions' towns. Either there were a lot of people in the team or a lot of the investigation was done via computer maps.

Generally the Strategy identifies many areas where facility and safety, for cyclists and pedestrians, can be improved in the Armidale region. The wish list and costs are vast and expensive. I feel the team who have compiled the strategy have come from the perspective of a large city environment and are not so familiar with the needs/capability of a smaller regional Council area.

Priorities should be given to the upkeep and improvement of present facilities and the extension of paths to new areas. Certainly the identification of risk areas and improving road crossings or off road alternatives at these locations should also take priority.

Specifically in relation to the recommendations I offer the following comments:

ID 1
The main investment priority seems to be the Rail Trail to the north. If this is the case then benefiting from its installation is important, as is enhancing the experience of those that will use the Trail. The current proposal for Trailhead is in the area between Ampol Street and the Railway. To promote active transport a route from this location to the town centre is important.
The Trail may also provide a future route to Dumaresq Dam (ID 41) with a turn off from the Trail around Meadow Road.

ID 24-26
I do not see any of these options as high priority. Linking the proposed development area in the direction of Elm Ave and the University seems a step in the wrong direction. Perhaps for students travelling from the Shambrook Road area it could be of use, but not for cyclist/pedestrian residents wishing to access the town. The link across to Martin St/Beardy St as per ID 27 seems much better placed and useful.

ID 27
Martin St/ Mott St link. This could easily be achieved because the Rail Trail passes between these street ends. A ramp on and off the Trail to the said streets should achieve this. Also the off ramp to Martin Street is at the end of Beardy Street, which could provide a suitable route directly to the town centre. Beardy Street tends to be less used by traffic due to several Give Way signs along this route making it suitable for use by bicycles and pedestrians. It leads directly to Centro, Bike shops and the Mall. Cyclists arriving by train or car at the Trailhead would easily access the city centre via this route. A plan to enhance this as a dedicated shared route would be of great benefit.

ID 2 & 3
Crossings at Railway Station and provision of pedestrian pathways in this vicinity.

As I use the train several times a year and sometimes walk to or from the station I am aware of the lack of easy, safe access for pedestrians. Again in light of an increased use by active transport with the construction of the Rail Trail this should have priority.

ID 16
This recommendation is regarding the poor upkeep of present pathways in Armidale. This ID has not been listed in the ranked items and in the ID list is is merely stated "Council to investigate the location of poorly maintained pedestrian and cycling facilities and infrastructure." Although Council has done maintenance on the main shared pathway along the creekland in recent times, notably near Belgrave Cinema, there are sections that consistently hold water for days after a rain event. Perhaps the long term plan delays Council in attending to this section, but priority should be given to a short-term, low-cost solution of gravel drains on the creek side of these 'ponds' to drain water after rain/flood events.

Suggested links. On the mapping in the documents pathways are drawn linking the easments from McIntosh Cres and Bain Cres to the Creekland shared pathway. These are grassed and difficult to cycle. Hard-surfaced pathways would create easy access to the cycleway.

The Strategy document covers many locations throughout Armidale and is a reasonable basis from which to select where works would be most effective. Some recommendations are costly and of no great benefit to the cause of Active Transport in Armidale.

Terry Manley

Lilian Colmanetti

From: Helen Webb [redacted]
Sent: Wednesday, 12 June 2024 9:42 PM
To: Council
Subject: 'Submission on Draft Active Transport Strategy'
Attachments: 2024_06 ARC edit 1 Active transport strat submission.docx

Please find attached my submission to the Draft Active Transport Strategy.
Yours Sincerely, Helen Webb



Armidale Regional Council

75A Rusden Street,

Armidale NSW 2350

Submission re Draft Armidale Active Transport Strategy

Thankyou for finally preparing and releasing this updated Active Transport Strategy, with reference to bicycle and pedestrian transport. I am aware that Sustainable Living Armidale has long advocated for a revision and implementation of the Bicycle Plan, previously dated 2012.

I have been a resident of Armidale since 2007 and regularly walk or ride a bicycle in my local area and into the town centre.

Increasing use of e-bicycles and potential value in moving towards zero emissions accreditation

The ARC initiative to trial e-scooters is commendable in potentially highlighting electric bicycles and scooters as a fun and effective form of zero emissions transport.

I recently spent time in Redfern in Sydney and was astounded to see the increase in use of electric bicycles as a means of transport on busy urban roads. Numerous people in Armidale are now using an electric bike for transport and this seems highly likely to increase. Renewable energy through rooftop solar and potentially locally generated renewable energy will enable zero emissions recharge of electric vehicles and ongoing expansion of use of electric vehicles.

Advocating for and supporting increased safe use of bicycle, e-bicycle and scooter transport is consistent with ARC's Climate Change Declaration as stated in its Delivery Program 2022-2026 Community Plan and Delivery program and with several goals identified in the plan. It also follows on from Council's 2012 Bicycle Strategy which identified the importance of enabling forms of transport with low (or zero) carbon emissions as a part of reduction of greenhouse gas emissions.

I have noticed that beam e-scooters left lying on footpaths are likely to be a hazard for people with mobility challenges or children riding bicycles on paths. This challenge needs to be addressed as discarded scooters are heavy and difficult to move by able bodied people, let alone those with limited mobility.

Other e-vehicles need to be considered.

Greater focus is needed regarding use of shared paths or footpaths by elderly or disabled people with mobility scooters. This need will increase as our population ages and Armidale attracts more retirees and aging residents.

It would be great if small weather shielded e-vehicles such as those used by Australia Post became a transport option, providing shelter from inclement weather and more room to transport shopping etc.

Comments regarding specific items in the draft plan

Error or need for correction or improvement in the plan

- The maps are small, indistinct and difficult to read and to cross reference with the identified actions needed. Few street names are identified, making it difficult to ascertain exact locations.
- The existing cycleway/ shared path from Erskine Street near the intersection with Box Hill Drive and running south and east of Phil Wheaton Oval then east to Cooks Road has been omitted from the map.
- The map is in error in identifying a section of walking track running south from Erskine Street to the east of Centennial Close houses and adjacent to Yoogoonda Gully and joining with the bicycle track north of Dumaresq Creek. Although there is a potential access-way here, it is often inaccessible due to growth of grasses and wet ground. There is no formed track.

Priorities

- The New England Rail trail will now go ahead or not based on its merits and does not need to be prioritised
- There is no need to prioritise connectivity to Shambrook Ave until the outcomes of planned urban expansion become evident. It may be that funding from this development as it proceeds will be available to construct an effective bicycle link. Nevertheless, the most obvious and likely cost effective option for connectivity to Shambrook Avenue would be construction of a short (approx 50m) track from Martin St/Beardy St to link with the rail trail, hence the southern side of town.
- The prioritising of an on-road cycleway along Erskine Street between Marsh Street and Niagara Street at a cost of $1.5m is questionable. Most cyclists I have spoken to who ride regularly to the university prefer to avoid the steep hill on Erskine Street and take a longer more gently sloping route, often along the creeklands. This may, however, be justified if there is found to be sufficient community support, particularly in the light of increasing use of e-bicycles.

I would like to see the following interventions prioritised

- Provide a shared path on the eastern side of Taylor Street between Donnelly and Dumaresq Streets. We walk this way often and the footpath runs out between Donnelly and Dumaresq Streets and find ourselves walking along the road in places here, especially if the grass is wet. The best location for a footpath is probably on the eastern side of Taylor Street. It is unfortunate that the design of the supporting framework for the flood hazard gate positioned here obstructs what would otherwise be the most obvious location for a foot path. The support frame for the gate on the western side of the path was constructed in a way that does not obstruct a footpath alignment. A path on both the eastern and western sides of Taylor Street would be appropriate as there is a lot of pedestrian and vehicle activity in this area during sporting events.
  The area needs further assessment as to the most cost effective and environmentally acceptable option as issues such as obstruction from road signs and the narrow culvert across Dumaresq Creek. Any footpath designs should provide for retention of the mature trees growing alongside Taylor Street and Kirkwood Street.
- Works to define a clear route for cyclists alongside Dumaresq Street opposite the swimming pool and travelling from Dumaresq Street south or north alongside Markham Street to connect with the shared path towards Niagara Street. At this busy intersection the appropriate location for cyclists to leave the path and cross Markham Street needs to be clear. Perhaps a pedestrian crossing would be appropriate here.
- Works to improve the safety of the intersection of Erskine and Taylor street for cyclists and for traffic in general (see point below).
- Some of the above works are included as part of the Creeklands masterplan. Their inclusion in this document supports their prioritisation.

Locations of concern

- There are various locations where **traffic calming structures adjacent to gutters force cyclists to merge with traffic**. Examples of these can be found on to the east, south and north of the intersection of Kirkwood Street with Taylor Street and on Dumaresq Street near the intersection with Butler Street. These structures leave a gap to enable water to flow in the gutters. They could easily be designed or **modified to leave a wider gap that would enable cyclists to ride on the gutter side of the structures** rather than be forced to merge with traffic.
- Traffic congestion occurs at the intersection of Taylor and Erskine Streets particularly at school drop off and pick up times. I am aware that at some stage, possibly about 2010 a Hilda Avenue resident who regularly rode to and from the University via this intersection, was in a hit and run accident and received a serious head injury. Fortunately he recovered, but no longer rode his bicycle.
  It does not feel safe to move onto the road where the bike trail appears to end at this intersection. My preference when riding turning south into Taylor Street from the eastern end of Erskine Street is to remain on the footpath until I find a safe location to move from the footpath and merge with traffic going down Taylor Street. This street has had bicycle signs on the road but these have again faded

and become obscure. Cars parked at random locations along Taylor Street force cyclists to merge with vehicles.
I notice that a roundabout is proposed for this intersection and this would probably be a good idea. It would be good if **additional safety measures for cyclists** could be included at this location.

- Box Hill Drive, a gravel road identified as an existing footpath, traverses through remnant bushland which brings pleasure to us on a daily basis. Part of this route is through Crown Land. We advocate strongly for the **retention, protection and enhancement of this vegetated corridor** where koalas have been observed on at least 2 occasions and where kangaroos and birds are regularly seen. We seek council **planning that would prevent the widening and full curbing and guttering of Box Hill Drive with subsequent damage to the remnant vegetation**.

Maintenance issues

- The strategy should provide a framework for the identification and prioritisation of maintenance works on pedestrian and cycling facilities. The need for investigation of maintenance of footpaths / shared paths is mentioned in item 16 of Table 6.4 but the need to actually implement follow up with maintenance works is not.
- Flooding of transport routes is a problem shared by drivers of motor vehicles as well as cyclists and pedestrians and requires creative solutions or, at times, curtailing transport. Alternative routes via road are usually available, but these may become congested during flood events, particularly in the Stephens Bridge vicinity.
- Unexpected flooding can cause risk to pedestrians. On one occasion I observed several students from O'Connor College walking home after school through calf deep water that had over-topped the Cooks Road bridge after heavy rain during the day. The students would not have expected flooding in the afternoon having walked unhindered over the bridge on the way to school that morning. They would have had a long alternate walk via Stephens Bridge had they avoided the Cooks Road bridge.
- Location of 'multiple shared paths' 'in flood-prone areas next to rivers and streams where safety and maintenance issues were identified' is raised in the strategy as a key issue impacting on walking and cycling in Armidale. Certainly there are locations along Dumaresq Creek where the shared track is inundated during flooding but the majority of the time, creeklands paths are flood free. . In my vicinity, these include the creeklands track between Erskine and Douglas Street and at times all the way to Marsh Street and beyond. The creekland track just to the west of Stephens Bridge and south of Dumaresq Creek has ongoing maintenance issues which seem to be related to water seepage adjacent to the childrens' playground and sinking of the path so that water lies on it after rainfall events.
  Considering that alternative routes are generally available via streets, intermittent flooding problems along creekland tracks are more than **offset by the benefit to cyclists and pedestrians of being able to walk or ride on formed tracks away from traffic for most of the distance between the university to the west and Cooks Road to the east of town and through attractive and generally well maintained parklands**. We are very fortunate in Armidale that Council had the foresight to purchase flood prone land hence enable off road active transport. If interventions can be identified that reduce the need for maintenance without detracting from amenity, this would be beneficial.
- The shared path on the southern side of Erskine Street east of Douglas Street needs maintenance. The bitumen surface has broken down to uneven gravel. Maintenance is also needed on the concrete path towards Cooks road.

Leading questions and poor question design identified in online survey associated with the Active Transport Strategy

- Question 6 should have an optional reply of 'in part' rather than a simple yes or no answer
- Q 14 The second optional response does not properly answer the question and leads the respondent to only indicate that they are happy to share a path as long as they are wider. Results from this question should be discounted because of the leading nature of the alternative. In general, **I am happy to share a path as a cyclist or a walker or dog walkers and do not require the paths to be wider**, particularly where wider paths would result in loss of mature trees, as was recently the case with 17 mature trees removed adjacent to Ben Venue School and Taylor Street.

I regularly use the shared tracks along Dumaresq Street either as a cyclist or pedestrian and find that on most occasions people are considerate about sharing a path.

Education

- It would be appropriate for the strategy to identify community education as an issue needing action. This might involve partnering with NSW Roads and Maritime Services (see handbook at https://www.nsw.gov.au/sites/default/files/2021-05/bicycle-riders-handbook.pdf) or liaison with local schools or via the library regarding appropriate community information. Visibility of riders is of particular concern - it is puzzling to observe that many riders wear black and avoid the high visibility vests that reduce risk when riding in traffic.

Yours Sincerely

Helen Webb

Member, Sustainable Living Armidale

Lilian Colmanetti

From: [redacted]
Sent: Sunday, 23 June 2024 6:19 PM
To: Council
Subject: Submission on Draft Active Transport Strategy'K

Dear Armidale Regional Council

Please see below my comments on the Draft Active transport Strategy Document.

Background – My personal background is that I have been active cyclist in the Armidale Region for the majority of the last 40 years, starting out as a kid riding my BMX to primary School (Drummond Memorial) all the way up to National level competitor and Australian age champion in mountain bike competition. I am currently the President of the New England Mountain Bike Club (NEMTB.com.au) who last year brought the ONLY World Championship event to Armidale in its history. This was the WEMBO World 24 Hour Solo Mountain bike championships held at the Sport UNE mountain bike trails. With this extensive background I would say that I am familiar with almost every cycleway, back road, shortcut and trail that exists, or used to exist across the wider Armidale region as I have been an active cyclist across Mountain Biking, Road and BMX racing so my comments below come with the tangent of promoting cycling across the community as an active transport, sporting and recreational pastime across age groups and demographics.

Overall, I am very supportive of the overall active management strategy however have the following ideas that could improve it.

1. **Maintenance –**
   Off Road Cycleways - The first and most urgent, but also most easily rectified is the lack of maintenance across the Armidale region for cyclists' infrastructure. The community has some great existing cycleways built over the last 40 years. But in every single section, they are run down, covered is glass and grass and generally very unwelcoming. Armidale council takes pride in its CBD and parks, regularly making sure the streets are clean and the grass mowed. However ,the infrastructure of the cycleway is a general disgrace other than mowing the grass next to them most of the existing cycleways have grass overgrowing the existing path. The Creeklands cycleway is often covered in grass that narrows the path by 50%, this should be easily remedied by the ground staff making a point of uplift in the actual pathway. Yes the grass alongside is moved, but it actually overgrowing and narrowing huge sections of the cycleway.
   The least that can be done is the street sweeper / small mall sweeper can run along the length of all cycleway on a regular basis and make sure the glass, sticks and general debris is cleaned, send the pothole crew along if a full reseal is not an option. I am a big advocate about 'tone from the top', and the current state of existing cycleway shows very little care for what we already have, if council can show it cares about the cycling facilities, the community will follow. The council is rightly planning on investing in the rail trail, but the community has a valid concern the existing infrastructure appears to be uncared for, so why add more.
   The maintenance schedule should also focus on a reseal program. Large chunks of existing has the seal run down, potholes and full of grass. I would really recommend any and all cycleway should d aim to be at a standard of hot mix bitumen rather than tarseal. The user experience is 1000% better along with much longer lifespans. The thickness also naturally reduces the amount of grass overgrowth evident is many existing tar seal sections.

   On Road Cycleways – also need regular maintenance. Cyclists are constantly impacted by debris on the side of roads, either glass, rubbish, bits fallen off cars etc. So when road sweeping is done, any road based cycleway should be prioritised. This is to make sure the way is clear and cyclist are not forced onto the main roadway to avoid gravel, overhanging trees, puddles etc. A good example is

Madgwick drive to the University, it is wide, has a defacto on-road cycleway path but for large sections is unusable as it full of gravel, damaged road way, overhanding trees etc that all force you into the main roadway and path of cars. Heading east from the university, you had hit by poor road way and drainage before the substation, constant loose gravel and glass, overhanging trees near the underpass, flooded roadway at the creek section follow by very poor verge past the new house. All very easily foxed with a road sweep program and general road maintenance programs. This is just an example replicated across the Armidale regional and by prioritizing road sweeping & maintenance on verges you by default encourage more cycling by making the road a more appealing place to be and feel safe.

2. **What is Missing from the Plan**
    a. Plan for the active use of the **Armidale State Forest (Piney**). This resource offer huge opportunity for Armidale but it is wasted under Forestry mismanagement and decay. Link it via good quality cycleway up Box Hill Drive. Make it the centre of active community use like Dumaresq Dam has become following its renovation. Will need full working relationship with Foresty who have NO PLAN for the forest and even less funding to fix it.
        i. Piney West: Invest here to make it a picnic area by the creek with walking / dogs . Work with Community groups
        ii. Piney East: Make the Eastern Section Mountain bike central for Armidale along with medieval access. Work with NEMTB.
        iii. Charleston Willows Invest in an off road cycling facility as part of Charleston Willows. Put a Criteium track and lean to ride facilities here along with buildings to facilitate events. It can become event central for events . Cycle event at Charleston willows, MTB event central linked to Piney trail under the Rockvale Rd bridge and use all the Walking tracks for trail running events. Work with NEMTB and Armidale Cycle Club.
    b. **Dumaresq Dam access** – either link to Rail trail via Dumaresq Dam Road or Creeklands cycleway via Weirs road / MTB trails / Sport UNE (Appendix D route option)
    c. **Creekland Cycleway link to Rail Trail** – find a link to the rail trail from the Creeklands cycleway , go past the UNE colleges / Bellevue Oval to intersection at Old Inverell Road, will also held link to the “Triangle track” for UNE students

3. **Design principles**
    a. Remove road furniture - as much as possible road furniture should be eliminated on cycleways or high cycle usage routes. It just gives cyclist another thing to hit or be forced into when a car misjudges you. For example, the cycleway in front of the pool is a disgrace with the amount of road signs placed in the middle of a cycleway, a moments in attention and you hit a road sign. Roads don’t have signs in the middle of the road, why should cycleways! Every piece of new road infrastructure built seems to make the issue worse. A classic case is the new roundabout at Elm Avenue / Booloominba road. As you approach the roundabout from the East side, the road furniture is put in the middle of the natural pathway of a cyclist which forces you in the pathway of a car that is also following you who is focused looking right for oncoming cars, not cyclists having to suddenly veer into their path to avoid road furniture. As a principle, every road should be designed with cyclist in mind and thus limit the amount of road furniture.
    b. Hot Mix should be the predominant surface seal for any cycle route. There is a very sage saying that should be applied to road seal. ‘I am too poor to buy cheap things’. I.e. But it once, buy it well! Council should apply this principle to as much road way and cycleway as possible. If the road is a high use cycle routes, use Hot Mix!
    c. Road markings such as painted road colours, signs should be encouraged. As noted above any and all road furniture should be discouraged.

4. **Cycleway (both Off Road and On road) route design.**
    a. Routes. Has Council invested in knowing where cyclist actually ride in Armidale. For example has council investing in route tracking to know what roads, cycleways and MTB trail that people actually use . Strava is the worlds most popular ride tracking app (i.e. Facebook for Cyclists) and they offer active transport designers route mapping that show heat maps and usage patterns of cycle. Here is the Link and the general heatmap for Armidale cycling is shown below

in Appendix A https://metro.strava.com/case-studies/using-strava-data-for-active-transportation-planning

5. **End of use facilities**. – Items such as bike lock up points, and drink stations should be encouraged. Also route marking such as to university, to CBD, to MTB trails or sporting facilities should be put on Cycle ways such as the creek lands cycleway facility. But please put the parking facilities next doo rh the door and not hidden down the back. For example one of the few bike parking facilities in Armidale (Armidale Centro mall) is hopeless, positioned out of sight, out of mind. Everyone just leans their bike on the railings next to the door, exactly where bike parking facilities should be…
6. **Priorities. –**
    a. Marsh St / Creekland / CBD link. All the Creekland links to Marsh st and the CBD should be a high priority
    b. Armidale Secondary School - Agree better cycling and pedestrian facilities around Armidale Secondary School should be a priority, but link it to where they want to go. Link south through the Arboretum to the Cycleway heading south out Kellys Plains Road and link North towards the CBD road.
    c. Shoal St to CBD (Route shown Appendix B)– this missing link should be a focus, ideally through the North Hill look out section (Past the Kookaburra Crest Mountain bike facility) then cross Markham St at the Old road crossing in Drummond park then down Glass and Butler streets to join the existing cycleway
    d. Creekland Link to Rockvale Road to Glenn Innes road (Route Shown Appendix C) - Replace the Erskine st cycleway with a link through the parkland next to Sylvia Credit to Merinda place, then continue up Chestnut Ave to Gordon st, then off-road up to Glen Innes Road, Do not continue up Chestnut Ave direct to Old Glen Innes road as it is too steep for cyclists
    e. White Avenue / Shambrook avenue future development should be shelfed. All this cycleway development would be made redundant by the rail trail which should have good side street access at Martin St/ Old Inverell Road
    f. Martin St / Mott Street junction is a no brainer to do with the rail trail

Kind Regards

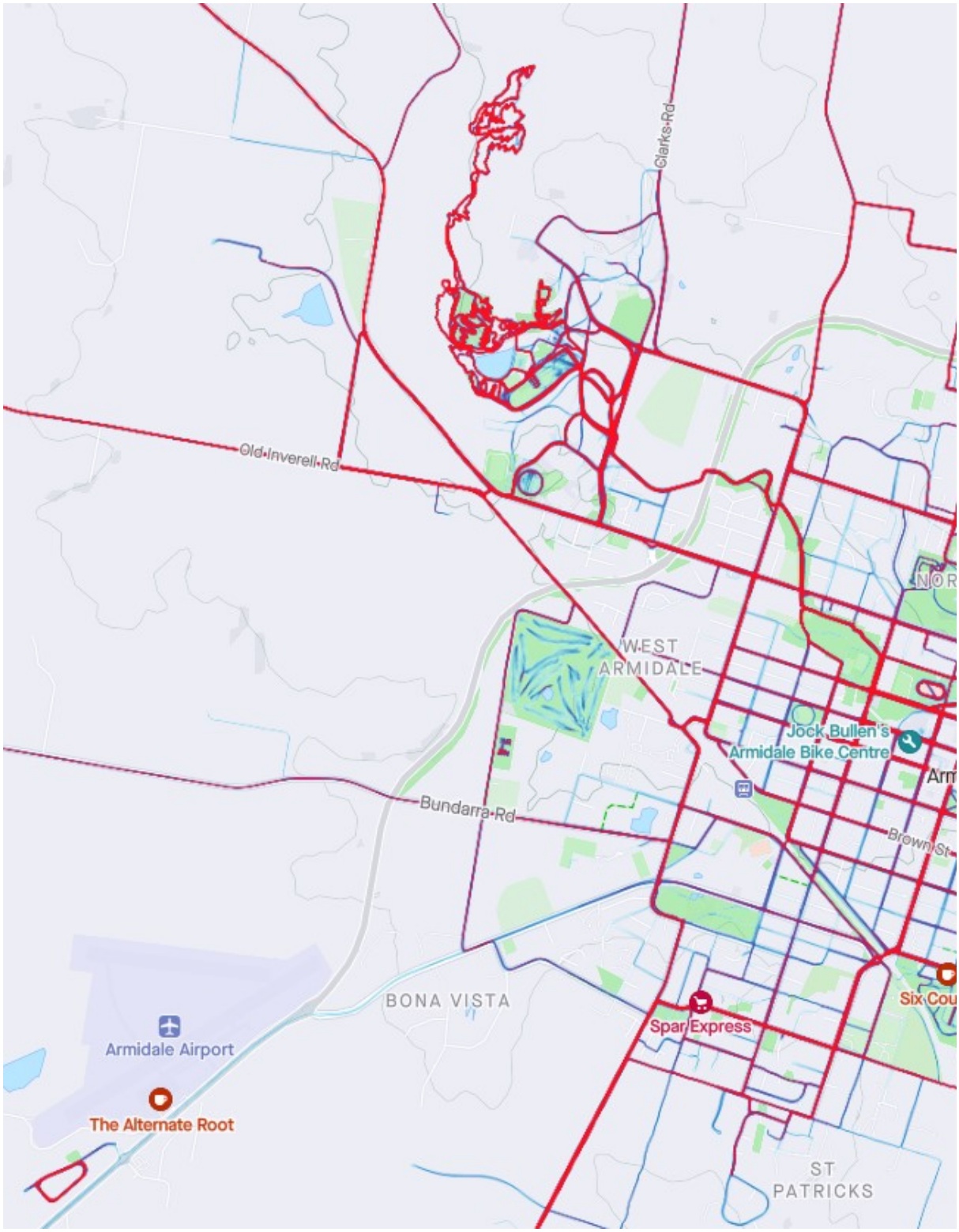
James Harris

[redacted]

Appendix A – Strava Heap Map for Armidale Cycling. https://www.strava.com/maps/global-heatmap?sport=All&style=standard&terrain=false&labels=true&poi=true&cPhotos=true&gColor=bluered&gOpacity=100#11/-30.5143/151.667

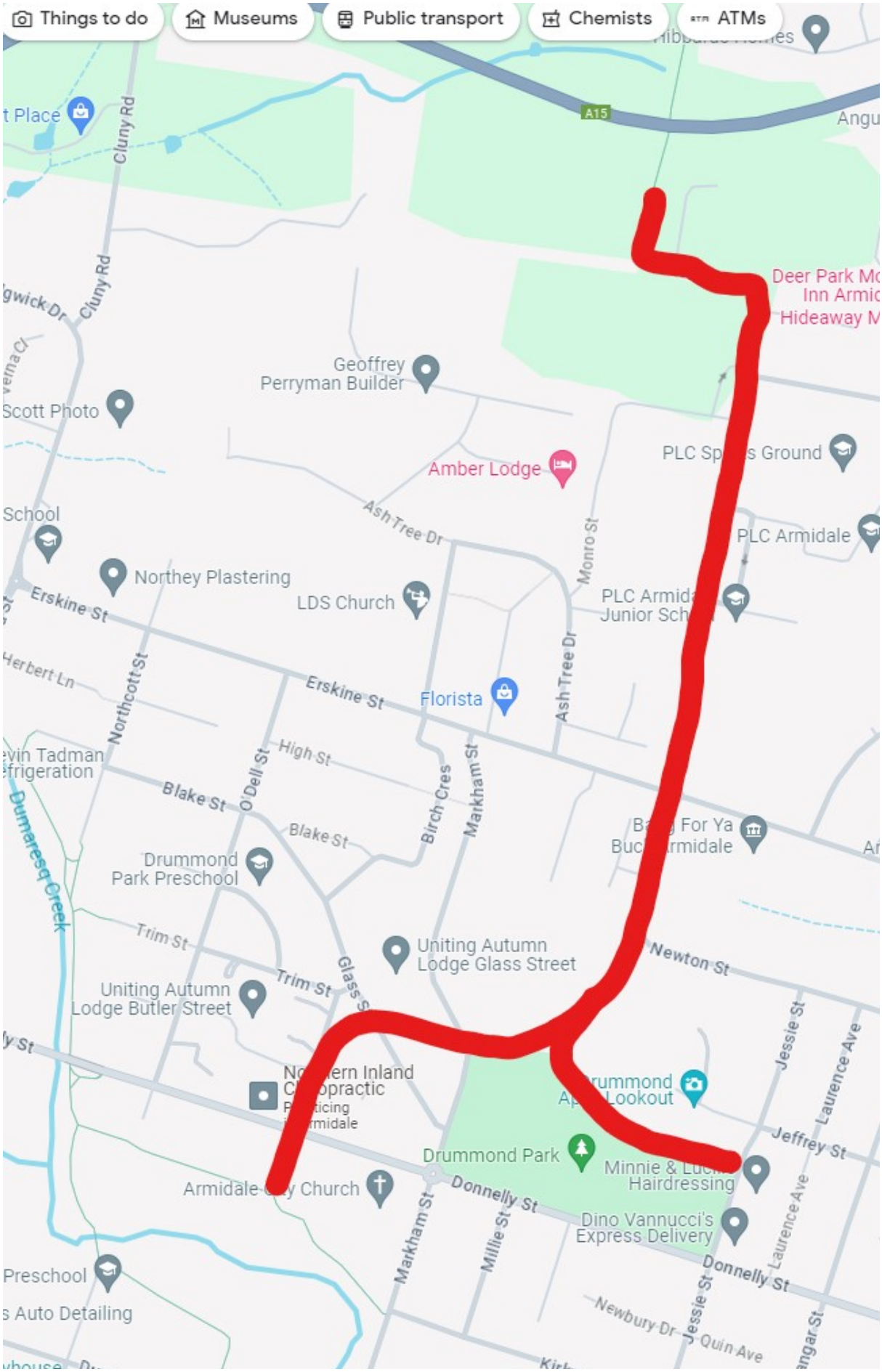
This shows

- The MTB trails at Sport UNE are very popular,
- The Armidale State Forest MTB trails are vastly reduced in usage from prior years due to storm damage and destruction. (Opportunity!!!!)
- The new Airside Business park is the defacto centre of Road Cycling racing in Armidale as it is used as a criterium track when there are no other facilities. (Opportunity!)
- The existing cycleways are popular
- The New England highway is virtually devoid of cyclists (right so if you care to live long a long and fruitful life!
- Central Armidale roads have some that are popular for cycling, many that are not



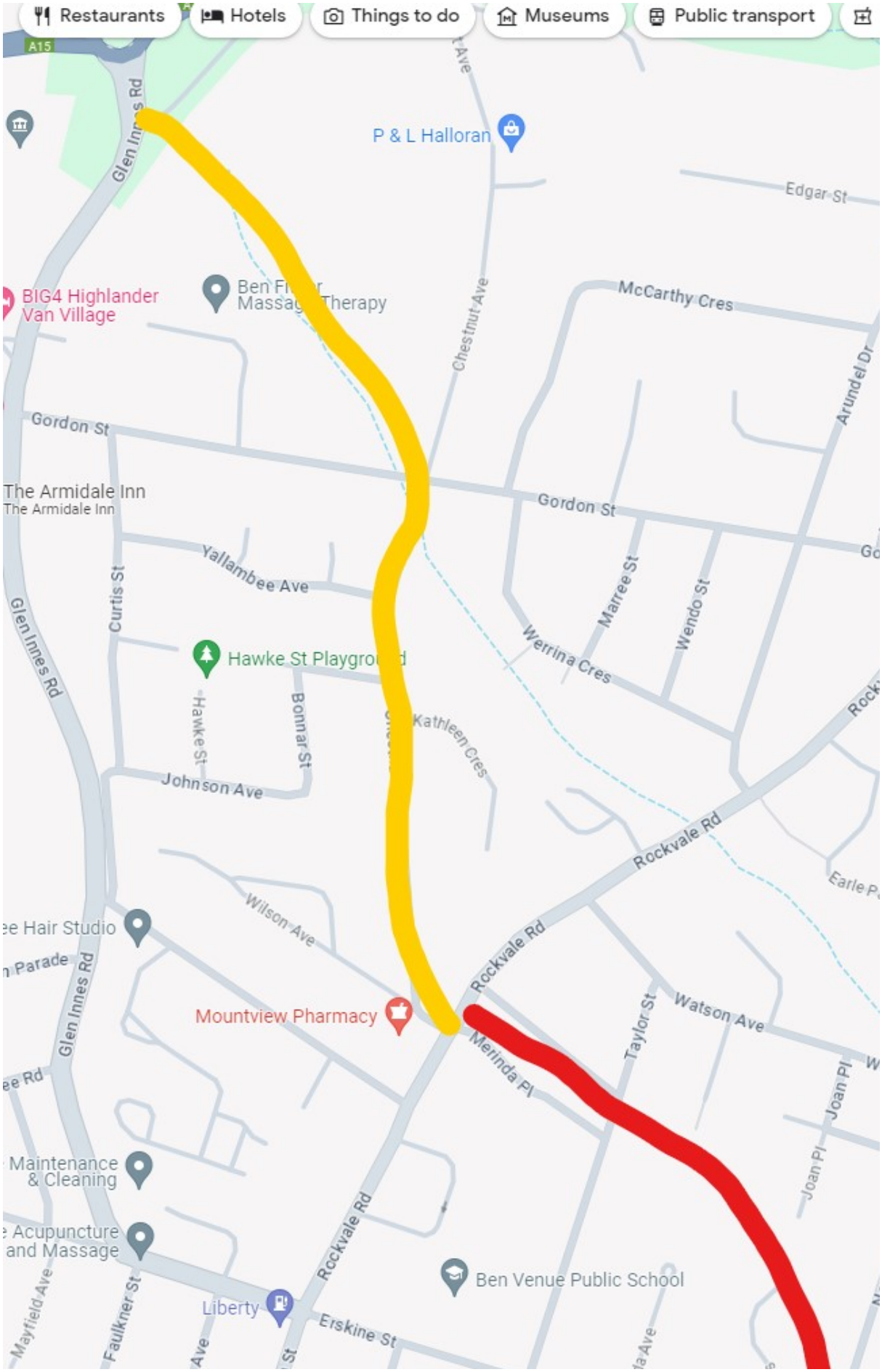
Appendix B – Shoal St Cycleway /CBD link

- Route Below should replace the Markham st option in the planning docs


Things to do
Museums
Public transport
Chemists
ATMs
A15
Cluny Rd
Deer Park Mo
Inn Armid
Hideaway M
Geoffrey
Perryman Builder
Scott Photo
Amber Lodge
PLC Sp s Ground
School
Ash Tree Dr
Monro St
PLC Armidale
Northey Plastering
LDS Church
Erskine St
PLC Armida
Junior Sch
Herbert Ln
Northcott St
Florista
Ash Tree Dr
High St
Blake St
O'Dell St
Birch Cres
Markham St
Dumaresq Creek
Drummond
Park Preschool
Trim St
Uniting Autumn
Lodge Glass Street
Newton St
Uniting Autumn
Lodge Butler Street
Glass St
Jessie St
Laurence Ave
Drummond
Lookout
Jeffrey St
Drummond Park
Minnie &
Hairdressing
Armidale
Church
Donnelly St
Dino Vannucci's
Express Delivery
Millie St
Preschool
Auto Detailing
Newbury Dr
Quin Ave

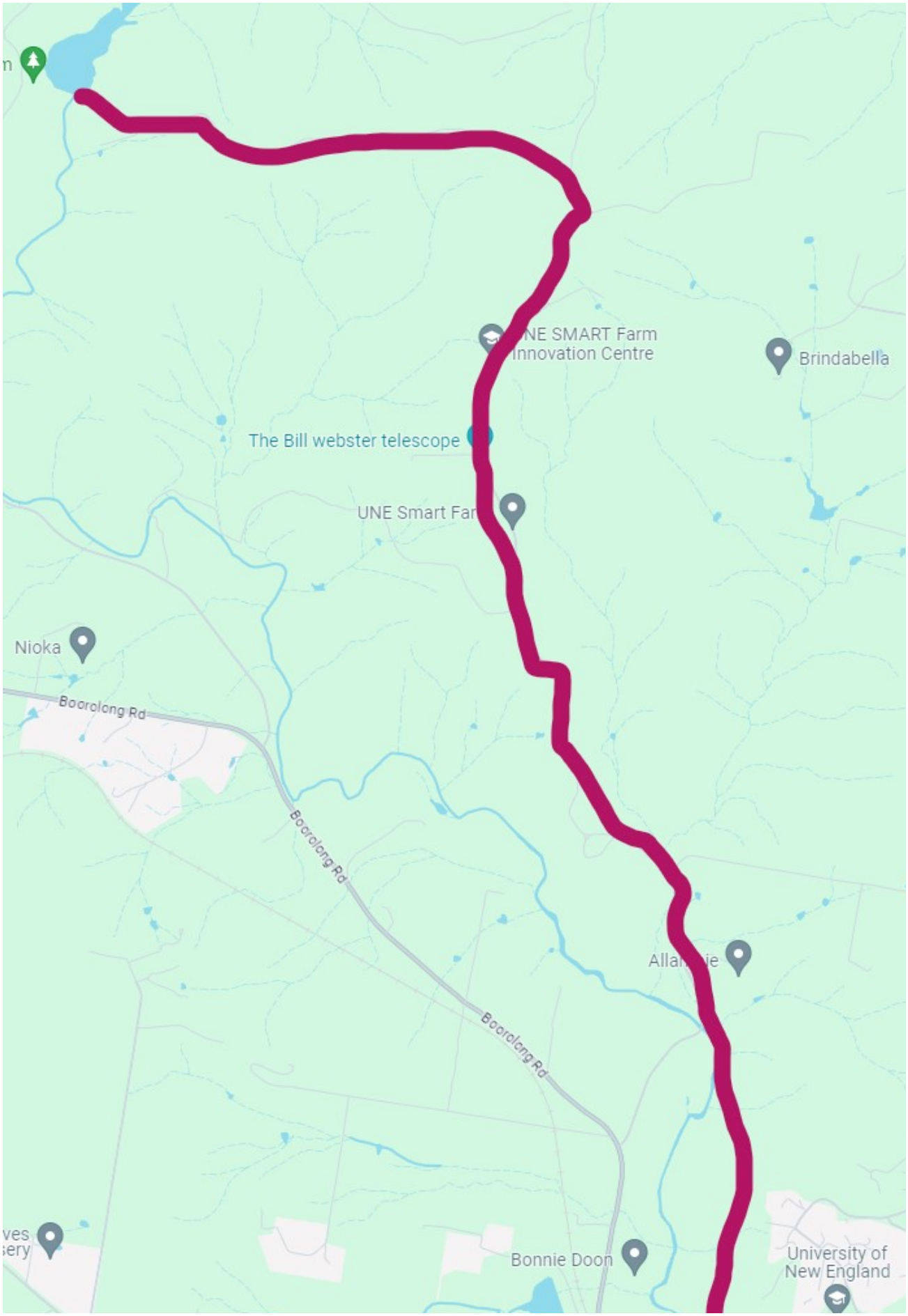
Appendix C – Creek lands Cycleway to Rockvale Road to Glen Innes Road

- The existing cycleway on Erskine St to Ben Venue should be replaced by Off road link between Sylvia Close / North St to Merinda Place. (shown in Red)
- Any cycleway up Chestnut Ave to Glen Innes Rd is too steep for cyclists, go through the gully (shown in Yellow)


Restaurants
Hotels
Things to do
Museums
Public transport
A15
Glen Innes Rd
P & L Halloran
Edgar St
BIG4 Highlander Van Village
Ben Fi r Massag Therapy
Chestnut Ave
McCarthy Cres
Arundel Dr
Gordon St
The Armidale Inn
The Armidale Inn
Gordon St
Yallambee Ave
Curtis St
Glen Innes Rd
Hawke St Playgro d
Marree St
Wendo St
Werrina Cres
Hawke St
Bonnar St
Kathleen Cres
Johnson Ave
Rockvale Rd
Wilson Ave
ee Hair Studio
n Parade
Glen Innes Rd
Rockvale Rd
Mountview Pharmacy
Taylor St
Watson Ave
Merinda Pl
Joan Pl
ee Rd
Maintenance & Cleaning
Acupuncture and Massage
Rockvale Rd
Ben Venue Public School
Liberty
Erskine St
Mayfield Ave
Faulkner St

Appendix D: Alternate Cycleway to Dumaresq Dam

- Below is an alternate Route to Join Armidale Creekland Cycleway to Dumaresq Dam using most UNE land
- Extend Creek lands Cycleway beyond Sport UNE through the existing MTB trails to join Weirs Road at the old Gravel Pit. Go up Weirs Road past the UNE Smart Farm, this road finishes on the eastern Side of the Dam with 200m of the Dam wall.


UNE SMART Farm
Innovation Centre
Brindabella
The Bill webster telescope
UNE Smart Far
Nioka
Boorolong Rd
Boorolong Rd
Boorolong Rd
Bonnie Doon
University of
New England

9

Lilian Colmanetti

From: Kade Smith [redacted]
Sent: Saturday, 8 June 2024 5:28 PM
To: Council
Subject: Draft Active Transport Strategy Submission

Dear General Manager,

I just finished reading the Draft Active Transport Strategy on this cold and wet winters day. Its great to see ARC making positive moves towards improving infrastructure and access for pedestrians, cyclists and those who use mobility scooters.

One item that stood out in particular was on page 11 in relation to the -

2018 Armidale City Activation Plan
– Create an Exploratory and Exciting City Centre – Investigate options and feasibility of demolishing the multi-deck car park at Dangar/Dumaresq Street and turning it into a new Town Square that links and integrates with the city centre, Armidale Mall and the Creeklands.

I'd like to propose an alternate idea for the use of the multi-deck car park that may cost a lot less than the demolition and rebuilding of it underground. If the hope is to encourage more residents to use active transport over car travel to work and shop then it seems there would be less need for the provision of car parking.

Instead, the upper level car park could be repurposed into an excellent outdoor roller skating facility. Refurbished shipping containers could house a food vendor and skate hire. A roof could be erected over the area if funds permit. The positives are:

- Easy access close to town center
- All ages facility
- Promotes physical activity
- Affordable entertainment
- outdoor aspect feels fresh, clean and attractive
- Repurposing an existing structure
- Revenue for Council by renting out food vendor shipping containers
- Revenue for Council by renting the Skate Hire business
- Creating employment possibilities
- Car parking already exists
- Close to public Toilets on Faulkner St
- Close proximity to Police Station would discourage bad behavior

I feel the town is already too sparse in relation to pedestrian focal points where people congregate, due to the vastness of the shopping precincts. I predict that by creating a "town square" will only make the town feel more disjointed and vacant rather than focused, vibrant and active.

I own a rental property in Armidale and reside in Invergowrie. My career has been within the Active/Bicycle Retail industry over 30 years in Sydney and near Wollongong and I'd be very interested in assisting Council with this project.

I hope this idea is something you'd consider worthwhile.

Sincerely

Kade Smith
[redacted]

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Lilian Colmanetti

From: Peter Sniekers [redacted]
Sent: Monday, 24 June 2024 5:00 PM
To: Council
Subject: Submission on Draft Active Transport Strategy

Representing NEV2030 and Castledoyle Road Cycleway Project

Comments: primarily on Armidale content.

General

1. The Staregy handles the urban / city area of Armidale very well but to a large extent ignores some of the "feeder" routes into the town area.

2. Despite attending the workshop consultation session last year August at ARC, the Castledoyle Road Cycleway Project proponents were disappointed that neither the project nor the Castledoyle Road corridor are mentioned at all in this draft Strategy as a priority action. The project was mentioned in the 2012 Bicycle Strategy by Council as a future corridor for cycling development but is missing from this report. For background on the proposed project see: https://www.castledoyleroadcycleway.com.au/

3. Furthermore on-line comments were provided post the August workshop which were also ignored.

4. We understand the strategy is more involved with connectivity within the peri-urban footprint but nevertheless access from outlying residential subdivisions and semi-rural subdivisions should nevertheless be seen as an important conduit for would-be active transport commuters into the urban areas. Likewise those conduits also represent recreation possibilities for urban dwellers looking for recreational cycling alternatives beyond the town boundaries.

5. Strategy seems long on theory, survey results, background and information common across any active transport strategy for any location; and short on implementable actions and priorities. An Executive summary in the final report should assist given the length of the report.

Specific

Page 14: The box half way down on left refers to "New England Rail Trial Business Case (Armidale to Black Mountain Section, 2023)". Please correct to "Trail".

Page 51: 4.2.2.2 - the Castledoyle project should have been mentioned here in the data on the interactive map provided for comment.

Appendix A (page 153?): includes a shot of a map showing the Castledoyle project being mentioned but no further detail in the report.

Contact details:

Peter Sniekers



Lilian Colmanetti

From: Poh Woodland
Sent: Tuesday, 25 June 2024 1:35 PM
To: Council
Subject: submission for Transport Strategy

Re Transport Strategy comment:
Question re attachment 1
Attachment 1 pg 130: ID 36 Armidale Faulkner St and Donnelly St: Provide pedestrian refuge and kerb blister to slow down eastbound traffic approaching the intersection.

Comment: This work is great and is highly commendable. However, this is a dangerous intersection especially during peak hours. I should know as I cross this nearly every day. I have seen many near misses and was involved in a couple in spite being v careful. There have been some very bad accidents too. Work has been put as medium priority and action medium term. Because of the danger of this intersection is there any chance of upgrading it to high priority?
This intersection is used by many people especially school children and seniors.

Many thanks
Regards

Poh Woodland
Volunteer
[redacted]

ARMIDALE Regional Council

Acknowledgement of Country

We acknowledge the traditional custodians of this land and pay our respects to Elders past, present and emerging. The Armidale Regional Community pays tribute to their love of land, love of people, and love of culture.

Lilian Colmanetti

From: Rob Murison [redacted]
Sent: Tuesday, 4 June 2024 2:52 PM
To: Council
Subject: 'Submission on Draft Active Transport Strategy'.

The draft transport strategy extols the usefulness of cycling and walking.

The consolidation of the Armidale Secondary College means that North Armidale students are not so close to high school, as they were with Duval HS.

I request planners give consideration of a cycleway across town from North to South (and back) to allow and encourage students to cycle safely to school. There may also be scope to have other bike ways that lead to Armidale Secondary College.

Such a cycleway has to be more than just painting bike logos on the road. It might be separated from the road by reflective poles, as I have seen in Melbourne. No doubt that this will be strongly opposed by those demanding street parking but a public thoroughfare cannot be assumed to be private.

Whilst it may not be popular initially, the bikeway might be trialed for a couple of years to gauge the uptake.

Sincerely, Rob Murison

Lilian Colmanetti

From: Siri Gamage [redacted]
Sent: Monday, 24 June 2024 4:25 PM
To: Council
Subject: Draft Active Transport Strategy

General manager

ARC

Dear GM,

Firstly, I note that the ATS proposes to investigate the provision of a safe cycling route and a shared path between Dumaresq Dam and UNE (item 41, p. 88).

In relation to this I wish to inform that

A community group is in the process of mapping and costing an active transport pathway that links the CBD of Armidale with UNE campus and the upgraded Dumaresq Dam recreation area. It will include linkages to other important recreation areas like BMX tracks and the Armidale Creeklands and has potential for expansion to include areas to the east, north and south of Armidale CBD. This project is called "Bikes to the Beach" and has been developed with a range of mapping and community consultation tools and strategies. It fits very comfortably with the Draft Active Transport Strategy and ARC's Local Strategic Planning Statement and Draft Housing Strategy as well as tourism and visitor economy initiatives.

Secondly, I note under the bicycle prioritisation, (p.128) the strategy includes construction of NERT from Armidale to Black Mountain -though with low priority. The same is mentioned under 8.1.3.2 -Shared paths.

I believe constructing two paths as a waste of resources. It is far better for the council to plan the construction of one bike/running/walking path from Armidale to Dumaresq direction including to the Dam area.

To be more specific, if the NERT can be constructed “off formation” requiring no removal of the rail infrastructure and extend it to Dumaresq Dam area, it would be a more logical, efficient and responsible way to plan this part of the Active Transport Strategy. It will not only require less resources but also wider community support.

Yours Sincerely,

Dr. Siri Gamage

Armidale

Lilian Colmanetti

From: Daniel Boyce
Sent: Thursday, 20 June 2024 5:42 PM
To: Lilian Colmanetti
Subject: FW: SLA Adjusted Bicycle Prioritisation Table
Attachments: SLA Bicycle Prioritisation Table.xlsx

[redacted]

ARMIDALE Regional Council

Acknowledgement of Country

We acknowledge the traditional custodians of this land and pay our respects to Elders past, present and emerging. The Armidale Regional Community pays tribute to their love of land, love of people, and love of culture.

From: [redacted]
Sent: Thursday, June 20, 2024 3:16 PM
To: Daniel Boyce [redacted]
Subject: SLA Adjusted Bicycle Prioritisation Table

Hi Dan,

Thanks again for the opportunity of directly reporting.

This bicycle prioritisation table is from a group of interested local commuters — A kind of "view from the ground"

Regards iain

iain mackay



Convenor, Sustainable Living Armidale Inc.
PO Box 85, Armidale, NSW 2350, Australia
website | instagram | facebook | flickr | youtube

We acknowledge the Traditional Custodians of this land and pay our respects to elders past, present and emerging. The Armidale Regional community pays tribute to their love of land, love of people and love of culture.

ID	Location	Street/Intersection	Description of Proposed Treatment	Rank	Action	SLA Transport Remarks
NEW	Curtis Park	Cycleway between Faulkner St and Marsh St	Fix cycleway drainage near creek	NEW	Short term	Affects a lot of people
26	Armidale	White Avenue/Shambrook Avenue/Miller Street	Option 3: Provide shared path on White Avenue from Shambrook Avenue to Handel Street	2	Short Term	The off-road sections of 25 & 26 could be built for a lot less than the Consultant's costing of either. Of all the options in this area of town, linking Shambrrok Ave and Handel St should be highest. Provides best boost to network connectivity (ie traversing bypass and railway), at lower cost that kms of new paths
25	Armidale	White Avenue/Shambrook Avenue/Miller Street	Option 2: Provide shared path from the corner of Glenelg Road and Helen Avenue, via Helen Avenue Park	2	Short Term	Lesser alternative to 26
27a	Armidale	Martin Street /Mott Street	Investigate the feasibility for a new pedestrian and cycling link between Martin Street and Mott Street for better connectivity and safety.	4	Short Term	This ranking applies only to the link between Beardy St and Shambrook. Paving Mott St would be a much lower priority
17	Armidale	Madgwick Drive	Maintain damaged section of drainage, line-marking and signage. More investigation on re- designing of cycleway along Trevenna Road from Library Road to Clarks Road and along Madgwick Drive and Niagara Street to McLennan Street to make it safer for cyclists.	7	Short Term	This ranking is for the maintenance. Cyclists should be consulted before any redesign of the cycleway. High priority - existing asset that is deteriorating. They could stage this to achieve a lot that does not cost $1.3m ie some lengths of the 3km are fine. This should be considered in conjunction with 18, that is, they are staged together. Merging bike lane at trevenna avenue/elm ave roundabout is dangerous.
NEW	Armidale	Butler Street	Provide cycle lanes along Butler Street from Dumaresq Street to Murray Ave	NEW	Short Term	This is great north south feeder alternative to Markam
20a	Armidale	Markam Street	Uphill cycle lane from Donnelly St to Erskine		Short Term	Easiest grade of any north hill approaches
22	Armidale	Orr Drive/Drummond Memorial Park	Option 1: Provide a shared path from Donelly Street and Orr Drive through Drummond Memorial Park from Erskine Street to Scholes Street via Crest Road and Harden Street Option 2: According to the Development Control Plan for Link Road South Precinct, provide shared path going through Monro Street and Ash Tree Drive to link with Scholes Street and Markham Street	9	Short Term	No problem with enhancing Orr Drive Confusing
43	Armidale	Armidale CBD	Identify the suitable location/s across the Armidale CBD to provide bike parking facilities for better connectivity with path.	16	Short Term	CBD parking facilities high priority
48	Armidale	Jessie Street/Beardy Street	Provide Cycle Parking in front of Armidale Centro	16	Short Term	CBD parking facilities high priority, but why only this one specified? Seems good though to have parking right there in street; good addition to bike parking in the carpark
21	Armidale	Erskine Street	Provide cycleway along Erskine Street from Niagara Street to Cookes Road	9	Short Term	Uphill lanes on street both sides but not down
27b	Armidale	Mott Street/ Shambrook Ave to Bundarra Rd	Investigate the feasibility for a new pedestrian and cycling link along Mott St. from Shambrook Ave to Bundarra Rd	4	Medium Term	
18	Armidale	Elm Avenue/Handle Street/Queen Elizabeth Drive	Provide cycleway along Elm Avenue/ Handel Street/ Queen Elizabeth Drive from Madgwick Drive to Niagara Street. This will make a loop utilising the existing cycle way. Also, this provides a better opportunity for further upgrades.	12	Medium Term	Regardless of the overall loop costing $1m, a high priority should be linking cycleway at Niagara St with Madgwick lanes, and connections between cycleway and Niagara St
19	Armidale	Handel Street	Provide a shared path along the northern side of Handel Street between Old Inverell Road and Elm Avenue	12	Medium Term	
64	Armidale	Kirkwood Street	Provide a shared path along Kirkwood Street from the Kirkwood Street/Marsh Street intersection to the Markham Street/Kirkwood Street intersection would allow better connectivity.	12	Medium Term	I use this route regularly. Hardly any traffic, so cycle logos on the road would be as good as anything. Not much parking. Good route for when path is flooded out. Should it be a shared path for a $0.5m spend or on-road treatment better? What happens at Marsh?
20b	Armidale	Markham Street	Provide cycleway on Markham Street from Kentucky Steet to Erskine Street	9	Medium Term	
14	Armidale	Barney Street / Grafton Road	Implement shared paths along the southern side of Grafton Road/Barney Street from Castledoyle Road to Brown Street	8	Medium Term	Confusing. Shared path from Lara Ave to Cookes Rd is built on north side already.
74	Armidale	Chestnut Avenue	Provide a cycling path from Rockvale Road to Old Glenn Innes Road via Chestnut Avenue to support the Development Control Plan for Chestnut Avenue Precinct	12	Medium Term	
28	Armidale	Martin Street /Mott Street/Bundarra Road/Miller Street/Uralla Road	Provide shared path from Alahna Drive to Martin Street and to Bundarra Road via Martin Street and Motts Street Provide shared path along Golf Links Road from Shambrook Avenue to Bundarra Road	15	Medium Term	
8	Armidale	Brown Street	Provide a new shared path along Brown Street from O'Dell Street and Barney Street	16	Medium Term	Confusing
1	Black Mountain/Ben Lomond	Black Mountain/Ben Lomond	Construct New England rail trail to link Black Mountain and Ben Lomond for walking, running & biking	25	Medium Term	
NEW	Armidale	Cluny Rd to Clarkes Rd via Kruideniers	Provide shared path from Kruideniers across unformed section	NEW	Medium Term	
60	Armidale	Link Road/Cluny Road/ Madgwick Drive	Provide shared path along Link Road from Scholes Street to Cluny Road connecting Madgwick Drive existing cycle lanes that run along the edges of Madgwick Drive and Niagara Street. This would provide an active transport link to UNE, the city centre and new development areas proposed in the Link Road South Precinct.	18	Medium Term	Change speed limit to 60-50k/h is higher priority

73	Armidale	Watson Avenue / Yoogoonda Gully	Provide a cycling path along Yoogoonda Gully from Erskine Street to Watson Ave. Provide a cycling path along Watson Ave to connect to cycling path on Rockvale Road	19	Medium Term	Lower priority
61	Armidale	Kentucky Street/Uralla Road	Provide shared path on Kentucky Street from O'Connor Road to all the way to NEGS and Moore Park Road along Uralla Road to provide a good connection to the school and to connect with proposed UNE cycleway. Investigate further at design stage.	20	Medium Term	
68	Armidale	Kentucky Street	Provide shared paths along Kentucky Street from Markham Street to Miller Street on both sides for students and park users	20	Medium Term	Shared paths on BOTH sides? Expensive.
39	Armidale	Marsh Street/Dumaresq Street	Implement a shared path from the existing paths on Marsh Street to the existing shared path on the Creeklands.	22	Long Term	
57	Armidale	Dumaresq Street	Provide Kerb ramps to allow cyclists heading for the CBD. Investigate further in the design stage.	22	Long Term	
72	Armidale	E Creeklands cycleway/ Merinda Place Street	Provide a cycling route through Sylvia Crescent to connect E Creeklands Cycleway to existing cycling routes on Merinda Place Street. Provide refuge island at the intersection of Erskine Street and Sylvia Street	22	Long Term	
42	Armidale	Dangar Street	Provide designated lanes for cyclists on roads from Civic Park to O' Connor Road	25	Long Term	Higher priority, in terms of providing more north-south routes. This is a key one: railway crossing, smooth surface, wide carriageway
71	Armidale	Glenn Innes Road	Provide a shared path to support the Development Control Plan for Chestnut Avenue Precinct along Glenn Innes Road, between Erskine Street to New England Highway	25	Long Term	
75	Armidale	Old Glenn Innes Road	Provide a shared path between Glenn Innes Road and Stony Ridge Road	25	Long Term	
40	Armidale	Kirkwood Street East	Provide a shared path along Kirkwood Street East from Taylor Street intersecting with the Creeklands shared path to the existing footpath on Cookes Road	29	Long Term	
47	Armidale	Canambe Street	Provide future pedestrian/cyclist crossing of Dumaresq Creek close to O'Connor School at end of unformed section of Canambe Street, as there is an existing shared pathway along the northern side of Dumaresq Creek. This ID is related to ID-63.	29	Long Term	
37	Armidale	Taylor Street	Connect missing links along Taylor Street - Provide shared path at the eastern side between Donnelly Street and Dumaresq Street for better accessibility to nearby parks and connect the existing footpaths. - Provide shared path between Mann Street and Kentucky Street	31	Long Term	
5	Guyra	Ollera Street/Guyra Road	Provide shared path on Ollera Street/Guyra Road across the town to connect Guyra with pool, showground, tennis courts and playing fields, etc. Investigate further in the design stage.	31	Long Term	
9	Guyra	Guyra-across the town	Provide Kerb ramps across the Guyra town to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility	31	Long Term	
10	Guyra	Urandangie Road	Provide a shared path from Urandangie Road all the way to Guyra Dam. Investigate further in the design stage.	31	Long Term	
9	Other villages- Ben Lomond, Black Mountain, Hillgrove, Wollomombi , Ebor	Other villages	Provide Kerb ramps in villages to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility	31	Long Term	
8	Guyra	Oban Street/Falconer Road	Provide a shared path from Oban Street and Falconer Road all the way to Guyra Dam. Investigate further in the design stage.	36	Long Term	
12	Armidale	Lynches Road	Provide a shared path along Lynches Road between Perrott Street to Taylor Street and provide crossing the railway line near Taylor Street	37	Long Term	
32	Armidale	Tancredi Street	Provide a shared path from Golgotha Street to the east to Markham Street via Tancredi Street, Creeklands, Dumaresq Street	37	Long Term	
70	Armidale	Galloway Street	Connect the existing shared path around Bicentennial Park with the proposed shared path at the intersection of Kentucky Street and Butler Street. Connect From the existing shared paths at the intersection of Perrott Street and Galloway Street to Butler Street via Galloway Street.	39	Long Term	
3	Guyra	Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road	Provide shared paths all the way along Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road to provide better opportunities in town. Investigate further in the design stage.	39	Long Term	
56	Armidale	Link Road	Shared path on the Southern side of Link Road from Scholes Street to heading East to provide connection to the eastern residential areas along Link Road and Stony Ridge Road (i.e. the Armidale Walking Trail network). Provide crossing for pedestrian and cyclists at the intersection of New England Highway (NEH) and Link Road to get to the Stony Ridge Road.	41	Long Term	

41	Armidale	Dumaresq Dam and the University of New England	Investigate the provision of a safe cycling route and provide shared path to important locations like Dumaresq Dam and the University of New England.	42	Long Term	
34	Armidale	Kelly Plains Road	Extension of shared path along Kelly's Plains Road from Translator Road to Platform Road	43	Long Term	
35	Armidale	Dangarsleigh Loop	Extension of the shared path from Dangarsleigh Road to		Long Term	
1	Armidale/Black Mountain	Armidale/Black Mountain	Construct New England rail trail to link Armidale to Black Mountain for walking, running & biking. It is noted that Armidale Regional Council was successful in the grant application of	1		"Special" project with its own high-level political momentum to drive, plus significant political opposition. **Was this a specific item of study in development of the Active Transport Strategy?** It has been the subject of separate studies, but are these integrated or at least referred to in the ATS?
			$5.4M for Stage 1 to commence construction of the Rail Trail.			"Special" State Government money Council has firmly decided is solely for this "special" project.
24	Armidale	White Avenue/Shambrook Avenue/Miller Street	According to the Development Control Plan for Shambrook Avenue Precinct, following options are provided. The Council or the community require to determine the most appropriate option.	2		Consultants' mistake. Not in DCP
			Option 1: Provide shared path on Old Inverell Road and Handel Street			Consultants' mistake. Not in DCP

Lilian Colmanetti

From: Dorothy Robinson [redacted]
Sent: Thursday, 27 June 2024 11:30 AM
To: Council; Daniel Boyce; Lilian Colmanetti
Subject: Updated Submission from CycleSafe on the Active Transport Strategy
Attachments: Revised_SLA_Bicycle_Prioritisation_Table.xlsx; CycleSafe_Comments_Arm_Active_Transport_25_June_2024.docx

Dear Active Transport Strategists,

Attached is an updated submission on the Active Transport Strategy along with a few additional suggestions relating to SLA Transport's Priority List.

Despite not being able to provide this information by 5 pm on Monday, I'd like to express my sincere hope that this information can be considered.

Dorothy Robinson,
pp CycleSafe

Cycle-Safe: Post-workshop comments Active Transport Strategy (ATS)

Recommendations arising from the workshop

1) The first sentence of the Strategy should highlight the fact that this is a PRELIMINARY strategy and that the first step of the strategy should be to set up a community advisory committee or other mechanisms to:

A: Collect essential data to update the strategy as soon as practical including:

- **a1 a statistically-valid dataset of injuries to cyclists**
- **a2 a system to record near misses, poor road surfaces and other safety issues**
- **a3 creating a statistically-valid dataset of cycle trips**

B: Refine the priority list for maintenance and new initiatives

- **b1 priority list for maintenance and enhancement of existing facilities**
- **b2 Priority list for new off-road paths**
- **b3 priority list and designs for on-road paths and paths adjacent to roads**

C: Create a map and map-based app identifying the best routes for cyclists, taking account safety, traffic volumes and the attractiveness of the route

2) The Strategy submitted to Council should set out a methodology for ensuring that all on-road line markings are reinstated at the same time as other road markings and an explanation of why this hasn't happened in the past

3) The Strategy submitted to Council should include comments about funding opportunities. This should inclued routes through developments that have already been approved (e.g. 1a Niagara St), the Shambrook Avenue estate and Northcott St from Erskine St to Ash Tree Drive.

What opportunity is there for voluntary planning agreements with developers for council to construct these facilities prior to the commencement of work on the development and later recover the costs from the developer prior to blocks being sold?

4) SLA Transport has taken the first step of refining the priority list – see attached with a few additional comments. Until the NSW Government has signed a lease for the rail trail corridor, its status will not be final. The Strategy should therefore include an additional comment that, if a lease is not granted, ARC should aim to repurpose the money awarded for the Rail Trail for the high priority active transport routes in the preliminary Active Transport Strategy.

Cyclesafe's Discussion Points for the Active Transport Strategy (ATS) Workshop

Cycling is much less risky than not cycling

In 2013, an Australian Government Ministerial Statement: 'Walking, Riding and Access to Public Transport' reviewed the benefits of cycling and, like the draft discussion report on which it was based, concluded: "the net health benefit (adjusted for injury) for each kilometre cycled is 75 cents – about half of the total economic benefits of a typical bikeway project".

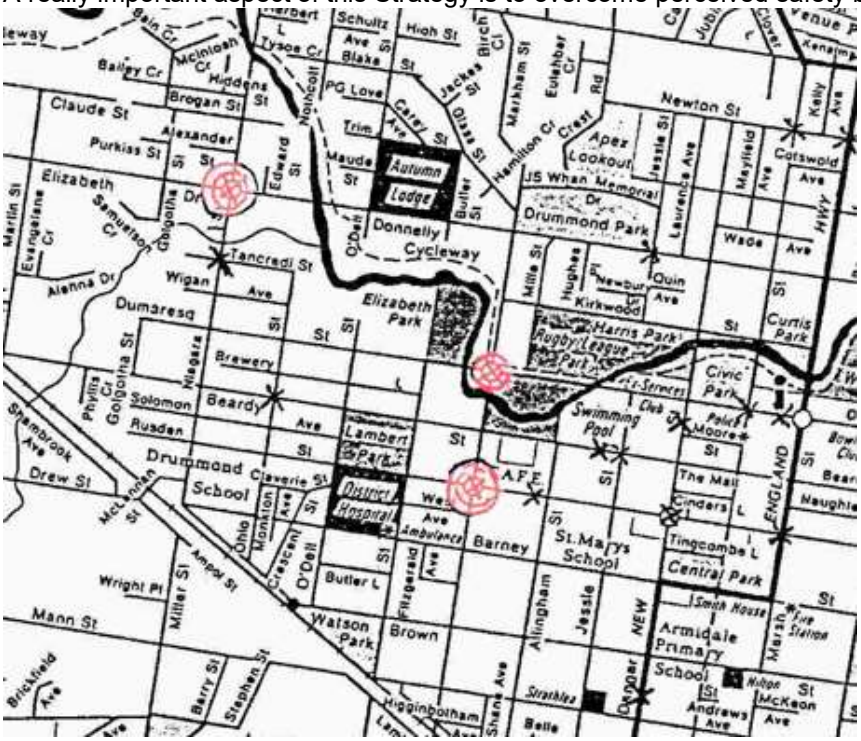
A study in the UK published in the BMJ [3] found that regular cycling cut the risk of death from any cause by 41%, and the incidence of cancer and heart disease by 45% and 46% respectively. Despite this, the popular perception is that cycling for transport is risky. Addressing this perception will be an important part of the Active Transport Strategy, e.g. collecting information on perceived dangers such as near misses.

Perceived safety barriers cannot be overcome by poorly-designed facilities

Only well-designed facilities can reduce the risk. A poorly-designed two-way cycle path on one side of the road that creates conflict between cyclists and turning traffic is likely to make cyclists feel less safe. This can result in an even worse situation if cyclists prefer to use the adjacent road and are subject to abuse from motorists for not using a poorly-designed, unsafe, inconvenient "facility".

1) Urgent need for a statistically-valid dataset of injuries to cyclists

A really important aspect of this Strategy is to overcome perceived safety barriers by collecting data on all safety issues.



The NSW Government has many years of data on reported injuries to cyclists in our region. When many more people cycled to work in Armidale (2.88%, 1991 census), compared to less than 1% in 2011 and subsequent censuses, it was easier to identify the riskiest places to cycle. Nowadays, with fewer people cycling to work, a longer series of injury data will be required.

Q1: Can the Consultants obtain a list of cyclist injury data including locations and causes for at least 20 years, to better understand the risks to cyclists in our Local Government Area, noting that the most recent 10 or 12 years might be enough for a statistically valid dataset.

2) Need system to record near misses, poor road surfaces and other safety issues

Records of near misses would provide an invaluable supplement police-reported injury data. Locations that cyclists perceive as dangerous (e.g. a roundabout with several instances of drivers not giving way to circulating cyclists) could then be addressed before anyone suffers an injury.

Q2. Can the Consultants provide suggestions about how to record and analyses near-miss data for a review of the Strategy within 1-2 years?

3) Need for automatic counters to collect a statistically-valid dataset of cycle trips

There is a long tradition of using automatic counters to provide invaluable data on cycle use, e.g. determining the reduction in cycling on two key bridges over Perth's Swan river after the helmet law was introduced in 1992. In Europe, some counters use computer vision technologies to accurately detect both bicycles and pedestrians and count them, as well basic systems such as Waycount. Time lapse cameras could also record data for subsequent replay at speed to provide counts of all active transport use in the area. Such counts provide the vitally important information on cycle usage needed to develop a really effective Active Transport

Strategy.

The importance of collecting such data cannot be over-emphasized. How else will the most appropriate infrastructure be provided? Sadly, some "facilities" in this region have not achieved their desired objective of encouraging cycling. For example, soon after the off-road path on Perrot St was constructed, cyclists were counted one morning from 8:15 to 9:45 am. There were a total of 7 cyclists; *every single one used the road, not the path*. A count on Saturday from 11 am to 2 pm on Kelly's Plains Road, when the weather was perfect for cycling, four cyclists were counted; 50% were using the road.

The same problem was noted for the cycleway along Rockvale Rd to the Pine Forest. An opportunity to count cyclists arose when two 'Get Active' mountain biking events were held at the Piney. Every single person that cycled to the event used the road, with not a single one using the cycleway.

Unsuitable "facilities" make life harder for cyclists because motorists hurl abuse at riders for not using the facilities. Cyclists coming from Handel St to UNE via Elm Ave find it much easier to stay on the road, as do cyclists going from UNE to town. This could be recognized by adding cycle lanes on both sides of Elm Avenue, in addition to the off-road path.

Q3. Can the Consultants advise on how to incorporate procedures to measure cycle use into the Strategy for a review of the Strategy within 1-2 years? This will also be an essential part of evaluating all facilities that have been built.

Detailed comments, High Priority Bicycle Routes (pdf page 135)

4) Routes 24-26 are active transport links to the Shambrook Avenue Precinct, as specified in Chapter 6.5 of the current Development Control Plan.

"S.3 The options for shared pedestrian/cycle access from Shambrook Avenue require construction of a link connecting to either:

a) the existing walking track on Old Inverell Road/Handel Street;

b) the corner of Glenelg Road and Helen Avenue, via Helen Avenue Park; or

c) White Avenue."

Assuming Option a) is Route 24, the Consultants have misunderstood the intent of the DCP, where Option a) is shown as a path parallel to Shambrook Avenue serving the same purpose as the Rail Trail. If the rail trail goes ahead, route would serve no benefit.

Routes 25 and 26 are shown in the DCP as off-road links connecting Shambrook Avenue to either the corner of *Glenelg Road and Helen Avenue* or *White Avenue.* Developers are therefore unlikely to want to pay for more than is necessary. The clear winner is the shared 175 metre off-road path from the end of White Avenue to Shambrook Avenue, because it links to Elm Avenue, a main route to UNE. At $185 per square metre for a reinforced path, or $555 per linear metre for a 3 metre wide path (pdf page 80, Sect 6.2), the total cost should be about $97,125.

The stated cost the White Avenue link in the draft Strategy is $594,313. This is hard to understand because White Avenue is a quiet no-through-road with minimal traffic and no need for any special facilities for cyclists and a normal footpath for pedestrians. All off-road paths, however, benefit from the provision of lights to increases their utility and safety at night. CCTV might also be desirable.

Q4. Can the Consultants comment on whether the first priority should be the 175 metres of off-road path from the end of White to Shambrook Avenues, and whether the unexpectedly high cost relates to due to the provision of lighting for the off-road path?

5) Martin St to Shambrook Avenue is also a really important low-cost link (approximately 50 metres) that should be incorporated into the plan as soon as possible, ideally with an appropriate level of lighting. However, the utility of a cycle path along the 620 metres of unmade section of Mott St to Bundarra Road is less obvious, especially noting that the existing track may be suitable for cycling with little or no upgrading

Q5. Can the Consultants comment whether the next priority should be Martin St to Shambrook Avenue and why the 620 metres of unmade track is listed as 3.96 km? Is there any traffic on this no-through-road that would pose any danger to cyclists or walkers?

6) "Connect the shared path from Kentucky Street to Ross Street on Markham Street".

Q6. Surely the vast majority of cyclists will use the road (as they do on Perrot St) so the purpose of a shared path is not clear and could significantly increase the risk of conflict with vehicle drivers and injury to cyclists in the area. How would a shared path be constructed here and what evidence do the Consultants have that this might be a good idea?

7) "Maintain damaged section of drainage, line-marking and signage. More investigation on redesigning of cycleway along Trevenna Road from Library Road to Clarks Road and along Madgwick Drive and Niagara Street to McLennan Street to make it safer for cyclists."

Q7. A serious safety issue was created by the construction of the new roundabout at the intersection of Madgwick Drive and Trevenna Rd, because the cycle lanes disappear into a point instead of creating a safe way for cyclists to merge into the traffic stream. Can this be listed as requiring urgent attention in the Strategy?



Unsafe markings, May 2024 encourage drivers to ignore cyclists in the bike

CycleSafe's submission in August 2023 noted another serious safety issue: the lack of edge lane markings on cycle to indicate that vehicles should stop to give way to cyclists using the lane. As yet, there has been no attempt to fix this serious safety issue.

The Strategy should address what should be done to remedy serious safety issues before they cause a serious injury.



First priority should be a culture change to put safety first, set standards for fixing safety issues, so that the edge line is repainted to previous safer state

8) "*Implement shared paths along the southern side of Grafton Road/Barney Street from Castledoyle Road to Brown Street.*"

Q8) Should this be "to Canambe Street"? How do the benefits of this proposal compare with, say extending the existing cycleway eastwards? How will it fit in with proposals for cycleways in the area on the northern side of Grafton Road? Where will cyclists cross Grafton Rd – at the Cananbe St roundabout?

9) "*Provide cycleway on Markham Street from Kentucky Steet to Erskine Street*".

Q9) Markham St is one of the few roads where it is possible to cross the railway, so it is an important N-S route for both cyclists and motorists. The least satisfactory section of this route is northbound between Beardy and Rusden Sts because the Wombat crossing creates a pinch point that causes conflict between cyclists and motorists. The pinch point was is necessary because of the conflict between pedestrians on the zebra crossing and motorists. Without a pinch point to ensure pedestrians are highly visible, negligent vehicle drivers do not look out for pedestrians on the crossing. A 76 year old man was struck and killed on this crossing in August 2019.

Can the Consultants recommend a design for this section of Markham St that maintains the safety of pedestrians without detrimentally affecting the safety and convenience of cyclists? One possibility would be to remove 3 parking spaces on the approach to the crossing from Beardy St and reduce the width of the pinch point. Another possibility would be to double with widen the nature strip so that it can accommodate indentations for vehicle parking. This might allow for up to 6 parking spaces on the southbound lane, while providing space for a green coloured cycle lane sufficiently far away from the parking spaces that opening car doors do not encroach into the cycle lane.

If a solution can be implemented on Markham between Beardy and Rusden Sts, when the Strategy comes to be revised in a year or so, it could serve as model for how to cater for and encourage active transport in Armidale.

The roundabout at the intersection of Markham and Rusden Sts currently has no speed pillows and is also a major hazard for cyclists, especially at dusk and after dark. The requires urgent treatment to improve safety.

10) "*Provide cycleway along Erskine Street from Niagara Street to Cookes Road".*

Q10) Currently, most cyclists coming from UNE via the Madgwick lanes to the highest point on Erskine St (the Crest Rd roundabout) would almost certainly want to use the cycleway included in the plans for the subdivision at 1A Niagara St because of the much easier gradients. Cyclists using the cycleway from UNE and headed towards Crest Rd are likely to prefer an alternative route via Tysoe Crescent.

The most strenuous gradients eastbound on Erskine St are from Oak Tree Drive to Crest Road. Although currently, cyclists are often seen ascending this gradient, very few will do so once the new cycleway in the 1A Niagara St development is completed. The latter should therefore be the priority. Perhaps council could work with the developer to speed up this work, and also provide a safe road intersection treatment to allow westbound cyclists to access the westbound cycle lane on Niagara St.

For westbound journeys, the strenuous section of Erskine St is from Jubilee Rd to Crest Rd. It is not known how many cyclists actually ride up this section, or whether they find alternative routes. Further consultations with local cyclists would therefore be required, when the current Strategy is reviewed, before any recommendations could be made.

11) "*Option 1: Provide a shared path from Donelly Street and Orr Drive through Drummond Memorial Park from Erskine Street to Scholes Street via Crest Road and Harden Street*

Option 2: According to the Development Control Plan for Link Road South Precinct, provide shared path going through Monro Street and Ash Tree Drive to link with Scholes Street and Markham Street

Q11) Monro St is to become an access road for a new subdivision so Option 2 will happen when work starts on this subdivision. The only issue is with Option 2 is therefore the timing, as it is with the cycleway to be completed as part of the subdivision at 1A Niagara St.

The shared path from Donnelly St is an interesting idea. There is no need for any treatment on Orr Drive or Harden St, but the sealed road beside the Kookaburra Crest Mountain Bike facility has seen better days and would need to be upgraded to a properly sealed cycle route.

Issues requiring URGENT attention

1) Repaint the cycle lane markings to encourage drivers to check for cyclists on the Niagara St cycle lanes instead of requiring cyclists to pull out into traffic lane if any vehicles are approaching from Verna Close.

2) Install traffic pillows at the Rusden/Markham roundabout

3) Create a safe intersection treatment at the Elm Avenue/Trevenna Road roundabout for westbound cyclists using the Madgwick Drive cycle lane

4) Widen the base of the road sign on the shared path on Dumaresq St to make it easier for cyclists to pass underneath (see photos overleaf).

5) Create an experimental design for Markham St between Beardy and Rusden Sts to make it cycle-friendly and serve as a possible model for cycle-friendly treatment at other locations in Armidale.

6) Provide copies of previous submissions and how the issues they raised were addressed. Below is a summary of the submission by SLA Transport, and the submission by CycleSafe.



Issues raised in the submission by SLA Transport

General

- ARC must invest with certain ongoing annual budgets into far more into pedestrian, cycling and non-motorised wheeled device facilities, including their effective planning, design, construction, ongoing maintenance
- ARC must also invest with certain ongoing annual budgets into the promotion and encouragement of undertaking active transport, including community education about various aspects of it (for example, motorists safely sharing mixed-traffic environments with cyclists, pedestrians effectively sharing shared paths with cyclists, bicycle parking locations, etc)
- the Strategy needs an Implementation Plan for a minimum of five years that provides for spending on projects every year
- recognition that on-road bicycle lanes can provide far greater coverage of length at a much lower cost than off-road shared paths
- general on-road bicycle lane planning should that provides these to be marked and maintained where appropriate
- potential to convert lengths of footpath into shared paths with bicycles should also be investigated
- motor traffic calming and management at locations identified as important to increase pedestrian and/or cyclist safety
- modern, secure, prominent and well-located parking facilities are required at many locations
- missing links and connections between off-road paths and on-road routes should also have high priority
- a local self-service register of both bicycle crashes and near-misses with motor vehicles is required.

Location-Specific

- at least one north-south bicycle route, the provides excellent CBD access, that may be combination of on-road and off-road paths, as needed
- Markham s worthy of detailed investigation for a north-south route
- Madgwick Drive bicycle lans urgently need maintenance due to significant decay almost 30 years after construction
- missing link between Madgwick Drive bicycle lanes and cycleway where it intersects Niagara St is high priority
- missing link between Madgwick Drive bicycle lanes and Ash Tree Drive is high priority
- regular sweeping of debris (including gravel and broken glass) needed along off-road cycleways.

Armidale Active Transport Strategy
Submission by CycleSafe, Armidale, August 2023

Encourage cycling by making it more convenient, safe and enjoyable

1. Madgwick Drive lanes made cycling in Armidale safer and more convent

The Strategy needs to create facilities that cyclists will use. A successful Active Transport Strategy starts by collecting information on current cycling and walking journeys, e.g. by installing cycle counters on paths and lanes and deploying low-cost cameras with software to count walkers and cyclists on roads and footpaths and note their directions of travel. Ideally, information on motor vehicle traffic would be collected at the same time.

Such information was in the past collected by volunteers observing cycle use at key locations. For example, Cyclesafe volunteers observed that, although the Failes cycleway from town to UNE was well used, at least half of cyclists did not use it after the intersection with Elm Avenue because it was less convenient, despite many drivers yelling at cyclists to do so. Such information led to improvements on the UNE campus including the Madgwick Drive lanes, which were well used. Indeed, cycling increased substantially on Madgwick Drive after the lanes were installed.

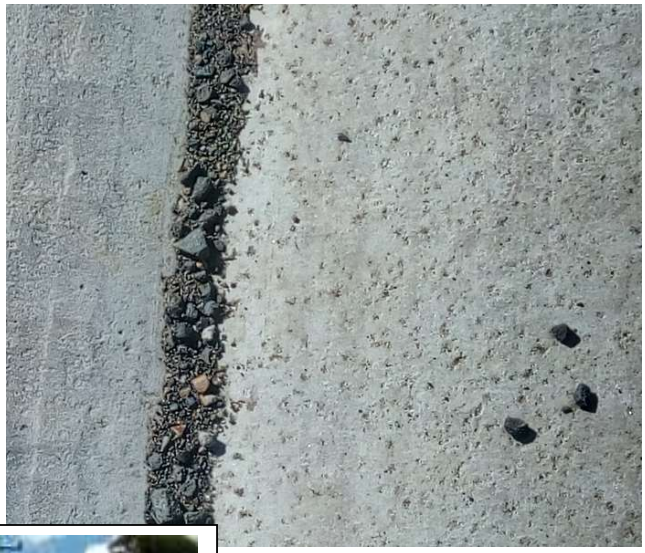
2. Poor maintenance and coordination reduced the benefit

Recent development applications have been approved without considering existing cycling facilities. The Madgwick lanes were designed to a high standard. They were built to a width of 2 metres, but a recent development (the Niagara Views estate) has permanently reduced the width of one section. An enquiry to council on 2 February 2022 when the cycle lane was dug up by the developer resulted in a phone call saying the lane was being dug up to install drainage, giving the impression that the full width of the lane would be reinstated. The council officer was unable to provide any further information about the plans (e.g. management of conflict at driveways where vehicles block the cycle lane while waiting to turn into Niagara St). The impression that the lane would be reinstated to its full width proved to be incorrect, as shown below.

To avoid similar problems in future, a 'Cycle Safety' checklist should be created to ensure all issues are considered before development applications are approved. Moreover, when such problems are drawn to









Lane markings **some years ago** (above) at Niagara St / Verna Cl – Looking north compared to August 2023 (below).



council's attention, developers should be asked if they are willing to remedy mistakes (e.g. reinstate the previous lane with) before going ahead with expensive work.

As well as reducing the width, the new work is much rougher than the old, debris accumulates in the new gutter and, as shown in the photo (above), grass already growing in the join between the old and new work.

Another example of poor management and coordination is that a large section of the Madgwick Drive lanes was cordoned off for about a year in 2017. After the problem had persisted for many months, a complaint was made to ARC in June 2017. Nearly a month later, an email from Council stated that the work was started by a developer, but not completed and that ARC was now investigating who was responsible and how to ensure the work was completed.

It's also important to note that the lane markings have been allowed to deteriorate to a level where drivers entering the roadway are less likely to give way to cyclists using the lanes. In previous years (photo, above) clear markings indicated that vehicles should stop at the edge of the cycle lane and give way to cyclists using the lane. The current markings give drivers the impression that they should stop at the visible road line and ignore any cyclists using the lanes.

The photos below also show that gravel, mud and road metal have been allowed to accumulate in the lanes on Madgwick Drive and hide the outer lane line. It is unpleasant to cycle through the loose road metal and gravel that currently remains on the road for several months, if not years, after resurfacing. It would be much better if a system could be introduced to ensure the loose gravel is swept up (and could perhaps be used for other roads) instead of being left there for many months.

The surfaces of other cycle facilities is also breaking up, as shown below for one section of Sholes St, and in the attached file compiled by Paul McCann.

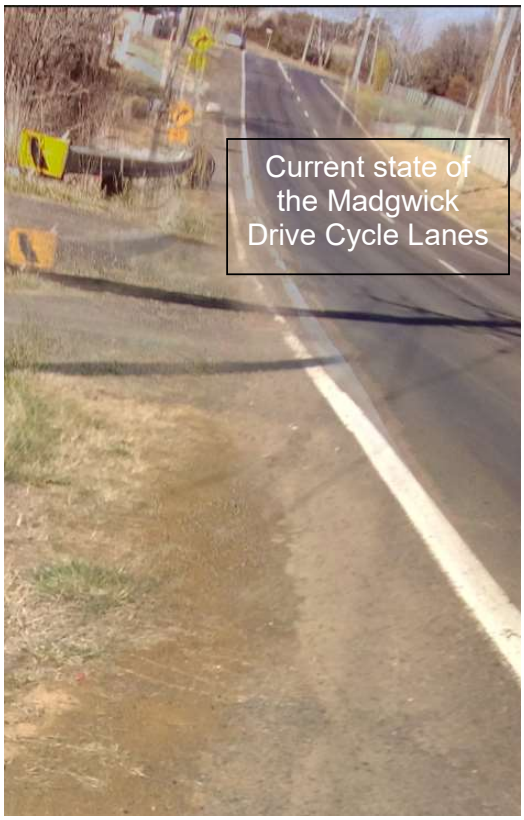
The appendix to Armidale Council's 2012 Bicycle Strategy included an online Bicycle Facility defect report that was intended to alert council to problems and road defects. However, this does not appear to have been implemented, although the standard 'Report-it' facility is available.

A common criticism of the current 'Report-it' system is the inability to keep track of requests, to know when repair work is scheduled, or even to know when other people have made a similar non-confidential report about a related issue. The author of the attached report on the current condition of the cycleway stated: "*I have lost count of the number of report-it requests I have made concerning the cycleway. The report-it is a total failure in my opinion.*"

In an ideal world, council would either monitor the roads for dangerous conditions or encourage cyclists to report them by providing feedback, e.g. a public register acknowledging the issue and some indication of when problems might be fixed.

In an ideal world, at least some of the priority routes in the 2012 Strategy would also have been constructed, rather than the current situation where not a single one appears to have been started.



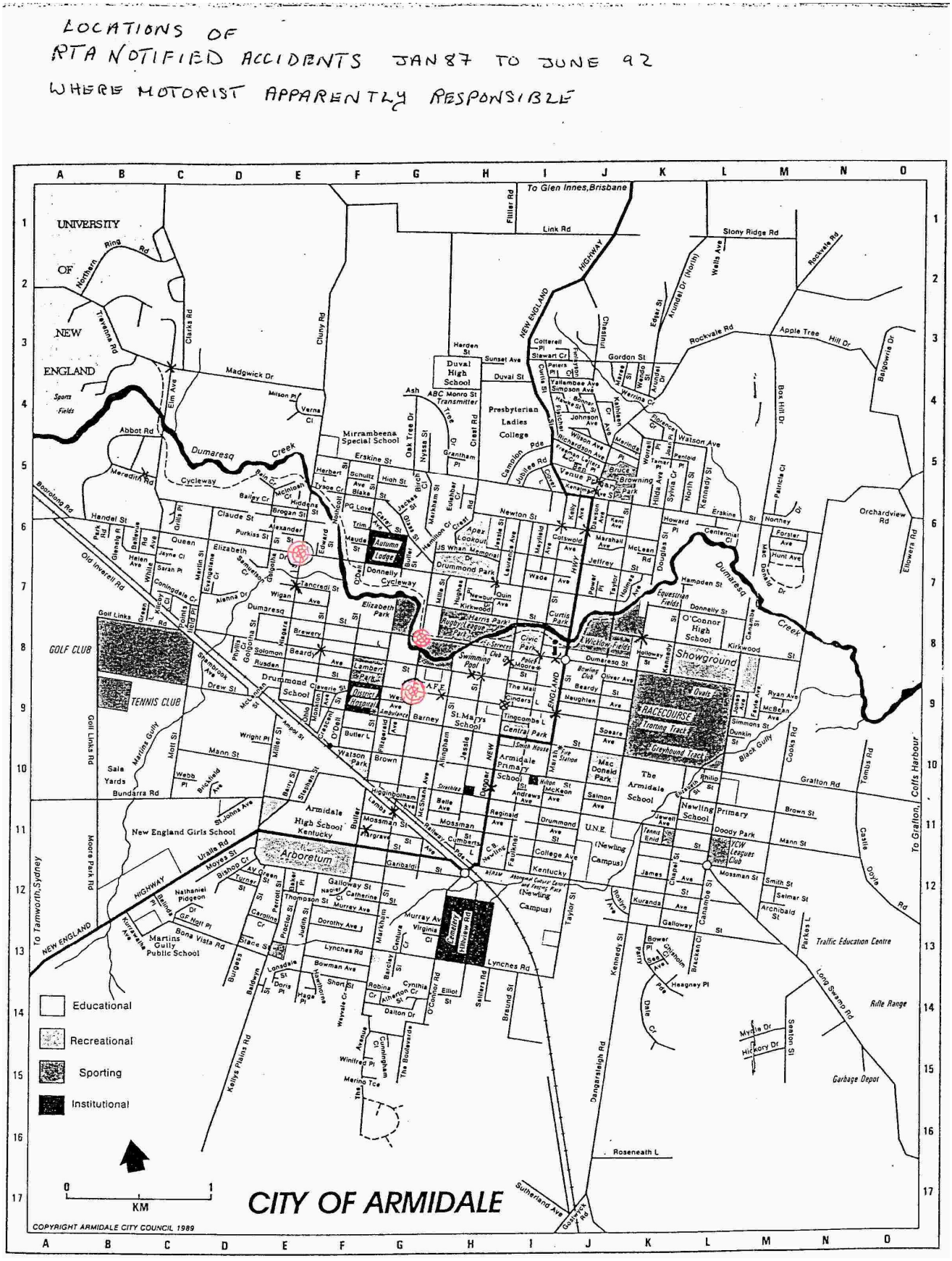




The Strategy should analyse road injury data to address safety issues

Essential groundwork for a successful Active Transport Strategy that results in increased cycling is an analysis of all injury accidents to cyclists over a sufficiently long period to identify where safety needs to be improved.

Many years ago by CycleSafe discovered that roundabouts had above-average injury rates to cyclists, by plotting the locations of all injury accidents involving cyclists on a map and highlighting in red all locations with



multiple injury accidents to cyclists. A follow-up analysis showed that injuries to cyclists increased almost 10-fold from 1 in 12 intersection-years before roundabout construction to 10 in 14.2 intersection-years afterwards. Nine of the 10 injuries involved a circulating cyclist hit by a vehicle entering the roundabout.

Table. Injuries to cyclists and other road users at 4 intersections in Armidale over 12 intersection-years before roundabouts were constructed and 14.2 intersection years after construction.

Road User	Injuries Before	Injuries after
Cyclists	1	10
Other road users	22	4

The 4 intersections & month & year constructed were: Markham-Rusden (May 88), Markham-Dumaresq (June 89) Markham-Donnelly (May 91) and Niagara-Donnelly (June 89). For more details see the peer-reviewed publication in Road and Transport Research.[1]

Although the above table suggests an overall benefit, over a longer time period, injury rates averaged about 1 injury per intersection year before and after roundabout construction. One possible explanation for the higher than-average injury rate before roundabout construction in the above table is that an unexpectedly high injury rate at a particular intersection triggered an application for funding to build a roundabout at that intersection.

Despite some apparent improvement at roundabouts where speed pillows have been installed, and perhaps also at those with logos encouraging cyclists to use the whole lane at roundabouts, cyclists in Armidale continue to be injured at roundabouts. Online crash statistics show that from 2016-21, half of all reported injuries to cyclists happened at roundabouts. For 1998-2003, 9 out of 23 were at roundabouts.

As well as the number of injuries and a particular location, the number of near misses could be used to evaluate the safety of the road network. The map provided as part of this consultation should therefore be retained and local cyclists encouraged to report all near misses, so that remedial action can be taken to address safety issues before people are injured.

Cycling should also be promoted to improve health and increase "Safety in Numbers" [2] Multiple studied show increased in cycling participation reduces the number of injuries per km cycled.

An important way to promote cycling is to note that the major benefits of active transport are many times greater than the small risk of injury (which the Strategy aims to address). A study in the UK published in the BMJ [3] found that regular cycling cut the risk of death from any cause by 41%, and the incidence of cancer and heart disease by 45% and 46% respectively. Despite this, the popular perception is that cycling for transport is risky.

Recommendations - Safety

1. **Install speed pillows at all roundabouts in Armidale to reduce the risk of entering vehicles colliding with circulating cyclists**
2. **Create a 'Cycle Safety' checklist of issues to be considered before all development applications are approved.**
3. **Require an appropriate and safe design for the intersection of the cycleway bordering the new development at 1A Niagara St with Niagara St, Madgwick Drive and Cluny Road.**
4. **Inspect and sweep all cycle lanes and paths at least monthly and set aside an appropriate budget for maintenance.**
5. **Analyse all cyclist and pedestrian injury data for at least the last 20 years and recommend remedial treatment for any locations with more than 1 injury to cyclists or pedestrians.**
6. **Retain the current map as a permanent feature and encourage all active transport participants to report safety issues, including near misses.**
7. **Promote cycling to increase Safety in Numbers and note that the major benefits of active transport are many times greater than the small risk of injury (which the Strategy aims to address)**

3. Collect and evaluate objective information to Identify priority routes

Collect information on current cycling and walking journeys, e.g. by installing cycle counters on paths and lanes and deploying low-cost cameras with software to count walkers and cyclists on roads and footpaths and note their directions of travel. Ideally, information on motor vehicle traffic would be collected at the same timePlacing counters on cycle lanes, paths and ideally roads will provide the evidence needed a future cycling strategy that ensure facilities are safe and provided where they are most likely to be used.

The new walking and cycling strategy should identify priority routes that will encourage more people to use active transport. If resources are spent on poorly planned or under-used facilities, there will be less funds to

provide the facilities that will well used and increase participation in active transport. For example, even a few months after construction of a new path, a substantial majority of cyclists preferred the road to the recently-constructed paths of Perrot St leading to Kelly's Plains Rd.

Date	Time	Location	Weather	No of Cyclists using	
				path	adjacent road
14/3/96	8:15-9:45	Perrot St	Good	0	7
Sat 26/10/96	11:00-14:00	Kelly's Plains Rd	Perfect for cycling	2	2

Similarly, the path to the Pine Forest is grossly under-used with the vast majority of cyclists choosing instead to use the adjacent road. Cycling on the road is generally more pleasant than a path with additional gradients for every side road that intersects with the path, noting that cyclists are expected to give way to vehicles on side roads, whereas vehicles on side roads are expected to give way to cyclists on a main road. Consequently, on-road cycle lanes or even wide shoulders can provide safer, convenient routes for roads such as Rockvale Rd and possibly Kellys Plains Rd. There might also be a cost advantage, including the cost of maintenance and reduced risk of falling into disrepair compared with off-road paths at one side of the road.

Ensure all cycle lanes are wide enough to protect cyclists. The example below shows why cyclists in Newcastle had to spend time fighting inappropriately-placed bike symbols. "*They do more harm than good, as novice riders are enticed too close to car doors, and motorists think that cyclists have to ride in the parking lane, because that is where the symbols are.*"



Poorly-designed cycle lanes encourage drivers to pass closer to cyclists. Measurement of passing distances in Melbourne showed that poorly-designed cycle lanes actually reduce the amount of room left by overtaking vehicles by 27 cm (lanes with no parked cars) and 40 cm (lanes with parked cars) [4]. Close passing is defined as distances less than 1 metre. **Consequently, cycle lanes should be designed to be of sufficient width to ensure that there is at least 1 metre between the edge of the lane and the normal position of a cyclist using the lane.**

There was general agreement at the Active Strategy workshop on 14 August 2023 that cyclists need convenient, safe north-south routes. Anecdotal evidence suggests that Niagara, Markham, Taylor and Douglas Streets are popular routes for cyclists.

Markham St between Donnelly and Erskine Sts has no on-street parking, so would be an ideal candidate for a 2 metre wide uphill cycle lane. The current situation leaves a lot to be desired because a proportion of drivers leave insufficient room overtaking cyclists on this section of road. Cyclists heading to town do not appear to encounter the same problem, so a single lane on the uphill route would appear to be the main requirement. However, the lane would require regular sweeping (or other measures such as video surveillance to identify the cause of the problem) because the area from 250 to 50 metres below Erskine St is continually littered with broken glass.

Suggestions to achieve an adequate lane width are a) permit on-street parking only on one side of the road or b) consider a lane in one direction on one street (e.g. Taylor) and a lane in the opposite direction on the next parallel street (e.g. Douglas).

Another priority route is one connecting UNE with southern Armidale, e.g. White Ave to underneath the bridge to the railway line. If the rail trail is constructed, it will then connect with south-central Armidale, including Ampol Streed. A short section parallel to the railway on the southern side could then connect Ampol St to Armidale Secondary College and Lambs Avenue. In the absence of a rail trail, the route would proceed along Shambrook Avenue and Miller St to Ampol St.



Another ideal location for an uphill cycle lane is on Niagara St from where the cycleway crosses the creeklands to the Erskine St Roundabout, where it could proceed on the current footpath area to avoid conflict with vehicles using the roundabout and join onto the Niagara St/ Madgwick Drive cycle lanes. Several cyclists travelling to UNE have stated that this is their preferred route.

A ramp for cyclists to enter Dumaresq St from the cycleway immediately after the creek crossing is also a desirable low-cost upgrade to the existing Failes Cycleway (see photo, left).

Bicycle Parking. Although most cyclists are happy to chain their bikes to posts and traffic signs, dedicated bicycle parking is one way to make cyclists feel welcome in an area. Additional parking is required in the centre of the Mall and near to the stage to replace the parking that was removed not long ago, and also at Nova (to replace the parking that was there when the building was used as the town library), in front of Centro at corner of Beardy and Jessie Sts and at the creeklands, at the SuperPlayground or the front of the visitor centre.

Recommendations - Convenience

8. **Collect information on current cycling and walking journeys to inform the revised Walking and Cycling Strategy. The information could be collected by installing cycle counters on paths and lanes and deploying low-cost cameras with software to count walkers and cyclists on roads and footpaths, noting their directions of travel. Ideally, information on motor vehicle traffic would be collected at the same time.**
9. **Active transport investment must be prioritised within the Armidale urban area – where 70% of the LGA population live (and well over 90% of its urban population), where there is the greatest scope for increasing active transport trips and all recorded injuries to cyclists.**
10. **Analyse all cyclist and pedestrian injury data for the last 20 years and recommend remedial treatment for any locations with more than 1 injury to cyclists or pedestrians.**

11. **Review all priority routes in the 2012 Bicycle Strategy.**
12. **Recognise that on-road bicycle lanes can provide far greater coverage of route lengths at a much lower cost than new off-road shared paths.**
13. **All new cycle lanes should be sufficiently wide to protect cyclists, i.e. allow at least 1 metre from the centre of the travel lane (excluding the car door opening zone on a bike-parking lane) to the edge of the lane to allow for the 40 cm reduction in passing distance for bike-parking lanes in Melbourne.**
14. **Suggestions to achieve an adequate lane width are a) permit on-street parking only on one side of the road or b) consider a lane in one direction on one street (e.g. Taylor) and a lane in the opposite direction on the next parallel street (e.g. Douglas).**
15. **Markham St between Donnelly and Erskine Sts has no on-street parking, so would be an ideal candidate for a 2 metre wide uphill cycle lane. There appears to be minimal conflict between motor vehicles and cyclists travelling from Erskine to Donnelly, so perhaps only an uphill lane is required. This will make the funding go further to improve conditions for cyclists in other areas.**
16. **Traffic calming and management should be introduced at locations identified as important for pedestrian and/or cyclist safety**
17. **Note that two recent development applications will provide some of the routes, including parts of OR3 and SP11.**
18. **Require an appropriate and safe design for the intersection of the cycleway bordering the new development at 1A Niagara St with Niagara St, Madgwick Drive and Cluny Road. DA-12-2023 includes an off-road path from the intersection of Niagara St, Madgwick Drive and Cluny Road to Ash Tree Drive. However, the DA did not provide any details of the treatment at the Cluny/Niagara/Madgwick intersection, noting that this could present a safety hazard to cyclists during peak traffic. Council received two submissions asking for this issue to be addressed, but the DA was approved some time later without any communication with either of the two submitters**
19. **Inspect and sweep all cycle lanes at least monthly and set aside an appropriate budget for maintenance.**
20. **Anecdotal evidence suggests that Niagara, Markham, Taylor and Douglas Streets are popular routes for cyclists. Problems of close overtaking on Markham St from Donnelly to Erskine have been experienced by more than one cyclist. A 2 metre wide lane for northbound (uphill) cyclists should therefore be considered a priority route, noting that regular sweeping or other measures will be required to mitigate the continual problem with broken glass in this area.**
21. **Other roads and cycleways that are affected by broken glass should also have regular sweeping and possibly some attempt to identify the cause of the problem. Perhaps cameras could be mounted on the trucks that pick up the recycling to monitor the roads for broken glass. Would a separate recycling crate for glass help reduce the amount of glass than ends up on the roads?**
22. **Connect the Failes cycleway to the northbound Niagara St Cycle lane via a short cycle lane uphill to the Erskine St roundabout, with an off-road path on the current footpath area to avoid conflict with vehicles using the roundabout to and join onto the Niagara St cycle lane.**
23. **Another low-cost upgrade to the Failes Cycleway is a ramp to allow eastbound cyclists to descend from the footpath onto Dumaresq St after the creek crossing and safely negotiate the roundabout next to the Belgrave cinema.**
24. **Although most cyclists are happy to chain their bikes to posts and traffic signs, dedicated bicycle parking is one way to make cyclists feel welcome in an area. Additional parking is required in the centre of the Mall and near to the stage to replace the parking that was removed not long ago, and also at Nova (to replace the parking that was there when the building was used as the town library), in front of Centro at corner of Beardy and Jessie Sts and at the creeklands, at the SuperPlayground or the front of the visitor centre. Several people have commented that the bike-shaped bike parking installations in Guyra's main street are an attractive design.**

4. Enjoyment & Recreational routes

The cycleway is a safe, attractive route that has been made even safer and more attractive by the solar lights installed in the past few years. Other low-cost improvements could make it even better, e.g. a bike skills course (similar to the one created at the Pine Forest by the New England Mountain bikers) could be added near the SuperPlayground and attractive maps and display boards to show routes and distances. Such maps and routes could also contribute to the success of the e-scooter trial.

Another attractive possibility would be to extend the cycleway past UNE to intersect with on-road sections of the Running Triangle (Rowlands Rd and Old Inverell Rd) and also to Weirs Rd and then Dumaresq Dam, where a $4 million upgrade to the facilities is underway.

Missing links and connections between off-road paths and on-road routes should also have high priority

Just 200 cyclists a day equates on the Failes Cycleway equates to 73,000 trips a year. For every dollar spent, the potential benefits for increased cycle use in town may be greater than millions set aside for the rail trail. The Walking and Cycling Strategy should use this information to justify similar funding (to that set aside for the rail trail) for encouraging cycling in town and maintaining and upgrading facilities for local cyclists.

Increasing levels of vehicle traffic in the central area are likely to reduce amenity for cyclists. The walking and cycling strategy should therefore emphasize the need increased maintenance and funding to prevent any further deterioration in amenity for cyclists and indeed reverse the neglect since the Armidale 2012 Strategy was published but never implemented.

5. Setting Targets & Delivering the Strategy

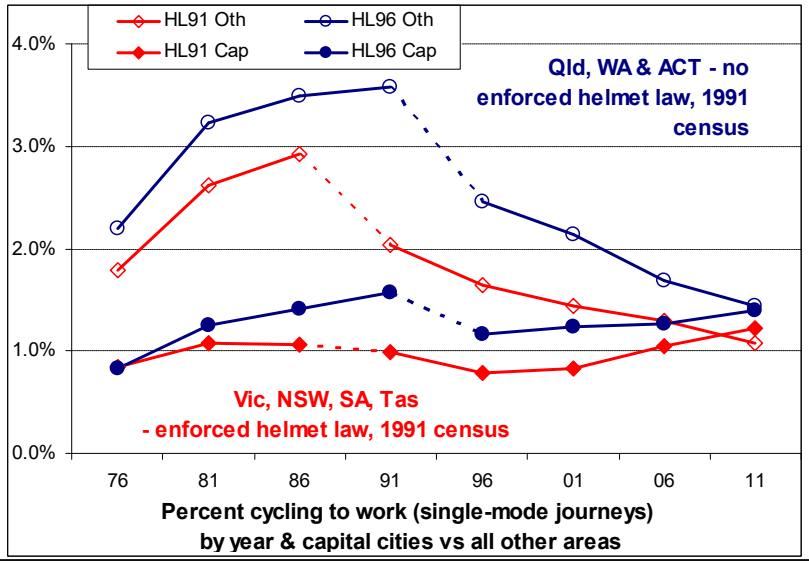
One possible reason for the failure to implement the 2012 Armidale Cycling Strategy was the lack of a timetable for constructing the various routes and a commitment to maintaining existing routes.

Recommendations – Targets & Overall Strategy

25. **Set targets for increased cycle use including an annual count of cyclists and pedestrians, perhaps using automatic counters and cameras able to identify walkers and cyclists and their directions of travel.**
26. **Recommend a 10 year program of construction and maintenance work and promotional activities to increase active transport.**
27. **Improve the 'report-it' system to encourage cyclists to report all potential problems before they lead to injuries. An essential part of such a system will be appropriate feeding including a publicly-accessible electronic register of all problems and action taken to fix them.**

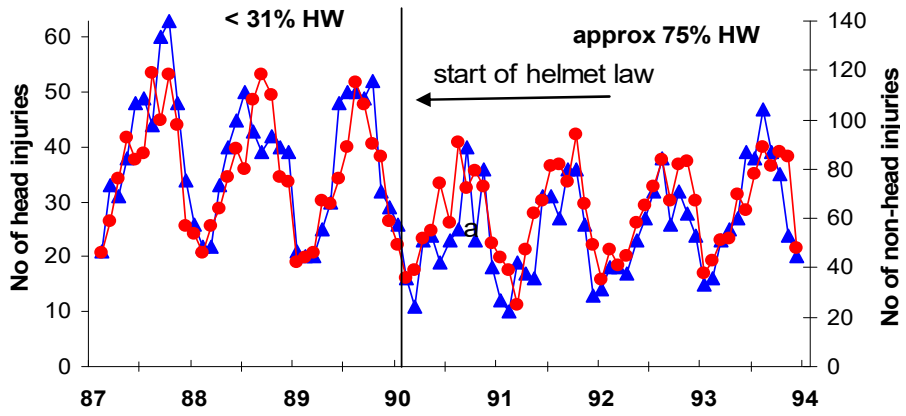
6. Lobbying

In Australia, until helmet laws were introduced, cycling to work was increasing, especially in regional areas, where there is generally less traffic and shorter travel distances. Helmet laws reversed the trend. The graph (left) shows census data on cycling to work in regional areas and capital cities according to whether there was enforced helmet law at the 1991 census. On average more people cycled to work in regional areas and the increase continued in states without enforced helmet laws, but declined substantially in states without enforced laws. Although other factors influence the popularity of cycling, this information averaged over all states with and without enforced helmet laws strongly suggests that major declines in cycling to work coincided with the introduction of enforced helmet laws.



Hospital admissions for head and non-head injury in Victoria also provide considerable insight into the effects of helmet laws. If, rather than discouraging cycling, the laws had been effective in preventing head injuries, there would have been an obvious fall in head, but not other, injuries. The graph above shows that this was not the case. There was a clear fall in non-head injuries as well as head injuries, suggesting that the main effect of the law was to discourage cycling.

Figure: Hospital admissions for head and non-head injury in Victoria showing that both head injuries (left scale) and non-head injuries (right scale) declined by very similar amounts when the helmet law was introduced and helmet wearing increased from less than 31% to 75%.

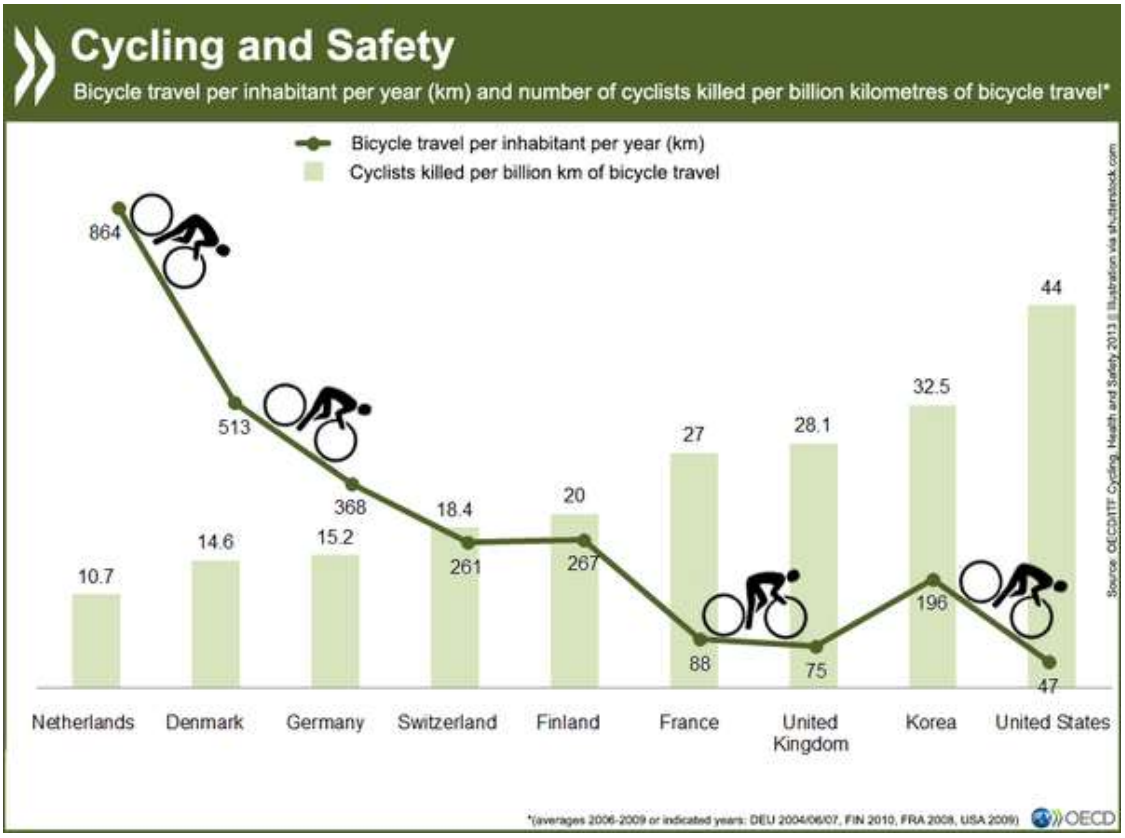


Recommendation - Lobbying

1. **As well as setting targets for increased cycling and funds to construct facilities, the Strategy should note the evidence that helmet laws discourage cycling, leading to reduced health benefits from active transport and increased injury rates from reduce Safety in Numbers that, as in Tel Aviv, repealing helmet laws will reduce injuries per cyclist, reduce pollution and improve health.**

Appendix
Additional evidence that helmet laws reduce cycling and increase injuries per cyclist

A) Reduced cycling reduces safety in numbers



The graph below shows a clear and consistent relationship between the amount of cycling per capita and the risk of cycling fatalities per billion km of cycle travel. It was produced by the Israel Bicycle Association as part of their successful campaign to show that helmet laws can make cycling more dangerous and damage public health by discouraging cycling.

B) Cycling increased by 54% after repeal of Israel's helmet law

Israel repealed its bicycle helmet law for adults cycling in urban areas. A survey in Tel Aviv found that cycling participation increased by 54% from 2010 to 2012, after repeal of the helmet law.[5, 6].

C) Australians say helmet laws discourage them from cycling

An evaluation of Australia's bicycle helmet laws was published in the British Medical Journal.[7] It cites evidence (from several telephone surveys and questionnaires) that many people said helmet laws discouraged them from cycling[7] including a telephone survey in Western Australia asking adults if they would cycle more if not legally required to wear a helmet. A figure equivalent to 64% of adult cyclists said they would.

As well as making cycling less enjoyable, the requirement to wear a helmet makes many people think that cycling is an exceptionally dangerous form of transport. Some might even come to believe that the risks are unacceptable, except on segregated cycleways. In 1991, just before WA's helmet law, an estimated 5.7% of trips in Perth were by bike.[8] The Metropolitan Transport Strategy aimed to increase cycling to 8% of trips by 2010 and 11.5% by 2029.[9] Instead, cycling plummeted to 1.6% of trips (2003-2006).[10] The much higher pre-law levels of cycling (accounting for 5.7% of trips in Perth in 1991 and 3.6% of trips to work in regional areas), despite less cycling infrastructure, suggests that people who dislike helmets (but have been led to believe that cycling without one is unsafe, so it would be illogical to argue against helmet laws) might list safety or lack of infrastructure as the main reason for not cycling.

In 2011, Prof. Chris Rissel studied the extent to which helmet laws continue to discourage cycling and concluded that making helmets optional could double the amount of cycling - http://theconversation.edu.au/make-helmets-optional-to-double-the-number-of-cyclists-in-australia-4578.

Prof Rissel concluded *"Not all cycling is equally dangerous – mountain biking and racing are far riskier than recreational riding on a separated off-road bike path. Mandating helmets for all riders at all times, therefore, is a very blunt tool to attempt to increase bicycle safety …. If we're serious about improving Australians' health and getting*

more people active, it's time to bring Australia and New Zealand in line with the rest of the world and acknowledge that the helmet experiment has failed."

D) Discouraging cycling increases overall health costs

In 2013, an Australian Government Discussion paper: 'Walking, Riding and Access to Public Transport' reviewed the benefits of cycling and concluded: "*the net health benefit (adjusted for injury) for each kilometre cycled is 75 cents – about half of the total economic benefits of a typical bikeway project*".

An overseas study found that *people who don't cycle to work are 39% more likely to die prematurely* that those who do.[11] The British Medical Association's publication 'Cycling for Health and Safety' cites evidence that the life years gained from regular cycling are much greater than those lost from cycling accidents.[12]

A recent review lists more than a dozen studies of the health benefits of cycling (in countries without helmet laws), saying "*The combined evidence presented in these studies indicates that the health benefits of bicycling far exceed the health risks from traffic injuries, contradicting the widespread misperception that bicycling is a dangerous activity. Moreover, as bicycling levels increase, injury rates fall, making bicycling safer and providing even larger net health benefits*."[13]

Cycling for transport provides regular exercise to maintain health and reduces the risk of "lifestyle" diseases such as heart attacks and strokes. One in six people in Australia will be affected by stroke. It is the nation's leading cause of disability. Because they discourage cycling, helmet therefore increases overall health costs.

F) Helmet laws will have an even greater effect on future cycling by reducing the popularity and viability of city bike schemes

The City of Sydney wanted to introduce a bicycle hire scheme if it could be granted an exemption from compulsory helmet laws. The poor performance of Melbourne's scheme, in which only 20,600 bikes were hired in the first four months, convinced the council to hold off. Successful schemes tend to be in cities without compulsory helmet laws. One million bikes were hired in the first two weeks of London scheme's, and 1 million were hired in the first four months in Montreal - http://www.smh.com.au/nsw/bike-hire-plans-hinge-on-helmets-20120304-1ub4f.html

Australia's bicycle helmet laws became newsworthy because of evidence that Melbourne's bike hire has been crippled by the helmet law - see the Herald Sun article at http://www.heraldsun.com.au/opinion/let-our-cyclists-bare-all-if-thats-what-they-want/story-e6frfhqf-1225911314577 Melburnians were taking 140 rides a day on the 600 bikes at a cost to taxpayers of $5.5 million over four years http://m.theage.com.au/victoria/a-new-helmet-to-bring-riders-into-the-fold-20100828-13wxk.html

Compare this with Dublin's 450 bikes - used nearly 4,000 times per day - http://www.irishtimes.com/newspaper/ireland/2010/0809/1224276416971.html

Monash University's Monash Obesity & Diabetes Institute (MODI) reports that Australia is today ranked as one of the fattest nations in the developed world. The prevalence of obesity in Australia has more than doubled in the past 20 years. According to MODI, obesity has become the single biggest threat to public health in Australia and has overtaken smoking as the leading cause of premature death and illness.

The significant and continued reductions in cycling because of helmet laws add to the burden of ill-health caused by obesity and lack of exercise.

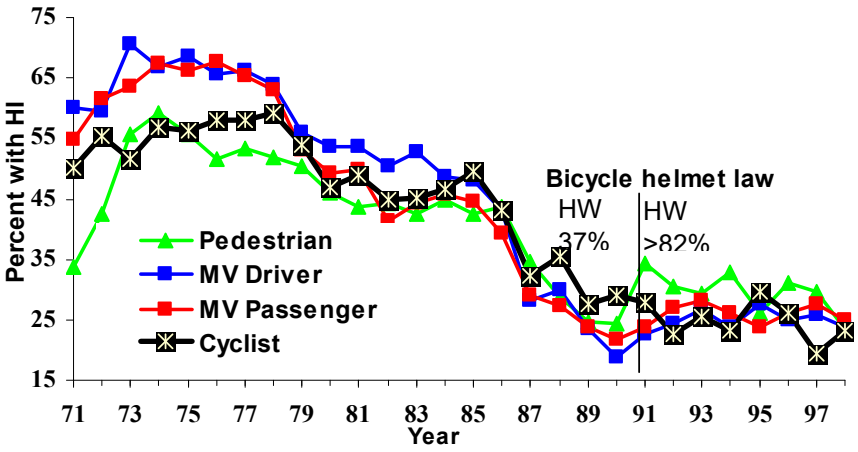
J) Increased risk of injury per cyclist since helmet laws were introduced

Several analyses have compared numbers of injuries with the numbers of cyclists. They all suggest that injuries per cyclist have *increased from what would have been expected without helmet laws*.

In New Zealand, from 1989 to 2011, average time spent cycling (on roads and footpaths) fell by 79% for children aged 5-12 (from 28 to 6 minutes per person per week) and 81% for 13-17 year olds (52 to 10 mins/person/week). Adult cycling declined from 8 to 5 minutes/person/week then trended back up to 8 minutes. Graphs of cycle use over time provide strong evidence that the requirement to wear a helmet discouraged cycling.[14]

The reductions in cycling were accompanied by increased injury rates. Between 1989 and 2012, *fatal or serious injuries per million hours of cycling increased by 86% for children* (from 49 to 91), 181% for teenagers (from 18 to 51) and 64% for adults (from 23 to 38).[14]and an even steeper decline in popularing after helmet laws were introduced. which suffered a greIn 1991, every state with an enforced helmet law (red lines) had a reduction in cycling to work, but the increasing trend continued in states without enforced laws, only to be reversed by 1996, when all states had enforced laws and only 1.66% cycled to work in Qld, WA and the ACT, substantially less than the 2.28% in 1991.

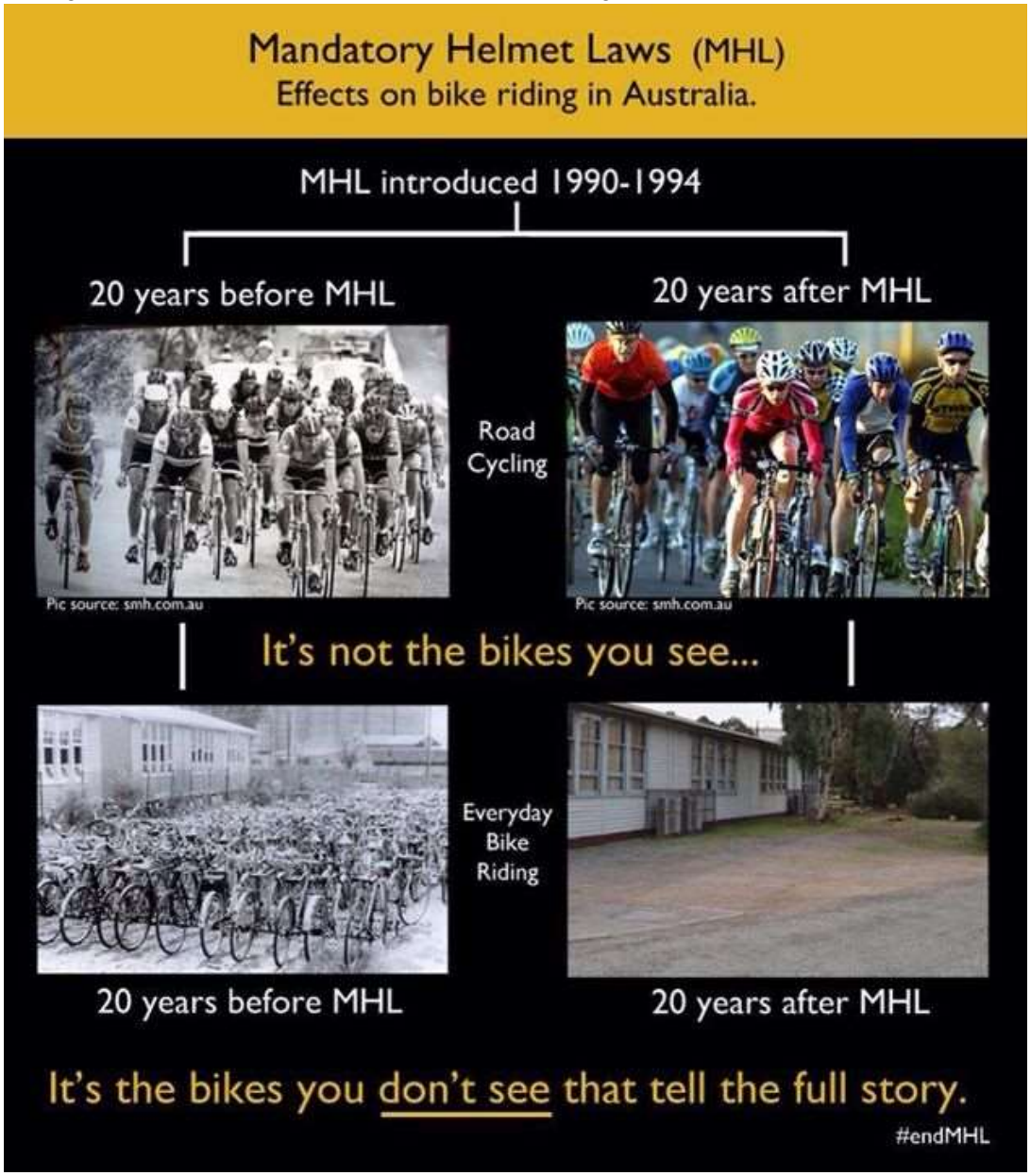
E) No obvious decline in percentages of cyclists with head injury when helmet laws were introduced - hospital statistics show percentages of cyclists with head injury followed the same trends as other road users



The graph above of road users admitted to hospitals in Western Australia clearly shows that head injury percentages follow a similar trend for all road users, with little or no obvious benefit of a law that increased helmet wearing from 37% to about 82% of all cyclists.

F) Laws discourage the safest cyclists.

A Norwegian study asked cyclists about their attitudes to risk and concluded that helmet laws disproportionately discourage the safest cyclists.[15] A good example is the disproportionate drop in cycling to work in regional areas, evident in Australian census data. Regional cities such as Armidale, NSW, have wide streets, less traffic, and shorter travel distances than major capital cities. Armidale and other regional cities seemed like very safe places to cycle until helmet laws were introduced. The large reductions in cycling to work in regional areas illustrate how well-meaning policies can backfire. Cycling was discouraged because helmet laws made cycling less convenient and less enjoyable, and made people think that it was extremely dangerous.



The photos left, compiled by the Upright Bicycle Riders Society of Australia aptly illustrate

evidence that riskier types of cycling (where it's normal to wear a helmet) were much less discouraged than safe, normal, everyday cycling for transport. This may be one reason why injury rates per cyclist are much higher than would have been expected without helmet laws.

G) Risk compensation.

Helmet wearing can increase accidents by changing the attitude of drivers. In certain urban environments, drivers gave less room when overtaking helmeted cyclists.[16] The research was conducted by Dr Ian Walker, who was hit twice when conducting this research - by a truck and a bus - both times when he was wearing a helmet http://www.eurekalert.org/pub_releases/2006-09/uob-wah091106.php Dr Walker and several other researchers also found that drivers give more room to female cyclists. The difference in drivers' attitudes seemed particularly apparent in the months after the helmet law was introduced. I personally found that the combination of reduced safety in numbers and the riskier attitude of drivers towards a helmeted female cyclist made the roads seem so much more dangerous that I seriously considered giving up cycling. Many people say they don't cycle because of the dangers. Repealing helmet laws could increase safety in numbers and encourage less risky driver behaviour, creating much greater improvements in cyclist safety than large amounts infrastructure spending.

H) Incomplete and misleading evaluations.

Very few evaluations of helmet laws have considered the full effect of helmet laws in discouraging a healthy activity and reducing safety in numbers.

A newspaper report in 1996 described the experience of a pregnant mother spending a night in a lock-up for refusing to pay helmet-law fines. Mr Max Cameron, a senior researcher at Monash University Accident Research Centre, was quoted, saying *"his studies of bicycle-related hospital admissions showed conclusive evidence that helmets worked. For four consecutive years after helmets became compulsory we had a 40 percent drop in head injuries over what we had before."* Such comments could mislead the public into thinking that the entire 40% reduction was due to increased helmet wearing, even though a cursory examination of the data (graph, E above) reveals large and obvious reductions in non-head injuries, implying that much of the reduction was because the law discouraged cycling.

I) No benefit from helmet laws in Canada.

An editorial in the BMJ in 2013 discussed research showing that the effect of Canadian helmet legislation on hospital admission for cycling head injuries "*seems to have been minimal.*"[17] The editorial noted that the new study "*has somewhat superior methodology*" and discussed potential flaws in case-control studies where *"analyses are conditional on having an accident and therefore assume that wearing a helmet does not change the overall accident risk*." Also noted were the health benefits of cycling and potential losses from reduced cycling, reduced safety in numbers and risk compensation.

Further details, evidence and information

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14. http://cycle-helmets.com/. *Trends in cycling, walking, and injury rates in New Zealand. Available at: cycle-helmets.com/new-zealand-road-users.html.* 2014.
15. Fyhri, A., T. Bjornskau, and A. Backer-Grondahl, *Bicycle helmets - A case of risk compensation?* Transportation Research Part F: Traffic Psychology and Behaviour, 2012. **15**(5): p. 612-624.
16. Walker, I., *Drivers overtaking bicyclists: Objective data on the effects of riding position, helmet use, vehicle type and apparent gender.* Accident Analysis and Prevention, 2007. **39**(2): p. 417-425.
17. Goldacre, B. and D. Spiegelhalter, *Bicycle helmets and the law.* BMJ, 2013. **346**.

ID	Location	Street/Intersection	Description of Proposed Treatment	Rank	Action	SLA Transport Remarks
NEW	Curtis Park	Cycleway between Faulkner St and Marsh St	Fix cycleway drainage near creek	NEW	Short term	Affects a lot of people
NEW		All roads with road markings for cyclists	Repaint Road Markings	NEW	Short term	Affects a lot of people
26	Armidale	White Avenue/Shambrook Avenue/Miller Street	Option 3: Provide shared path on White Avenue from Shambrook Avenue to Handel Street	2	Short Term	**The off-road sections of 25 & 26 could be built for a lot less than the Consultant's costing of either**. Of all the options in this area of town, linking Shambrrok Ave and Handel St should be highest. Provides best boost to network connectivity (ie traversing bypass and railway), at lower cost that kms of new paths
25	Armidale	White Avenue/Shambrook Avenue/Miller Street	Option 2: Provide shared path from the corner of Glenelg Road and Helen Avenue, via Helen Avenue Park	2	Short Term	Lesser alternative to 26
27a	Armidale	Martin Street /Mott Street	Investigate the feasibility for a new pedestrian and cycling link between Martin Street and Mott Street for better connectivity and safety.	4	Short Term	**This ranking applies only to the link between Beardy St and Shambrook**. Paving Mott St would be a much lower priority
1	Armidale	Rail Trail Route	Off- or on-formation from Armidale Station to Old Inverell Road	1	Short Term	This section of the route will connect Brown St to the western Growth Area. If the NSW Government does not grant a lease for a rail trail, the route should use Beardy St, then cross to an off-road path on the northern side of Shambrook Avenue parallel to the rail corridor
17	Armidale	Madgwick Drive	Maintain damaged section of drainage, line-marking and signage. More investigation on re- designing of cycleway along Trevenna Road from Library Road to Clarks Road and along Madgwick Drive and Niagara Street to McLennan Street to make it safer for cyclists.	7	Short Term	This ranking is for the maintenance. Cyclists should be consulted before any redesign of the cycleway. High priority - existing asset that is deteriorating. They could stage this to achieve a lot that does not cost $1.3m ie some lengths of the 3km are fine. This should be considered in conjunction with 18, that is, they are staged together. Merging bike lane at trevenna avenue/elm ave roundabout is dangerous.
NEW	Armidale	Butler Street	Provide cycle lanes along Butler Street from Dumaresq Street to Murray Ave	NEW	Short Term	This is great north south feeder alternative to Markam
20a	Armidale	Markam Street	Uphill cycle lane from Donnelly St to Erskine		Short Term	Easiest grade of any north hill approaches
22	Armidale	Orr Drive/Drummond Memorial Park	Option 1: Provide a shared path from Donelly Street and Orr Drive through Drummond Memorial Park from Erskine Street to Scholes Street via Crest Road and Harden Street Option 2: According to the Development Control Plan for Link Road South Precinct, provide shared path going through Monro Street and Ash Tree Drive to link with Scholes Street and Markham Street	9	Short Term	No problem with enhancing Orr Drive Confusing
43	Armidale	Armidale CBD	Identify the suitable location/s across the Armidale CBD to provide bike parking facilities for better connectivity with path.	16	Short Term	CBD parking facilities high priority
48	Armidale	Jessie Street/Beardy Street	Provide Cycle Parking in front of Armidale Centro	16	Short Term	CBD parking facilities high priority, but why only this one specified? Seems good though to have parking right there in street; good addition to bike parking in the carpark
21a	Armidale	Madgwick to Crest Rd via 1a Niagara St	Much better route than Erskine - safer & less hilly		Short Term	Requires the off-road path shown on the approved DA for 1a Niagara St to be constructed
21b	Armidale	Niagara St cycleway crossing to Crest Rd	Much better route than Erskine - safer & less hilly		Short Term	Existing route along Tysoe Cres. No treatment required, except to include the route on a map
21c	Armidale	Erskine Street	Provide cycleway along Erskine Street from Niagara Street to Cookes Road	9	Short Term	Uphill lanes on street both sides but not down
27b	Armidale	Mott Street/ Shambrook Ave to Bundarra Rd	Investigate the feasibility for a new pedestrian and cycling link along Mott St. from Shambrook Ave to Bundarra Rd	4	Medium Term	
18	Armidale	Elm Avenue/Handle Street/Queen Elizabeth Drive	Provide cycleway along Elm Avenue/ Handel Street/ Queen Elizabeth Drive from Madgwick Drive to Niagara Street. This will make a loop utilising the existing cycle way. Also, this provides a better opportunity for further upgrades.	12	Medium Term	Regardless of the overall loop costing $1m, a high priority should be linking cycleway at Niagara St with Madgwick lanes, and connections between cycleway and Niagara St
19	Armidale	Handel Street	Provide a shared path along the northern side of Handel Street between Old Inverell Road and Elm Avenue	12	Medium Term	
64	Armidale	Kirkwood Street	Provide a shared path along Kirkwood Street from the Kirkwood Street/Marsh Street intersection to the Markham Street/Kirkwood Street intersection would allow better connectivity.	12	Medium Term	I use this route regularly. Hardly any traffic, so cycle logos on the road would be as good as anything. Not much parking. Good route for when path is flooded out. Should it be a shared path for a $0.5m spend or on-road treatment better? What happens at Marsh?
20b	Armidale	Markham Street	Provide cycleway on Markham Street from Kentucky Steet to Erskine Street	9	Medium Term	
14	Armidale	Barney Street / Grafton Road	Implement shared paths along the southern side of Grafton Road/Barney Street from Castledoyle Road to Brown Street	8	Medium Term	Confusing. Shared path from Lara Ave to Cookes Rd is built on north side already.
74	Armidale	Chestnut Avenue	Provide a cycling path from Rockvale Road to Old Glenn Innes Road via Chestnut Avenue to support the Development Control Plan for Chestnut Avenue Precinct	12	Medium Term	
28	Armidale	Martin Street /Mott Street/Bundarra Road/Miller Street/Uralla Road	Provide shared path from Alahna Drive to Martin Street and to Bundarra Road via Martin Street and Motts Street Provide shared path along Golf Links Road from Shambrook Avenue to Bundarra Road	15	Medium Term	
8	Armidale	Brown Street	Provide a new shared path along Brown Street from O'Dell Street and Barney Street	16	Medium Term	Confusing
1	Black Mountain/Ben Lomond	Black Mountain/Ben Lomond	Construct New England rail trail to link Black Mountain and Ben Lomond for walking, running & biking	25	Medium Term	
NEW	Armidale	Cluny Rd to Clarkes Rd via Kruideniers	Provide shared path from Kruideniers across unformed section	NEW	Medium Term	
60	Armidale	Link Road/Cluny Road/ Madgwick Drive	Provide shared path along Link Road from Scholes Street to Cluny Road connecting Madgwick Drive existing cycle lanes that run along the edges of Madgwick Drive and Niagara Street. This would provide an active transport link to UNE, the city centre and new development areas proposed in the Link Road South Precinct.	18	Medium Term	Change speed limit to 60-50k/h is higher priority
73	Armidale	Watson Avenue / Yoogoonda Gully	Provide a cycling path along Yoogoonda Gully from Erskine Street to Watson Ave. Provide a cycling path along Watson Ave to connect to cycling path on Rockvale Road	19	Medium Term	Lower priority
61	Armidale	Kentucky Street/Uralla Road	Provide shared path on Kentucky Street from O'Connor Road to all the way to NEGS and Moore Park Road along Uralla Road to provide a good connection to the school and to connect with proposed UNE cycleway. Investigate further at design stage.	20	Medium Term	
68	Armidale	Kentucky Street	Provide shared paths along Kentucky Street from Markham Street to Miller Street on both sides for students and park users	20	Medium Term	Shared paths on BOTH sides? Expensive.

39	Armidale	Marsh Street/Dumaresq Street	Implement a shared path from the existing paths on Marsh Street to the existing shared path on the Creeklands.	22	Long Term	
57	Armidale	Dumaresq Street	Provide Kerb ramps to allow cyclists heading for the CBD. Investigate further in the design stage.	22	Long Term	
72	Armidale	E Creeklands cycleway/ Merinda Place Street	Provide a cycling route through Sylvia Crescent to connect E Creeklands Cycleway to existing cycling routes on Merinda Place Street. Provide refuge island at the intersection of Erskine Street and Sylvia Street	22	Long Term	
42	Armidale	Dangar Street	Provide designated lanes for cyclists on roads from Civic Park to O' Connor Road	25	Long Term	Higher priority, in terms of providing more north-south routes. This is a key one: railway crossing, smooth surface, wide carriageway
71	Armidale	Glenn Innes Road	Provide a shared path to support the Development Control Plan for Chestnut Avenue Precinct along Glenn Innes Road, between Erskine Street to New England Highway	25	Long Term	
75	Armidale	Old Glenn Innes Road	Provide a shared path between Glenn Innes Road and Stony Ridge Road	25	Long Term	
40	Armidale	Kirkwood Street East	Provide a shared path along Kirkwood Street East from Taylor Street intersecting with the Creeklands shared path to the existing footpath on Cookes Road	29	Long Term	
47	Armidale	Canambe Street	Provide future pedestrian/cyclist crossing of Dumaresq Creek close to O'Connor School at end of unformed section of Canambe Street, as there is an existing shared pathway along the northern side of Dumaresq Creek. This ID is related to ID-63.	29	Long Term	
37	Armidale	Taylor Street	Connect missing links along Taylor Street - Provide shared path at the eastern side between Donnelly Street and Dumaresq Street for better accessibility to nearby parks and connect the existing footpaths. - Provide shared path between Mann Street and Kentucky Street	31	Long Term	
5	Guyra	Ollera Street/Guyra Road	Provide shared path on Ollera Street/Guyra Road across the town to connect Guyra with pool, showground, tennis courts and playing fields, etc. Investigate further in the design stage.	31	Long Term	
9	Guyra	Guyra-across the town	Provide Kerb ramps across the Guyra town to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility	31	Long Term	
10	Guyra	Urandangie Road	Provide a shared path from Urandangie Road all the way to Guyra Dam. Investigate further in the design stage.	31	Long Term	
9	Other villages- Ben Lomond, Black Mountain, Hillgrove, Wollomombi , Ebor	Other villages	Provide Kerb ramps in villages to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021- Design for access and mobility	31	Long Term	
8	Guyra	Oban Street/Falconer Road	Provide a shared path from Oban Street and Falconer Road all the way to Guyra Dam. Investigate further in the design stage.	36	Long Term	
12	Armidale	Lynches Road	Provide a shared path along Lynches Road between Perrott Street to Taylor Street and provide crossing the railway line near Taylor Street	37	Long Term	
32	Armidale	Tancredi Street	Provide a shared path from Golgotha Street to the east to Markham Street via Tancredi Street, Creeklands, Dumaresq Street	37	Long Term	
70	Armidale	Galloway Street	Connect the existing shared path around Bicentennial Park with the proposed shared path at the intersection of Kentucky Street and Butler Street. Connect From the existing shared paths at the intersection of Perrott Street and Galloway Street to Butler Street via Galloway Street.	39	Long Term	
3	Guyra	Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road	Provide shared paths all the way along Baldersleigh Road, McKie Parkway, Lagoon Road and Jabez Hill Road to provide better opportunities in town. Investigate further in the design stage.	39	Long Term	
56	Armidale	Link Road	Shared path on the Southern side of Link Road from Scholes Street to heading East to provide connection to the eastern residential areas along Link Road and Stony Ridge Road (i.e. the Armidale Walking Trail network).	41	Long Term	
41	Armidale	Dumaresq Dam and the University of New England	Provide crossing for pedestrian and cyclists at the intersection of New England Highway (NEH) and Link Road to get to the Stony Ridge Road. Investigate the provision of a safe cycling route and provide shared path to important locations like Dumaresq Dam and the University of New England.	42	Long Term	
34	Armidale	Kelly Plains Road	Extension of shared path along Kelly's Plains Road from Translator Road to Platform Road	43	Long Term	
35	Armidale	Dangarsleigh Loop	Extension of the shared path from Dangarsleigh Road to Platform		Long Term	

Lilian Colmanetti

From: Jessica Healey [redacted]
Sent: Tuesday, 2 July 2024 9:11 AM
To: Lilian Colmanetti
Cc: Linda Makejev
Subject: CM: FOR ACTION: Armidale Active Transport Strategy - Active Transport review comments
Attachments: ATS Review Comments Armidale Council 25 June 2024.xlsx

Morning,

Thank you for providing your Active Transport Strategy for TfNSW comment. Strategies under GNA must be endorsed by the Active Transport team before they can be finalised. This ensures consistent, high quality project outcomes that are aligned with GNA requirements. This approach increases the likelihood of any subsequent GNA design or construction funding applications for the project scoring well.

TfNSW comment is provided if you could please review the attached TfNSW commentary for your consideration and action.

We ask that you utilise the council comment column to provide a comment/response to the items highlighted and return to [redacted] ASAP or by Monday 15 July.2024.

[redacted]

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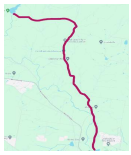
Project	Armidale Active Transport Strategy
Project ID	
Council	Armidale Council
Stage	Active Transport Strategy
Date	25-Jun-24
Doucments	Armidale Active Transport Strategy Final 10 May 2024

Review Register

ID	Theme	Transport for NSW Comment	Page Number	Technical Reference	Priority
1	Community Engagement	Strategy is quite long which may pose a barrier for enagigng with community. Consider providing an easy to read short summary of the strategy. This can be regularly used when engaging with the community on projects and active transport realted issues.	General		High
2	Footpath width	Transport for NSW adopts walking space guideline for best practice around minimum path widths. Alignment with these guidelines greatly improves the attractiveness of walking infrastructure.	63	Transport for NSW Walking Space Guidelines Get NSW Active FY24/25 Guidelines	High
3	Construction	Unit rate for footpath construction seems low, please confirm that is an accurate rate. Has inflation been considered for this rate?	63		Medium
4	Pedestrian crossings	Warrants for pedestrian crossings are only limited to the State road network. The Australian Standard calls for pedestrians crossings where speed limit is 50km/h or less, one travel lane in each direction and adequate lighting. A movement and place should be adopted for consideration of crossing type. The Australasian Pedestrian Facility tool is also a good resource for selecting an approximate facility. The GNA program favours projects that provide pedestrian priority at crossing points.	68	Transport for NSW Pedestrian Crossing Guideline TS 00043:1.0 AS1742.10 2009 https://austroads.com.au/network-operations/network-management/pedestrian-facility-selection-tool	Medium
5	Speed zoning	Transport for NSW Cycleway Design Toolbox and GNA guidelines support street environments for 30km/h or less where vehicles and bicycles share travel lanes. Any proposed speed zoning changes should be discussed with local Transport for NSW Community Partnering team member.	71	Transport for NSW Cycleway Design Toolbox Get NSW Active FY24/25 Guidelines NSW Speed Zoning Standard	High
6	Footpath width	Update to align with GNA FY24/25 guidelines. Minimum path width is 1.8m which is based on past project performance and improving accessibility standards.	80	Transport for NSW Walking Space Guidelines Get NSW Active FY24/25 Guidelines	Critical
7	Shared Path width	Minimum shared path width in GNA guidelines is 3m with desirable shared path width of 4m. It is noted that this is based on poor performance of previously constructed 2.5m wide shared paths.	80	Transport for NSW Cycleway Design Toolbox Get NSW Active FY24/25 Guidelines	Critical
8	Cycleway	Ensure new cycleway design includes separation from vehicles for eligibility with GNA funding. Please note that drainage maintenance and improvements falls outside of funding guidelines.	88	Transport for NSW Cycleway Design Toolbox Get NSW Active FY24/25 Guidelines	Critical
9	Cycleway	Ensure that any on road facility has separation from vehicle traffic for eligibility with GNA funding.	89	Transport for NSW Cycleway Design Toolbox Get NSW Active FY24/25 Guidelines	Critical
10	Crossing Facility	Also consider pedestrian crossing facility to improve crossing opportunities.	98	Get NSW Active FY24/25 Guidelines https://austroads.com.au/network-operations/network-management/pedestrian-facility-selection-tool	Low
11	Crossing Facility	Crossing facility at NEH will need TfNSW endorsement. Refer to https://www.transport.nsw.gov.au/system/files/media/documents/2022/approvals-for-council-delivered-upgrades-guide-for-works-within-the-road-reserve.pdf	100	https://www.transport.nsw.gov.au/system/files/media/documents/2022/approvals-for-council-delivered-upgrades-guide-for-works-within-the-road-reserve.pdf	Medium
12	Funding	Please note that a path with a primary function for recreational use is unlikely to be competitive for GNA funding.	103	Get NSW Active FY24/25 Guidelines	Low
13	Crossing Facility	Consider including the existing pedestrian refuge at Jessie Street and Barney Street on the prioirty list for upgrades. Transport has received two complaints in 2021 regarding safety of this crossing facility. It is also close to a school.			High
14	Crossing Facility	Consider adding a pedestrian facility on Kentucky Street between Market Street and Butler Street to support active transport trips to and from Armidale Secondary College. TfNSW has recieved one complaint regiaring the lack of pedestrian facilities in this location.			High

Submission	Name	Submissions - comments	Submissions - proposed timing	Responses
Community	Community groups and residents - Cr Dorothy Robinson	Route 24, the Consultants have misunderstood the intent of the DCP, where Option a) is shown as a path parallel to Shambrook Avenue serving the same purpose as the Rail Trail. If the rail trail goes ahead, route would serve no benefit		Subject to further investigation.
Community	Community groups and residents - Cr Dorothy Robinson	Routes 25 and 26 are shown in the DCP as off-road links connecting Shambrook Avenue to either the corner of Glenelg Road and Helen Avenue or White Avenue. Developers are therefore unlikely to want to pay for more than is necessary. The clear winner is the shared 175 metre off-road path from the end of White Avenue to Shambrook Avenue, because it links to Elm Avenue, a main route to UNE. At $185 per square metre for a reinforced path, or $555 per linear metre for a 3 metre wide path (pdf page 80, Sect 6.2), the total cost should be about $97,125.		Subject to further investigation.
Community	Community groups and residents - Cr Dorothy Robinson	The stated cost the White Avenue link in the draft Strategy is $594,313. This is hard to understand because White Avenue is a quiet no-through-road with minimal traffic and no need for any special facilities for cyclists and a normal footpath for pedestrians.		Subject to further investigation.
Community	Community groups and residents - Cr Dorothy Robinson	Can the Consultants comment on whether the first priority should be the 175 metres of off-road path from the end of White to Shambrook Avenues, and whether the unexpectedly high cost relates to due to the provision of lighting for the off-road path		Subject to further investigation.
Community	Community groups and residents - Cr Dorothy Robinson	Martin Street to Shambrook Avenue is also a really important low-cost link (approximately 50 metres) that should be incorporated into the plan as soon as possible, ideally with an appropriate level of lighting. However, the utility of a cycle path along the 620 metres of unmade section of Mott St to Bundarra Road is less obvious, especially noting that the existing track may be suitable for cycling with little or no upgrading		Already added a link for shared path in ID 27 and 28.
Community	Community groups and residents - Cr Dorothy Robinson	Can the Consultants comment whether the next priority should be Martin Street to Shambrook Avenue and why the 620 metres of unmade track is listed as 3.96 km? Is there any traffic on this no-through-road that would pose any danger to cyclists or walkers		Added ranking 14
Community	Community groups and residents - Cr Dorothy Robinson	Connect the shared path from Kentucky Street to Ross Street on Markham Street"- Surely the vast majority of cyclists will use the road (as they do on Perrot Street) so the purpose of a shared path is not clear and could significantly increase the risk of conflict with vehicle drivers and injury to cyclists in the area. How would a shared path be constructed here and what evidence do the Consultants have that this might be a good idea?		Agreed-Provide footpath to link existing path. Refer to ID-31
Community	Community groups and residents - Cr Dorothy Robinson	A serious safety issue was created by the construction of the new roundabout at the intersection of Madgwick Drive and Trevenna Rd, because the cycle lanes disappear into a point instead of creating a safe way for cyclists to merge into the traffic stream. Can this be listed as requiring urgent attention in the Strategy? CycleSafe's submission in August 2023 noted another serious safety issue: the lack of edge lane markings on cycle to indicate that vehicles should stop to give way to cyclists using the lane. As yet, there has been no attempt to fix this serious safety issue. The Strategy should address what should be done to remedy serious safety issues before they cause a serious injury.		Agreed, refer to ID 17 & 18. Previous ID-18 treatment removed
Community	Community groups and residents - Cr Dorothy Robinson	Should this be "to Canambe Street"? How do the benefits of this proposal compare with, say extending the existing cycleway eastwards? How will it fit in with proposals for cycleways in the area on the northern side of Grafton Road? Where will cyclists cross Grafton Road – at the Cananbe Street roundabout?		Agreed-this should be to Canambe Street-refer to ID 14 and ID63
Community	Community groups and residents - Cr Dorothy Robinson	Markham Street is one of the few roads where it is possible to cross the railway, so it is an important N-S route for both cyclists and motorists. The least satisfactory section of this route is northbound between Beardy and Rusden Streets because the Wombat crossing creates a pinch point that causes conflict between cyclists and motorists. The pinch point was is necessary because of the conflict between pedestrians on the zebra crossing and motorists. Without a pinch point to ensure pedestrians are highly visible, negligent vehicle drivers do not look out for pedestrians on the crossing. A 76 year old man was struck and killed on this crossing in August 2019. Can the Consultants recommend a design for this section of Markham Street that maintains the safety of pedestrians without detrimentally affecting the safety and convenience of cyclists? One possibility would be to remove 3 parking spaces on the approach to the crossing from Beardy St and reduce the width of the pinch point. Another possibility would be to double with widen the nature strip so that it can accommodate indentations for vehicle parking. This might allow for up to 6 parking spaces on the southbound lane, while providing space for a green coloured cycle lane sufficiently far away from the parking spaces that opening car doors do not encroach into the cycle lane. If a solution can be implemented on Markham between Beardy and Rusden Street, when the Strategy comes to be revised in a year or so, it could serve as model for how to cater for and encourage active transport in Armidale.		Part of the design process - Create an experimental design for Markham St between Beardy and Rusden Sts to make it cycle-friendly and serve as a possible model for cycle-friendly treatment at other locations in Armidale
Community	Community groups and residents - Cr Dorothy Robinson	The roundabout at the intersection of Markham and Rusden Sts currently has no speed pillows and is also a major hazard for cyclists, especially at dusk and after dark. The requires urgent treatment to improve safety.		Added speed pillows.Treatment for this intersection is already in Strategy, refer to ID-49-Provide refuge island on southern leg of Markham Street and eastern leg of Rusden Street
Community	Community groups and residents - Cr Dorothy Robinson	Currently, most cyclists coming from UNE via the Madgwick lanes to the highest point on Erskine Street (the Crest Road roundabout) would almost certainly want to use the cycleway included in the plans for the subdivision at 1A Niagara Street because of the much easier gradients. Cyclists using the cycleway from UNE and headed towards Crest Road are likely to prefer an alternative route via Tysoe Crescent. The most strenuous gradients eastbound on Erskine St are from Oak Tree Drive to Crest Road. Although currently, cyclists are often seen ascending this gradient, very few will do so once the new cycleway in the 1A Niagara St development is completed. The latter should therefore be the priority. Perhaps council could work with the developer to speed up this work, and also provide a safe road intersection treatment to allow westbound cyclists to access the westbound cycle lane on Niagara Street. For westbound journeys, the strenuous section of Erskine Street is from Jubilee Rd to Crest Road. It is not known how many cyclists actually ride up this section, or whether they find alternative routes. Further consultations with local cyclists would therefore be required, when the current Strategy is reviewed, before any recommendations could be made		Part of the design process
Community	Community groups and residents - Cr Dorothy Robinson	Monro Street is to become an access road for a new subdivision so Option 2 will happen when work starts on this subdivision. The only issue is with Option 2 is therefore the timing, as it is with the cycleway to be completed as part of the subdivision at 1A Niagara Street.		Change priority as long term for option 2 in ID 22. Part of the DCP
Community	Community groups and residents - Cr Dorothy Robinson	The shared path from Donnelly Street is an interesting idea. There is no need for any treatment on Orr Drive or Harden Street, but the sealed road beside the Kookaburra Crest Mountain Bike facility has seen better days and would need to be upgraded to a properly sealed cycle route.		Disagreed
Community	Community groups and residents - Cr Dorothy Robinson	Repaint the cycle lane markings to encourage drivers to check for cyclists on the Niagara Street cycle lanes instead of requiring cyclists to pull out into traffic lane if any vehicles are approaching from Verna Close		Agreed, ID 17 and ID 18
Community	Community groups and residents - Cr Dorothy Robinson	Install traffic pillows at the Rusden/Markham roundabout		Agreed and added speed pillows. Treatment of this intersection is already in Strategy, refer to ID-49-Provide refuge island on southern leg of Markham Street and eastern leg of Rusden Street
Community	Community groups and residents - Cr Dorothy Robinson	Create a safe intersection treatment at the Elm Avenue/Trevenna Road roundabout for westbound cyclists using the Madgwick Drive cycle lane		ID 17 and ID 18
Community	Community groups and residents - Cr Dorothy Robinson	Widen the base of the road sign on the shared path on Dumaresq Street to make it easier for cyclists to pass underneath (see photos overleaf).		Subject to further investigation.
Community	Terry Manley	ID 1 The main investment priority seems to be the Rail Trail to the north. If this is the case then benefiting from its installation is important, as is enhancing the experience of those that will use the Trail. The current proposal for Trailhead is in the area between Ampol Street and the Railway. To promote active transport a route from this location to the town centre is important. The Trail may also provide a future route to Dumaresq Dam (ID 41) with a turn off from the Trail around Meadow Road.		Noted
Community	Terry Manley	ID 24-26 I do not see any of these options as high priority. Linking the proposed development area in the direction of Elm Avenue and the University seems a step in the wrong direction. Perhaps for students travelling from the Shambrook Road area it could be of use, but not for cyclist/pedestrian residents wishing to access the town. The link across to Martin Street/Beardy St as per ID 27 seems much better placed and useful.		Part of the DCP. Remove path along Elm Aveneue-Merging bike lane at Trevenna avenue/Elm ave roundabout is dangerous
Community	Terry Manley	ID 27 Martin Street/ Mott Street link. This could easily be achieved because the Rail Trail passes between these street ends. A ramp on and off the Trail to the said streets should achieve this. Also the off ramp to Martin Street is at the end of Beardy Street, which could provide a suitable route directly to the town centre. Beardy Street tends to be less used by traffic due to several Give Way signs along this route making it suitable for use by bicycles and pedestrians. It leads directly to Centro, Bike shops and the Mall. Cyclists arriving by train or car at the Trailhead would easily access the city centre via this route. A plan to enhance this as a dedicated shared route would be of great benefit.		Noted. There is already an existing footpath on Beard Street. Agreed no connection between Martin St and Niagra St along Beardy St

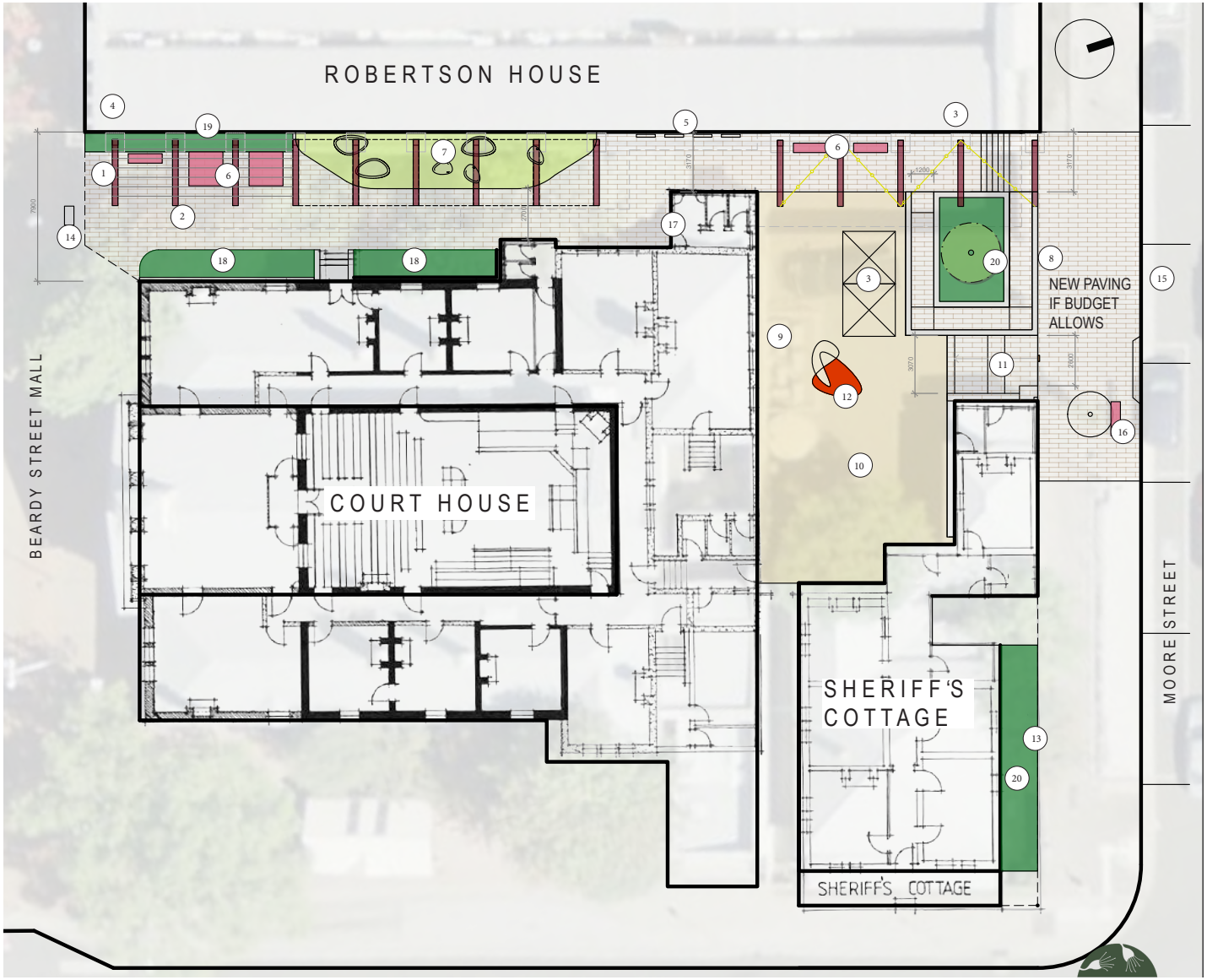
Submission	Name	Submissions - comments	Submissions - proposed timing	Responses
Community	Terry Manley	ID 2 & 3 Crossings at Railway Station and provision of pedestrian pathways in this vicinity. As I use the train several times a year and sometimes walk to or from the station I am aware of the lack of easy, safe access for pedestrians. Again in light of an increased use by active transport with the construction of the Rail Trail this should have priority.		Subject to further investigation.
Community	Terry Manley	ID 16 This recommendation is regarding the poor upkeep of present pathways in Armidale. This ID has not been listed in the ranked items and in the ID list is merely stated "Council to investigate the location of poorly maintained pedestrian and cycling facilities and infrastructure." Although Council has done maintenance on the main shared pathway along the creekland in recent times, notably near Belgrave Cinema, there are sections that consistently hold water for days after a rain event. Perhaps the long term plan delays Council in attending to this section, but priority should be given to a short-term, low-cost solution of gravel drains on the creek side of these 'ponds' to drain water after rain/flood events		Agreed, add ranking in Strategy. Ranking 3- Short term
Community	Helen Webb	The New England Rail trail will now go ahead or not based on its merits and does not need to be prioritised		Noted.
Community	Helen Webb	There is no need to prioritise connectivity to Shambrook Avenue until the outcomes of planned urban expansion become evident. It may be that funding from this development as it proceeds will be available to construct an effective bicycle link. Nevertheless, the most obvious and likely cost effective option for connectivity to Shambrook Avenue would be construction of a short (approx 50m) track from Martin Street/Beardy Street to link with the rail trail, hence the southern side of town		Agreed to add footpath from Martin/beardy St- refer to ID 86
Community	Helen Webb	The prioritising of an on-road cycleway along Erskine Street between Marsh Street and Niagara Street at a cost of $1.5m is questionable. Most cyclists I have spoken to who ride regularly to the university prefer to avoid the steep hill on Erskine Street and take a longer more gently sloping route, often along the creeklands. This may, however, be justified if there is found to be sufficient community support, particularly in the light of increasing use of e-bicycles.		Noted.
Community	Helen Webb	Provide a shared path on the eastern side of Taylor Street between Donnelly and Dumaresq Streets. We walk this way often and the footpath runs out between Donnelly and Dumaresq Streets and find ourselves walking along the road in places here, especially if the grass is wet. The best location for a footpath is probably on the eastern side of Taylor Street. It is unfortunate that the design of the supporting framework for the flood hazard gate positioned here obstructs what would otherwise be the most obvious location for a foot path. The support frame for the gate on the western side of the path was constructed in a way that does not obstruct a footpath alignment. A path on both the eastern and western sides of Taylor Street would be appropriate as there is a lot of pedestrian and vehicle activity in this area during sporting events. The area needs further assessment as to the most cost effective and environmentally acceptable option as issues such as obstruction from road signs and the narrow culvert across Dumaresq Creek. Any footpath designs should provide for retention of the mature trees growing alongside Taylor Street and Kirkwood Street.		Part of the design process
Community	Helen Webb	Works to define a clear route for cyclists alongside Dumaresq Street opposite the swimming pool and travelling from Dumaresq Street south or north alongside Markham Street to connect with the shared path towards Niagara Street. At this busy intersection the appropriate location for cyclists to leave the path and cross Markham Street needs to be clear. Perhaps a pedestrian crossing would be appropriate here.		Noted.
Community	Helen Webb	Works to improve the safety of the intersection of Erskine and Taylor street for cyclists and for traffic in general (see point below).		Noted.
Community	Helen Webb	Some of the above works are included as part of the Creeklands masterplan. Their inclusion in this document supports their prioritisation		Noted.
Community	James Harris	6.Priorities. a.Marsh Street / Creekland / CBD link. All the Creekland links to Marsh Street and the CBD should be a high priority b.Armidale Secondary School - Agree better cycling and pedestrian facilities around Armidale Secondary School should be a priority, but link it to where they want to go. Link south through the Arboretum to the Cycleway heading south out Kellys Plains Road and link North towards the CBD road. c.Shoal Street to CBD (Route shown Appendix B)– this missing link should be a focus, ideally through the North Hill look out section (Past the Kookaburra Crest Mountain bike facility) then cross Markham St at the Old road crossing in Drummond park then down Glass and Butler streets to join the existing cycleway d.Creekland Link to Rockvale Road to Glenn Innes Road (Route Shown Appendix C) - Replace the Erskine st cycleway with a link through the parkland next to Sylvia Credit to Merinda place, then continue up Chestnut Ave to Gordon st, then off-road up to Glen Innes Road, Do not continue up Chestnut Avenue direct to Old Glen Innes road as it is too steep for cyclists e.White Avenue / Shambrook Avenue future development should be shelfed. All this cycleway development would be made redundant by the rail trail which should have good side street access at Martin St/ Old Inverell Road f.Martin Street / Mott Street junction is a no brainer to do with the rail trail		Noted.
Community	James Harris	Strava heat map shows:-The MTB trails at Sport UNE are very popular, •The Armidale State Forest MTB trails are vastly reduced in usage from prior years due to storm damage and destruction. (Opportunity) •The new Airside Business park is the defacto centre of Road Cycling racing in Armidale as it is used as a criterium track when there are no other facilities. (Opportunity!) •The existing cycleways are popular •The New England highway is virtually devoid of cyclists (right so if you care to live long a long and fruitful life! •Central Armidale roads have some that are popular for cycling, many that are not 		Noted.
Community	James Harris	Appendix B – Shoal St Cycleway /CBD link •Route Below should replace the Markham st option in the planning docs 		Markham St has been agreed with Council as a key NS route and provides a link across the rail line. Has been requested by the local community as part of engagement.
Community	James Harris	Appendix C – Creek lands Cycleway to Rockvale Road to Glen Innes Road •The existing cycleway on Erskine St to Ben Venue should be replaced by Off road link between Sylvia Close / North St to Merinda Place. (shown in Red) •Any cycleway up Chestnut Ave to Glen Innes Rd is too steep for cyclists, go through the gully (shown in Yellow) 		Consistent with item 72, part of the DCP

Submission	Name	Submissions - comments	Submissions - proposed timing	Responses
Community	James Harris	Appendix D: Alternate Cycleway to Dumaresq Dam •Below is an alternate Route to Join Armidale Creekland Cycleway to Dumaresq Dam using most UNE land •Extend Creek lands Cycleway beyond Sport UNE through the existing MTB trails to join Weirs Road at the old Gravel Pit. Go up Weirs Road past the UNE Smart Farm, this road finishes on the eastern Side of the Dam with 200m of the Dam wall. 		Disagreed, private land not public
Community	James Harris	Appendix D: Alternate Cycleway to Dumaresq Dam •Below is an alternate Route to Join Armidale Creekland Cycleway to Dumaresq Dam using most UNE land •Extend Creek lands Cycleway beyond Sport UNE through the existing MTB trails to join Weirs Road at the old Gravel Pit. Go up Weirs Road past the UNE Smart Farm, this road finishes on the eastern Side of the Dam with 200m of the Dam wall. 		Disagreed, refer to ID 41
Community	Peter Sniekers	Castledoyle Road corridor are not mentioned at all in this draft Strategy as a priority action : https://www.castledoyleroadcycleway.com.au/		This document has been sent to the Activation and Tourism team within Council for them to analyse when developing Council's Tourism Strategy.
Community	Peter Sniekers	Page 14: The box half way down on left refers to "New England Rail Trial Business Case (Armidale to Black Mountain Section, 2023)". Please correct to "Trail". Page 51: 4.2.2.2 - the Castledoyle project should have been mentioned here in the data on the interactive map provided for comment. Appendix A (page 153?): includes a shot of a map showing the Castledoyle project being mentioned but no further detail in the report.		
Community	Poh Woodland	Attachment 1 pg 130: ID 36 Armidale Faulkner St and Donnelly St: Provide pedestrian refuge and kerb blister to slow down eastbound traffic approaching the intersection. Comment: This work is great and is highly commendable. However, this is a dangerous intersection especially during peak hours. I should know as I cross this nearly every day. I have seen many near misses and was involved in a couple in spite being v careful. There have been some very bad accidents too. Work has been put as medium priority and action medium term. Because of the danger of this intersection is there any chance of upgrading it to high priority? This intersection is used by many people especially school children and seniors.		Agreed - to be moved up
Community	Rob Murison	The consolidation of the Armidale Secondary College means that North Armidale students are not so close to High School, as they were with Duval HS. I request planners give consideration of a cycleway across town from North to South (and back) to allow and encourage students to cycle safely to school. There may also be scope to have other bike ways that lead to Armidale Secondary College. Such a cycleway has to be more than just painting bike logos on the road. It might be separated from the road by reflective poles, as I have seen in Melbourne. No doubt that this will be strongly opposed by those demanding street parking but a public thoroughfare cannot be assumed to be private. Whilst it may not be popular initially, the bikeway might be trialed for a couple of years to gauge the uptake		Proposed NS route on Markham St next to School
Community	Siri Gamage	Firstly, I note that the ATS proposes to investigate the provision of a safe cycling route and a shared path between Dumaresq Dam and UNE (item 41, p. 88). In relation to this I wish to inform that: A community group is in the process of mapping and costing an active transport pathway that links the CBD of Armidale with UNE campus and the upgraded Dumaresq Dam recreation area. It will include linkages to other important recreation areas like BMX tracks and the Armidale Creeklands and has potential for expansion to include areas to the east, north and south of Armidale CBD. This project is called "Bikes to the Beach" and has been developed with a range of mapping and community consultation tools and strategies. It fits very comfortably with the Draft Active Transport Strategy and ARC's Local Strategic Planning Statement and Draft Housing Strategy as well as tourism and visitor economy initiatives. Secondly, I note under the bicycle prioritisation, (p.128) the strategy includes construction of NERT from Armidale to Black Mountain - though with low priority. The same is mentioned under 8.1.3.2 -Shared paths. I believe constructing two paths as a waste of resources. It is far better for the council to plan the construction of one bike/running/walking path from Armidale to Dumaresq direction including to the Dam area. To be more specific, if the NERT can be constructed "off formation" requiring no removal of the rail infrastructure and extend it to		ID-41 provides an access to the Dam
Community	Cameron Way	This is incorrect in the case of Ben Lomond village Figure 3.12 indicates that pedestrian footpaths are provided in Guyra on Bradley Street, which provides access to the town's retail and commercial land uses, Ollera Street and other local roads. There are no bicycle facilities or designated pedestrian crossings. Walking and cycling facilities are typically not available in Ben Lomond, Black Mountain, Ebor, Hillgrove and Wollomombi.		Agreed and noted
Community	Cameron Way	Map for Ben Lomond-Missing Bushy Park, Churches, Railway Station, CWA Park, Landcare hub (BBQ, toilet, weather shed.) We did provide our map images with identified cultural and open space zones to council in a number of recent past- Refer community strategic plan submissions		Noted.
Community	Cameron Way	The notion of 'improving and modernising' our village with standard kerb and guttering is highly not desirable, indeed likely strongly opposed. 9 | Other villages- Ben Lomond, Black Mountain, Hillgrove, Wollomombi, Ebor | Other villages | No kerb ramps in villages | Provide Kerb ramps in villages to comply with Transport for NSW-R0300 Kerb and Channel Series and AS-1428.1:2021-Design for access and mobility | - | - | TBA		Noted.
Community	Cameron Way	On discussion, and integrating with our local forward strategic plan, we do see merit for a path from the front of the Hall, past the RFS shed, Landcare BBQ hub, where there is an entrance to the Recreation Ground. Wider than old standard paths. This being a portion only of the current suggested path in this draft		Noted.
TfNSW	TfNSW	Consider including the existing pedestrian refuge at Jessie Street and Barney Street on the prioirty list for upgrades. Transport has received two complaints in 2021 regarding safety of this crossing facility. It is also close to a school-High Priority		Agreed
TfNSW	TfNSW	Consider adding a pedestrian facility on Kentucky Street between Market Street and Butler Street to support active transport trips to and from Armidale Secondary College. TfNSW has recieved one complaint regiaring the lack of pedestrian facilities in this location--High Priority		Link already in Strategy. Refer to ID-61. Agreed on priority. Change to high priority

Submission	Name	Submissions - comments	Submissions - proposed timing	Responses
Community	SLA	NEW short term- Cycleway between Faulkner St and Marsh St - Affects a lot of people	Short term	ARC's transport area is aware of the issu and are investigating option about what could be done due to the current soil contamination associated with the former gas works site.
Community	SLA	NEW short term - Repaint Road Markings - Affects a lot of people	Short term	Agreed, included in strategy
Community	SLA	ID26: The off-road sections of 25 & 26 could be built for a lot less than the Consultant's costing of either. Of all the options in this area of town, linking Shambrrok Ave and Handel St should be highest. Provides best boost to network connectivity (ie traversing bypass and railway), at lower cost that kms of new paths ID: Lesser alternative to 26	Short Term	These connections are certainly worthwhile and are part of Council's existing Shambrook Ave DCP Chapter, however it crosses private land so it could only be created as part of any new future development of the land unless Council decides to do land acquisition.
Community	SLA	ID27a - This ranking applies only to the link between Beardy St and Shambrook. Paving Mott St would be a much lower priority	Short Term	Noted
Community	SLA	ID1 - Off- or on-formation from Armidale Station to Old Inverell Road - This section of the route will connect Brown St to the western Growth Area. If the NSW Government does not grant a lease for a rail trail, the route should use Beardy St, then cross to an off-road path on the northern side of Shambrook Avenue parallel to the rail corridor	Short Term	Noted
Community	SLA	ID17 - This ranking is for the maintenance. Cyclists should be consulted before any redesign of the cycleway. High priority - existing asset that is deteriorating. They could stage this to achieve a lot that does not cost $1.3m ie some lengths of the 3km are fine. This should be considered in conjunction with 18, that is, they are staged together. Merging bike lane at trevenna avenue/elm ave roundabout is dangerous.	Short Term	Noted
Community	SLA	NEW short term - Provide cycle lanes along Butler Street from Dumaresq Street to Murray Ave - This is great north south feeder alternative to Markam	Short Term	At this stage Markham St is still identified as the preferred future north/ south linkage within the strategy
Community	SLA	ID20a - Uphill cycle lane from Donnelly St to Erskine. Easiest grade of any north hill approaches	Short Term	To be investigated in design stages.
Community	SLA	ID22 Option 1 - no problem with enhancing Orr Drive Option 2 - confusing	Short Term	To be investigated in design stages.
Community	SLA	ID43 - CBD parking facilities high priority	Short Term	Agreed, included in strategy
Community	SLA	ID48 - CBD parking facilities high priority, but why only this one specified? Seems good though to have parking right there in street; good addition to bike parking in the carpark	Short Term	Agreed, ID 43 and 48 have been merged
Community	SLA	ID21a - Niagara St cycleway crossing to Crest Rd - Madgwick to Crest Rd via 1a Niagara St - Requires the off-road path shown on the approved DA for 1a Niagara St to be constructed - Much better route than Erskine - safer & less hilly ID21b - Existing route along Tysoe Cres. No treatment required, except to include the route on a map - Much better route than Erskine - safer & less hilly ID21c - Uphill lanes on street both sides but not down	Short Term	This matter needs further investigation due to potential constraints between the intersection on Cluny Rd and Niagara/ Madgwick Dr
Community	SLA	ID 27b	Medium Term	Noted
Community	SLA	ID18 - Regardless of the overall loop costing $1m, a high priority should be linking cycleway at Niagara St with Madgwick lanes, and connections between cycleway and Niagara St	Medium Term	Noted. To be investigated in design stages.
Community	SLA	ID19	Medium Term	Noted. Still short term as it's a popular route for pedestrians.
Community	SLA	ID64 - I use this route regularly. Hardly any traffic, so cycle logos on the road would be as good as anything. Not much parking. Good route for when path is flooded out. Should it be a shared path for a $0.5m spend or on-road treatment better? What happens at Marsh?	Medium Term	To be investigated in design stages.
Community	SLA	ID20b	Medium Term	Noted
Community	SLA	ID14 - Confusing. Shared path from Lara Ave to Cookes Rd is built on north side already.	Medium Term	Noted. Clarified within revised strategy.
Community	SLA	ID74 - Provide a cycling path from Rockvale Road to Old Glenn Innes Road via Chestnut Avenue to support the Development Control Plan for Chestnut Avenue Precinct	Medium Term	Noted.
Community	SLA	ID28	Medium Term	Noted.
Community	SLA	ID8 - Confusing	Medium Term	Noted.
Community	SLA	ID1 Villages	Medium Term	Noted.
Community	SLA	NEW - Provide shared path from Kruideniers across unformed section (Cluny Rd to Clarkes Rd via Kruideniers)	Medium Term	Feasibility to be investigated
Community	SLA	ID60 - Change speed limit to 60-50k/h is higher priority	Medium Term	This is a matter to be discussed by the traffic committee
Community	SLA	ID73 - Lower priority	Medium Term	Noted.
Community	SLA	ID61	Medium Term	Noted.
Community	SLA	ID68 - Shared paths on BOTH sides? Expensive.	Medium Term	Noted.
Community	SLA	ID39	Long Term	Noted.
Community	SLA	ID57	Long Term	Noted.
Community	SLA	ID72	Long Term	Noted.
Community	SLA	ID42 - Higher priority, in terms of providing more north-south routes. This is a key one: railway crossing, smooth surface, wide carriageway	Long Term	Noted, medium term priority now.
Community	SLA	ID71	Long Term	Noted.
Community	SLA	ID75	Long Term	Noted.
Community	SLA	ID40	Long Term	Noted.
Community	SLA	ID47	Long Term	Noted.
Community	SLA	ID37	Long Term	Noted.
Community	SLA	ID5 Guyra	Long Term	Noted.
Community	SLA	ID9 Guyra	Long Term	Noted.
Community	SLA	ID10 Guyra	Long Term	Noted.
Community	SLA	ID9 Villages	Long Term	Noted.
Community	SLA	ID8 Guyra	Long Term	Noted.
Community	SLA	ID12	Long Term	Noted.
Community	SLA	ID32	Long Term	Noted.
Community	SLA	ID70	Long Term	Noted.
Community	SLA	ID3 Guyra	Long Term	Noted.
Community	SLA	ID56	Long Term	Noted.
Community	SLA	ID41	Long Term	Noted.
Community	SLA	ID34	Long Term	Noted.
Community	SLA	ID35	Long Term	Noted.

LEGEND

1. STEEL AND TIMBER STRUCTURE FOR SHADE, ARTWORK, LIGHTING & CLIMBING PLANTS
2. RECYCLED BRICK PAVING
3. COMMERCIAL UMBRELLAS
4. MURAL WHICH CAN BE SEEN FROM FAULKNER STREET
5. HERITAGE INTERPRETATION SIGNAGE/ ART INSTALLATION OPPORTUNITY
6. STREET FURNITURE AUSTRALIA PLATFORMS, QUATRO BENCHES
7. ARTIFICIAL TURF AREA WITH GRC QUATRO PEBBLE SEATING. POTENTIAL ARTWORK DISPLAY AREA ON WALL
8. ACCESSIBLE RAMP WITH SIGNAGE
9. REMOVAL OF AIRCON UNITS AND WATER TANK TO ALLOW CLEAR VIEWS TO COURTHOUSE
10. COMPACTED STABILISED DECO GRANITE
11. MAINTENANCE VEHICLE ACCESS WITH LANDING AT STORAGE BUILDING DOOR. KERB CROSSING AND REMOVABLE BOLLARD FACILITATES ACCESS.
12. OUTDOOR SCULPTURE GALLERY AND ALFRESCO DINING FOR FUTURE CAFE
13. REMOVE DILAPIDATED FENCE ALONG MOORE STREET FRONTAGE OF SHERIFF'S COTTAGE
14. REMOVE/ RELOCATE TELSTRA PHONE BOX
15. 2 ADDITIONAL CAR PARKS
16. NEW SEAT
17. PERSPEX SCREEN OVER TOILET DOOR
18. HERITAGE ROSE GARDEN BED
19. ORNAMENTAL GRAPEVINE GARDEN BED
20. WATER WISE GARDEN BED



ARMIDALE OLD COURT HOUSE COURTYARD
CONCEPT PLAN OPTION 1

25.11.24 / SCALE 1:200@A3

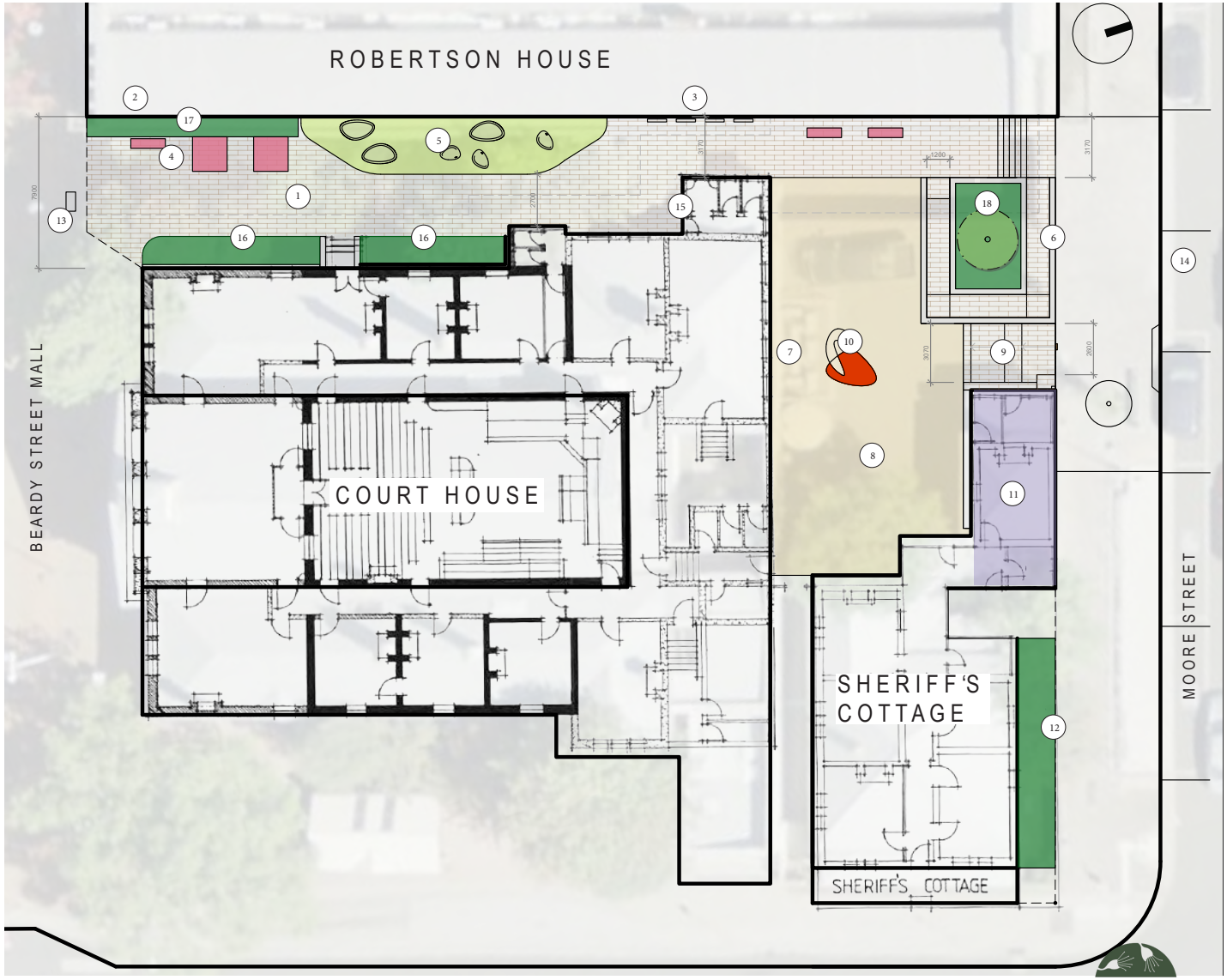
MYRTLE STUDIO

1

LEGEND

1. RECYCLED BRICK PAVING
2. MURAL WHICH CAN BE SEEN FROM FAULKNER STREET
3. HERITAGE INTERPRETATION SIGNAGE/ ART INSTALLATION OPPORTUNITY
4. STREET FURNITURE AUSTRALIA PLATFORMS, QUATRO BENCHES
5. ARTIFICIAL TURF AREA WITH GRC QUATRO PEBBLE SEATING. POTENTIAL ARTWORK DISPLAY AREA ON WALL

   ACCESSIBLE RAMP WITH SIGNAGE
7. REMOVAL OF AIRCON UNITS AND WATER TANK TO ALLOW CLEAR VIEWS TO COURTHOUSE
8. COMPACTED STABILISED DECO GRANITE
9. MAINTENANCE VEHICLE ACCESS WITH LANDING AT STORAGE BUILDING DOOR. KERB CROSSING AND REMOVABLE BOLLARD FACILITATES ACCESS.
10. OUTDOOR SCULPTURE GALLERY
11. CONVERT KITCHEN/LAUNDRY OF SHERIFF'S COTTAGE TO KIOSK
12. REMOVE DILAPIDATED FENCE ALONG MOORE STREET FRONTAGE OF SHERIFF'S COTTAGE
13. REMOVE/ RELOCATE TELSTRA PHONE BOX
14. 2 ADDITIONAL CAR PARKS
15. PERSPEX SCREEN OVER TOILET DOOR
16. HERITAGE ROSE GARDEN BED
17. ORNAMENTAL GRAPEVINE GARDEN BED
18. WATER WISE GARDEN BED



ARMIDALE OLD COURT HOUSE COURTYARD
CONCEPT PLAN OPTION 2

27.11.24 / SCALE 1:200@A3

MYRTLE STUDIO 2



ARMIDALE OLD COURT HOUSE COURTYARD
CONCEPT PLAN **MATERIALS & FURNITURE PALETTE**

25.11.24

MYRTLE STUDIO

3



VIEW FROM MOORE STREET



AERIAL VIEW FROM BEARDY STREET MALL



VIEW FROM BEARDY STREET MALL

ARMIDALE OLD COURT HOUSE COURTYARD

CONCEPT PLAN OPTION 1 **ARTISTS IMPRESSIONS**

MYRTLE STUDIO

25.11.24 4



VIEW FROM MOORE STREET



VIEW BEFORE CAFE



AERIAL VIEW FROM BEARDY STREET MALL



VIEW FROM COURT HOUSE COURTYARD TO HOLE-IN-WALL CAFE

ARMIDALE OLD COURT HOUSE COURTYARD
CONCEPT PLAN OPTION 2 **ARTISTS IMPRESSIONS**

MYRTLE STUDIO

27.11.24 5



ARMIDALE OLD COURTHOUSE COURTYARD
CONCEPT PLAN **PLANT PALETTE**

25.11.24

MYRTLE STUDIO

6

RELEVANT EXERPTS FROM

ARMIDALE COURT HOUSE
A Conservation Study

by John Ferry and John Carr
1997

> The streetscape and precinct significance of the Armidale Court House cannot be overestimated. The Court House has essentially defined this precinct of Armidale, ensuring that those buildings erected nearby would take their cue from the classical dignity of this premier building. The creation of a mall has only enhanced the monumental nature of the Court House providing a view of the front facade uninterrupted by parked vehicles. Pg24

The streetscape significance of the Sheriff's Cottage to Faulkner Street must be maintained and where appropriate enhanced and not obscure. p136

The open accessible relationship of the building via the portico to Beardy Mall should be preserved to retain easy pedestrian access and the current open, uninterrupted views across the mall. The forecourt in front of the portico should be free of large plantings, structures and inappropriate street furniture and signs which could denigrate the view of the facade. Other elevations are less significant. However the current relative openness and uncluttered view of the buildings should be preserved and if possible enhanced. pg 146

Building on the landscaped area between the Court House and the adjacent property on the Western side (Robertson House) would denigrate the existing building and reduce the significance of the Court House and the site facing Beardy Mall. It is considered that a garden court on the western side of the Court House be retained, not necessarily to give access from Beardy Mall to Moore Street, but to act as a buffer between adjacent developments, to enhance the three dimensional design of the original building, and to presere natural lighting of the western rooms. Pg147

Possible uses for a vacated Court House might could include:
1. Arbitration and Dispute Resolution Centre outside the formal court system
2. Venue for small pucblic meetings and forums
3. Legal Museum
The most obvious use for a vacated Sheriff's Cottage would entail its reversion to a residence. pg149

Reinstate colour schemes based on original heritage colours externally and internally. Research is required to identify earlier colour schemes. pg154

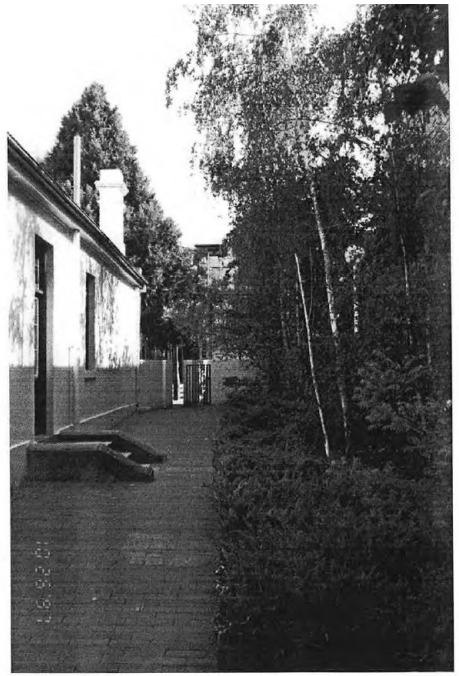
Investigate the means by which the heritage value of the Court House and the Sheriffs Cottage can be interpreted and presented to court officials and members of the public. Act appropriately on the outcomes of that investigation.







Historical Photograph 11: *The western side of Armidale Court House taken in the late 1960s (I plates were introduced in 1966). The building is still relying on open fires, and the neighbourin building, Robertson House has not been built.*



Photograph 41: *The access way along the western side of the Court House, looking south to Beardy Mall.*

MATERIALS PALETTE				
Item	***Number/ Area***	***Dimensions/ Details***	***Treatment/ Colour***	***Supplier***
Umbrella	3	Centra Square 2.7x2.7m with joining gutter and roll down blinds to 4 sides	White	MakMax
Cantilevered Arbour	3	I-beam with timber infill on posts. SS wires for climbing plant support	Venetian Red	Custom or Landmark King
Cantilevered Arbour	6	I-beam with timber infill on posts. Powdercoated laser cut aluminium roofing to underside of purlins	Dusky Pink	Custom or Landmark King
Cantilevered Arbour	5	I-beam with timber infill on posts. Commercial Festoon Lights		Custom or Landmark King
Platform	2	Linea	Dusky Pink/ Spotted Gum	Street Furniture Australia
Bench	4	Deco	Concrete Grey	Quatro
Seat	3	Pebble Medium	Concrete Grey	Quatro
Seat	3	Pebble Large	Concrete Grey	Quatro
Artificial Turf	40m2	EnduroTurf GT		EnduroTurf
Recycled Bricks	240m2	Salvage existing bricks (165m2) and supplement with depot bricks. Mix randomly	Selected from depot	ARC
Recycled Bricks	102m2	Footpath upgrade	Per standard footpath	
Compacted Gravel	185m2	Decomposed granite with Soilbond additive	As Supplied	Ducats
Garden Bed	240m2	Refer Plant Palette. 200mm width gravel mulch adjacent buildings with no planting		
Accessible Ramp	15m long plus landings	Cast insitu plain grey concrete	Plain Grey	As contracted
Signage	2	Powdercoated steel lettering on pins	White	As contracted
Lighting	20m	Commercial Festoon to Moore St Arbours	White	Mr Festoon Lights
Lighting	30m	Linear LED Aeon Flex Essential G2	N/A	Unios

PLANT PALETTE							
Botanical name	**Common name**	**Location**	**Plan Code**	**Density**	**Pot Size**	**Mature Height**	**Mature Width**
Gingko biloba	Princeton Sentry	Moore Street Ramp Garden	GPS	1	25L	11	5
Westringia fruticosa	Low Horizon	Moore Street Ramp Garden	WF	2/m2	140mm	0.3	0.7
Correa pulchella	Pink mist	Moore Street Ramp Garden	CPM	1/m2	140mm	1	1
Vitis vinifera	Ornamental Grape	Beardy Street Mall Arbour	VV	1/lin m	140mm	6	1
Senecio serpens	Blue Chalksticks	Moore Street Ramp Garden	SS	3/m2	140mm	0.5	0.5
Teurcrium fruticans	Shrubby Germander	Heritage Rose Garden	TF	1/m2	140mm	1	1.5
Sedum sp.	Sedum Autumn Joy	Heritage Rose Garden	SAJ	3/m2	140mm	0.3	0.5
Rosa sp.	Little Wonder Groundcover Rose	Heritage Rose Garden	RLW	3/m2	200mm	0.3	1

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: [YOUR NAME] SAMUEL COUPLAND

In respect of the period from 1/7/2024 to 30/6/2025

[redacted] 24.10.24

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 1 July	Nature of interest
[redacted] RD, ARMIDALE	JOINT OWNER

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from an **occupation** at any time since 1 July

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
COUNCILLOR	135 RUSDEN ST ARMIDALE REGIONAL COUNCIL.	
DIRECTOR.	FMRC 200 CREEK ST. BRISBANE	

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from a **trust** since 1 July

Name and address of settlor	Name and address of trustee
ADAM PETERSHUES O'CONNELLS OBM 200 CREEK ST BRISBANE 4000	COUPLAND INVESTMENT TRUST [redacted] RD. ARMIDALE NSW 2350

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 1 July

Sources of other income I received at any time since 1 July
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

N/A

C. Gifts

Description of each gift I received at any time during since 1 July	Name and address of donor
N/A	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 1 July	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
N/A		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 1 July	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
N/A			

F. Were you a property developer or a close associate of a property developer on the return date

Yes/No

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 1 July	Description of position
N/A	

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 1 July

COMMONWEALTH BANK OF AUSTRALIA

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 1 July as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/A

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 1 July, as a result of which I obtained, either wholly or in part, the use and benefit of the property

I. Discretionary disclosures

N/A

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

1 The pecuniary interests and other matters to be disclosed in this return are prescribed by Schedule 1 of the Model Code of Conduct for Local Councils in NSW.

2 If this is the first return you have been required to lodge with the general manager after becoming a councillor or designated person, do not complete Parts C, D and I of the return. All other parts of the return should be completed with appropriate information based on your circumstances at the return date, that is, the date on which you became a councillor or designated person.

3 If you have previously lodged a return with the general manager and you are completing this return for the purposes of disclosing a new interest that was not disclosed in the last return you lodged with the general manager, you must complete all parts of the return with appropriate information for the period from 1 July of the previous financial year or the date on which you became a councillor or designated person, (whichever is the later date), to the return date which is the date you became aware of the new interest to be disclosed in your updated return.

4 If you have previously lodged a return with the general manager and are submitting a new return for the new financial year, you must complete all parts of the return with appropriate information for the 12-month period commencing on 1 July of the previous year to 1 July this year.

5 This form must be completed using block letters or typed.

6 If there is insufficient space for all the information you are to disclose, you must attach an appendix which is to be properly identified and signed by you.

7 If there are no pecuniary interests or other matters of the kind required to be disclosed under a heading in this form, the word "NIL" is to be placed in an appropriate space under that heading.

Important information

This information is being collected for the purpose of compliance with clause 4.21 of the Model Code of Conduct.

You must not lodge a return that you know or ought reasonably to know is false or misleading in a material particular (see clause 4.23 of the Model Code of Conduct). Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the council, the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

The information collected on the form will be kept by the general manager in a register of returns. The general manager is required to table all returns at a council meeting.

Information contained in returns made and lodged under clause 4.21 is to be made publicly available in accordance with the requirements of the Government information (Public Access) Act 2009, the Government Information (Public Access) Regulation 2009 and any guidelines issued by the Information Commissioner.

You have an obligation to keep the information contained in this return up to date. If you become aware of a new interest that must be disclosed in this return, or an interest that you have previously failed to disclose, you must submit an updated return within three months of becoming aware of the previously undisclosed interest.

Version: Mode Code of Conduct 2018 Schedule 2

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: Todd Antony Redwood

In respect of the period from 1/7/2024 to 30/6/2025

[redacted] 09/10/2024

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	Nature of interest
[redacted] Armidale NSW 2350	Owner

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 30 June

   Sources of income I received from an **occupation** at any time since 30 June

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Managing Director	BSI Group Suite 1, Level 1, 54 Waterloo Road, Macquarie Park, NSW, 2113	NIL
Non-Executive Director	StateCover Mutual Limited 28 Margaret Street Sydney NSW 2000	NIL
Councillor	Armidale Regional Council 135 Rusden Street Armidale NSW 2350	NIL

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 30 June

   Sources of income I received from a **trust** since 30 June

Name and address of settlor	Name and address of trustee
NIL	

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

NIL

C. Gifts

Description of each gift I received at any time during since 30 June	Name and address of donor
NIL	NIL

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL	NIL	NIL

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL	NIL	NIL	NIL

F. Were you a property developer or a close associate of a property developer on the return date

No

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 30 June	Description of position
NIL	NIL

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

NIL NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

I. Discretionary disclosures

NIL

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

1 The pecuniary interests and other matters to be disclosed in this return are prescribed by Schedule 1 of the Model Code of Conduct for Local Councils in NSW.

2 If this is the first return you have been required to lodge with the general manager after becoming a councillor or designated person, do not complete Parts C, D and I of the return. All other parts of the return should be completed with appropriate information based on your circumstances at the return date, that is, the date on which you became a councillor or designated person.

3 If you have previously lodged a return with the general manager and you are completing this return for the purposes of disclosing a new interest that was not disclosed in the last return you lodged with the general manager, you must complete all parts of the return with appropriate information for the period from 30 June of the previous financial year or the date on which you became a councillor or designated person, (whichever is the later date), to the return date which is the date you became aware of the new interest to be disclosed in your updated return.

4 If you have previously lodged a return with the general manager and are submitting a new return for the new financial year, you must complete all parts of the return with appropriate information for the 12-month period commencing on 30 June of the previous year to 30 June this year.

5 This form must be completed using block letters or typed.

6 If there is insufficient space for all the information you are to disclose, you must attach an appendix which is to be properly identified and signed by you.

7 If there are no pecuniary interests or other matters of the kind required to be disclosed under a heading in this form, the word "NIL" is to be placed in an appropriate space under that heading.

Important information

This information is being collected for the purpose of compliance with clause 4.21 of the Model Code of Conduct.

You must not lodge a return that you know or ought reasonably to know is false or misleading in a material particular (see clause 4.23 of the Model Code of Conduct). Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the council, the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

The information collected on the form will be kept by the general manager in a register of returns. The general manager is required to table all returns at a council meeting.

Information contained in returns made and lodged under clause 4.21 is to be made publicly available in accordance with the requirements of the Government information (Public Access) Act 2009, the Government Information (Public Access) Regulation 2009 and any guidelines issued by the Information Commissioner.

You have an obligation to keep the information contained in this return up to date. If you become aware of a new interest that must be disclosed in this return, or an interest that you have previously failed to disclose, you must submit an updated return within three months of becoming aware of the previously undisclosed interest.

Version: Mode Code of Conduct 2018 Schedule 2

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: [YOUR NAME] El: Imad

In respect of the period from 1/7/2024 to 30/6/2025

[redacted] 14/11/2024

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 1 July	Nature of interest
1 O'Donnell St Guyra	Director Trustee company
2 Abercrombie St Guyra	
[redacted] Llangothlin	

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from an **occupation** at any time since 1 July

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
—		

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from a **trust** since 1 July

Name and address of settlor	Name and address of trustee
—	

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DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 1 July

Sources of other income I received at any time since 1 July
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

C. Gifts

Description of each gift I received at any time during since 1 July	Name and address of donor
n/a	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 1 July	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
n/a		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 1 July	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
n/a			

F. Were you a property developer or a close associate of a property developer on the return date

Yes/No

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 1 July	Description of position
n/a	

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 1 July

N/a

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 1 July as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/a

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 1 July, as a result of which I obtained, either wholly or in part, the use and benefit of the property

N/a

I. Discretionary disclosures

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: [Bradley Widders]

In respect of the period from 1/7/2024 to 30/6/2025

[redacted]

14/11/2024

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 1 July	Nature of interest
[redacted] Armidale NSW 2350	Leasee
198 Brown St Armidale NSW 2350	Owner

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from an **occupation** at any time since 1 July

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
ACLO	NSW Police 96-98 Faulkner st Armidale	
Councillor	Armidale Regional Council 135 Rusden St Armidale	

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from a **trust** since 1 July

Name and address of settlor	Name and address of trustee

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Nil

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 1 July

Sources of other income I received at any time since 1 July

[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Nil

C. Gifts

Description of each gift I received at any time during since 1 July	Name and address of donor

Nil

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 1 July	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken

Nil

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 1 July	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)

Nil

F. Were you a property developer or a close associate of a property developer on the return date

Yes/No No

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position	Description of position

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

(whether remunerated or not) at the return date/at any time 1 July

Nil

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 1 July

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 1 July as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 1 July, as a result of which I obtained, either wholly or in part, the use and benefit of the property

Nil

I. Discretionary disclosures

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

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6 If there is insufficient space for all the information you are to disclose, you must attach an appendix which is to be properly identified and signed by you.

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Version: Mode Code of Conduct 2018 Schedule 2

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: Dr Dorothy L Robinson

In respect of the return period: 1/7/2024 to 30/6/2025
This form has been prepared in good faith according to the instructions from the OLG that were received by Armidale Regional Council's governance division in the last week of April 2019, and assuming these instructions (that formed the basis of the previous year's return) are correct.

[redacted]

[Councillor's or designated person's signature] 18 November 2024

A. Real Property

Street address of each parcel of real property in which I had an interest during the re	Nature of interest
[redacted] Armidale, NSW 2350	Joint Owner
49-83 Rowlands Road, Armidale NSW 2350 (Lots 1 & 2 DP 1183541, Lot 2 DP 1221354)	Joint Owner (via Superannuation Fund)
49 Rowlands Road, Armidale NSW 2350 (Lot 3 DP 1183541)	Joint Owner

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** during the return period

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Councillor	Armidale Regional Council, 135 Rusden Street, Armidale 2350	

2. Sources of income I reasonably expect to receive from a **trust** during the return period

Name and address of settlor	Name and address of trustee
DIvita, PO BOX 645, ANNERLEY QLD 4103	Robinson Campbell Family Trust E A Campbell & D L Robinson, c/o PO BOX 645, ANNERLEY QLD 4103

See 3 below for trusts and trusts as part of an investment portfolio

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

Dividends & income from investment portfolio including shares and trusts managed by people with no known dealings with council
JSS Superannuation – United Kingdom, UK Pensions
Aware Super Retirement Income Stream

C. Gifts

Description of each gift I received at any time during since 30 June	Name and address of donor
NIL	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 30 June	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL (except by receiving some dividends from my share portfolio).			

F. Were you a property developer or a close associate of a property developer on the return date

No

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 30 June	Description of position
NIL	

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

NIL

I. Discretionary disclosures

NIL

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

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4 If you have previously lodged a return with the general manager and are submitting a new return for the new financial year, you must complete all parts of the return with appropriate information for the 12-month period commencing on 30 June of the previous year to 30 June this year.

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Version: Mode Code of Conduct 2018 Schedule 2

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: [YOUR NAME] Kay Maree Endres

In respect of the period from 1/7/2024 to 30/6/2025

[redacted] 14/11/24.

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 1 July	Nature of interest
[redacted] St - Armidale	Private Home.
215 Mann St - Armidale	Rental Property

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from an **occupation** at any time since 1 July

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Travel Consultant	New England Travel. Craig Ritchie	N/A
Councillor.	135 Rusden St Armidale	

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from a **trust** since 1 July

Name and address of settlor	Name and address of trustee
Chasam Self Managed Super Fund.	Kay & Graeme Endres [redacted] St Armidale NSW 2350

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 1 July

Sources of other income I received at any time since 1 July
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

N/A

C. Gifts

Description of each gift I received at any time during since 1 July	Name and address of donor
N/A	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 1 July	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
	N/A	

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 1 July	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)

F. Were you a property developer or a close associate of a property developer on the return date

N/A

Yes/No

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 1 July	Description of position
N/A	

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 1 July

Westpac Armidale

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 1 July as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

N/A.

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 1 July, as a result of which I obtained, either wholly or in part, the use and benefit of the property

N/A.

I. Discretionary disclosures

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

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3 If you have previously lodged a return with the general manager and you are completing this return for the purposes of disclosing a new interest that was not disclosed in the last return you lodged with the general manager, you must complete all parts of the return with appropriate information for the period from 1 July of the previous financial year or the date on which you became a councillor or designated person, (whichever is the later date), to the return date which is the date you became aware of the new interest to be disclosed in your updated return.

4 If you have previously lodged a return with the general manager and are submitting a new return for the new financial year, you must complete all parts of the return with appropriate information for the 12-month period commencing on 1 July of the previous year to 1 July this year.

5 This form must be completed using block letters or typed.

6 If there is insufficient space for all the information you are to disclose, you must attach an appendix which is to be properly identified and signed by you.

7 If there are no pecuniary interests or other matters of the kind required to be disclosed under a heading in this form, the word "NIL" is to be placed in an appropriate space under that heading.

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You have an obligation to keep the information contained in this return up to date. If you become aware of a new interest that must be disclosed in this return, or an interest that you have previously failed to disclose, you must submit an updated return within three months of becoming aware of the previously undisclosed interest.

Version: Mode Code of Conduct 2018 Schedule 2

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: Cr. PAUL GADDES

In respect of the period from 1/7/2024 to 30/6/2025

[redacted]

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 1 July	Nature of interest
1. [redacted] CLOSE, ARMIDALE, NSW, 2350.	
2. 3 ILLALLANGI CLOSE, ARMIDALE, NSW, 2350.	
3. 4 ILLALLANGI CLOSE, ARMIDALE, NSW, 2350.	
4. 2/1 WARRIGAL AVENUE, NAMBUCCA HEADS, NSW, 2448.	
5. 2/27 ANNABELLA DRIVE, PORT MACQUARIE, NSW, 2444.	

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from an **occupation** at any time since 1 July

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
COUNCILLOR	ARMIDALE REGIONAL COUNCIL 135 RUSDEN STREET, ARMIDALE, NSW, 2350.	

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from a **trust** since 1 July

Name and address of settlor	Name and address of trustee
LINDA LAWRANCE 8/166 BRIGHTON ROAD SCARBOROUGH, WA, 6019.	PAUL GADDES [redacted] CLOSE, ARMIDALE, NSW, 2350.

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 1 July

Sources of other income I received at any time since 1 July

NIL

C. Gifts

Description of each gift I received at any time during since 1 July	Name and address of donor
NIL	

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 1 July	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL		

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 1 July	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL			

F. Were you a property developer or a close associate of a property developer on the return date

NO

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 1 July	Description of position
NEW ENGLAND REGIONAL ART MUSEUM (NERAM)	DEPUTY CHAIR
ROTARY CLUB OF ARMIDALE	BOARD MEMBER

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 1 July

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 1 July as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 1 July, as a result of which I obtained, either wholly or in part, the use and benefit of the property

I. Discretionary disclosures

NIL

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

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4 If you have previously lodged a return with the general manager and are submitting a new return for the new financial year, you must complete all parts of the return with appropriate information for the 12-month period commencing on 1 July of the previous year to 1 July this year.

5 This form must be completed using block letters or typed.

6 If there is insufficient space for all the information you are to disclose, you must attach an appendix which is to be properly identified and signed by you.

7 If there are no pecuniary interests or other matters of the kind required to be disclosed under a heading in this form, the word "NIL" is to be placed in an appropriate space under that heading.

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Version: Mode Code of Conduct 2018 Schedule 2

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: [YOUR NAME] Robert Taber

In respect of the period from 1/7/2024 to 30/6/2025

[redacted] 8/10/2026

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 1 July	Nature of interest
122 Beardy Street, Armidale	
4 Amber Close, Armidale.	
[redacted] Road, Armidale.	
110 Taylor Street, Armidale.	

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from an **occupation** at any time since 1 July

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
Self employed.		

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from a **trust** since 1 July

Name and address of settlor	Name and address of trustee

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 1 July

Sources of other income I received at any time since 1 July
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

Farming and income from rented property.
Income from Solar farm (The Summit, QLD)

C. Gifts

Description of each gift I received at any time during since 1 July	Name and address of donor

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 1 July	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken

Nil

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 1 July	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)

F. Were you a property developer or a close associate of a property developer on the return date

(Yes)/No Director of New England Innovation & Development, which has D.A. approval before nominating for Council. to develope an industrial site & meat processing facility at Guyra.

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 1 July	Description of position

Nil

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 1 July

Nil

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 1 July as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

Nil

2. Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 1 July, as a result of which I obtained, either wholly or in part, the use and benefit of the property

I. Discretionary disclosures

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

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Version: Mode Code of Conduct 2018 Schedule 2

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

Disclosure of pecuniary interests and other matters

By: [YOUR NAME] SUSAN MCMICHAEL

In respect of the period from 1/7/2024 to 30/6/2025

[redacted] 7/10/2024

[Councillor's or designated person's signature] [As at Date]

A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 1 July	Nature of interest
[redacted] ST ARMIDALE NSW 2350	HOME

B. Sources of income

1. Sources of income I reasonably expect to receive from an **occupation** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from an **occupation** at any time since 1 July

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)
FAMILY SUPPORT WORKER	NEW ENGLAND FAMILY SUPPORT 89 RUSDEN ST	NA
ADMIN ASSISTANT	ARMIDALE UNITING CHURCH 114 RUSDEN ST	NA

2. Sources of income I reasonably expect to receive from a **trust** in the period commencing on the first day after the return date and ending on the following 1 July

   Sources of income I received from a **trust** since 1 July

Name and address of settlor	Name and address of trustee
NIL	

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

3. Sources of **other income** I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 1 July

Sources of other income I received at any time since 1 July
[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]

SHARES - ANZ
SHARES IAG

C. Gifts

Description of each gift I received at any time during since 1 July	Name and address of donor
	NIL

D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 1 July	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
NIL	NIL	NIL

E. Interests and positions in corporations

Name and address of each corporation in which I had an interest or held a position at the return date/at any time since 1 July	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
NIL	NIL	NIL	NIL

F. Were you a property developer or a close associate of a property developer on the return date

Yes/(No) NO

G. Positions In trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time 1 July	Description of position
MEMBER - A.S.U.	
BOARD MEMBER - ARMIDALE NEIGHBOURHOOD CENTRE & PUBLIC OFFICER (ARC funds ANC)	

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 1 July

NIL

I. Dispositions of property

1. Particulars of each disposition of real property by me (including the street address of the affected property) at any time since 1 July as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

NIL

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NIL

I. Discretionary disclosures

see G:
BOARD MEMBER PUBLIC OFFICER of
ARMIDALE NEIGHBOURHOOD CENTRE -
246 BEARDY ST. ARC funds NEIGHBOURHOOD
CENTRE.

DISCLOSURES BY COUNCILLORS AND DESIGNATED PERSONS RETURN [TRIM ARC19/3250]

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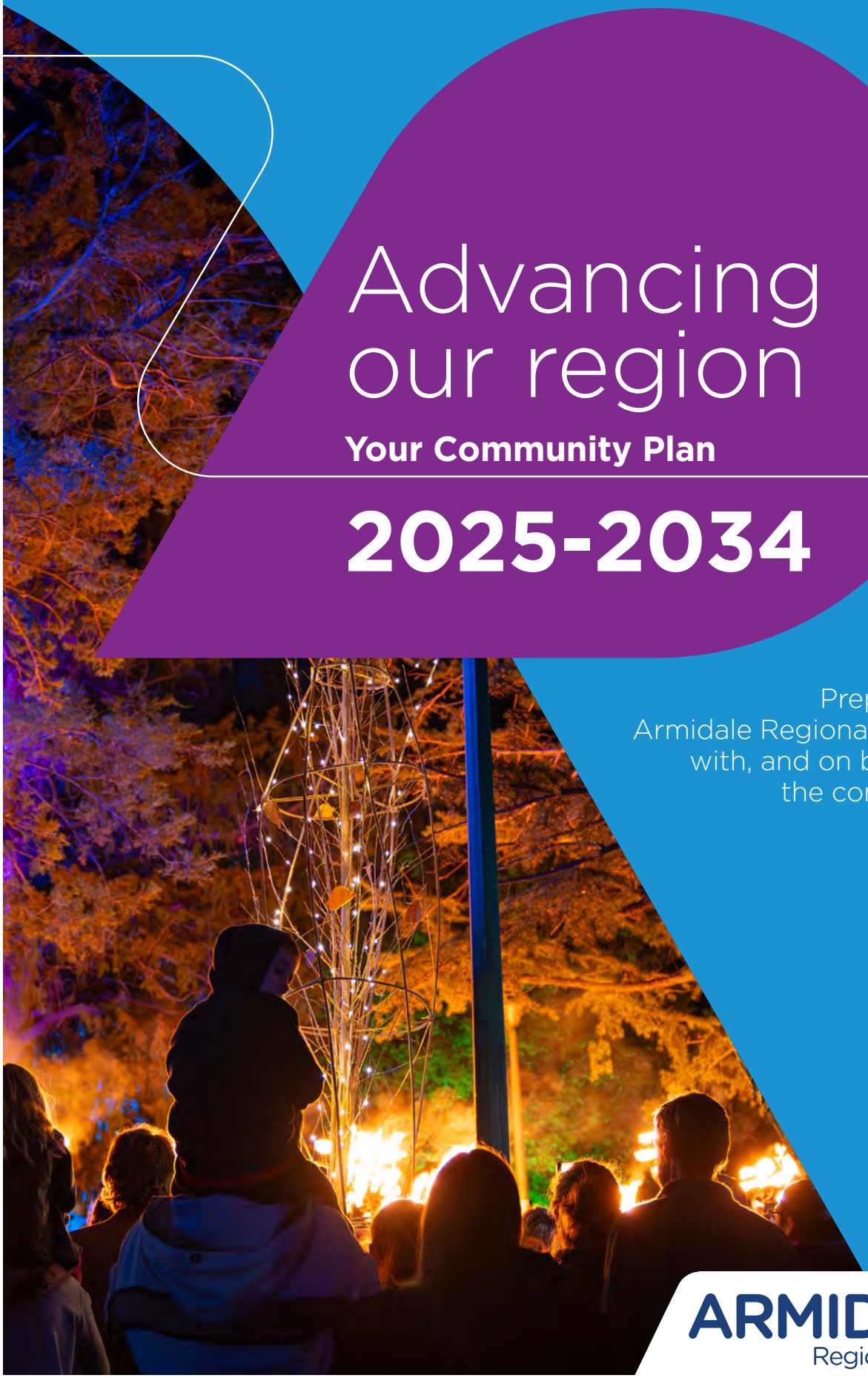
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Version: Mode Code of Conduct 2018 Schedule 2

Advancing our region

Your Community Plan

2025-2034



Prepared by
Armidale Regional Council
with, and on behalf of,
the community

ARMIDALE
Regional Council

Acknowledgement of Country

We acknowledge the traditional custodians of this land and pay our respects to Elders past, present and emerging. The Armidale Regional Community pays tribute to their love of land, love of people, and love of culture.



armidaleregional.nsw.gov.au

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Our Community's Plan

The Advancing Our Region Community Plan sets out the vision and goals for our region. It is a 10-year plan that aims to clearly identify the community's main priorities and future aspirations, and the strategies required to achieve them.

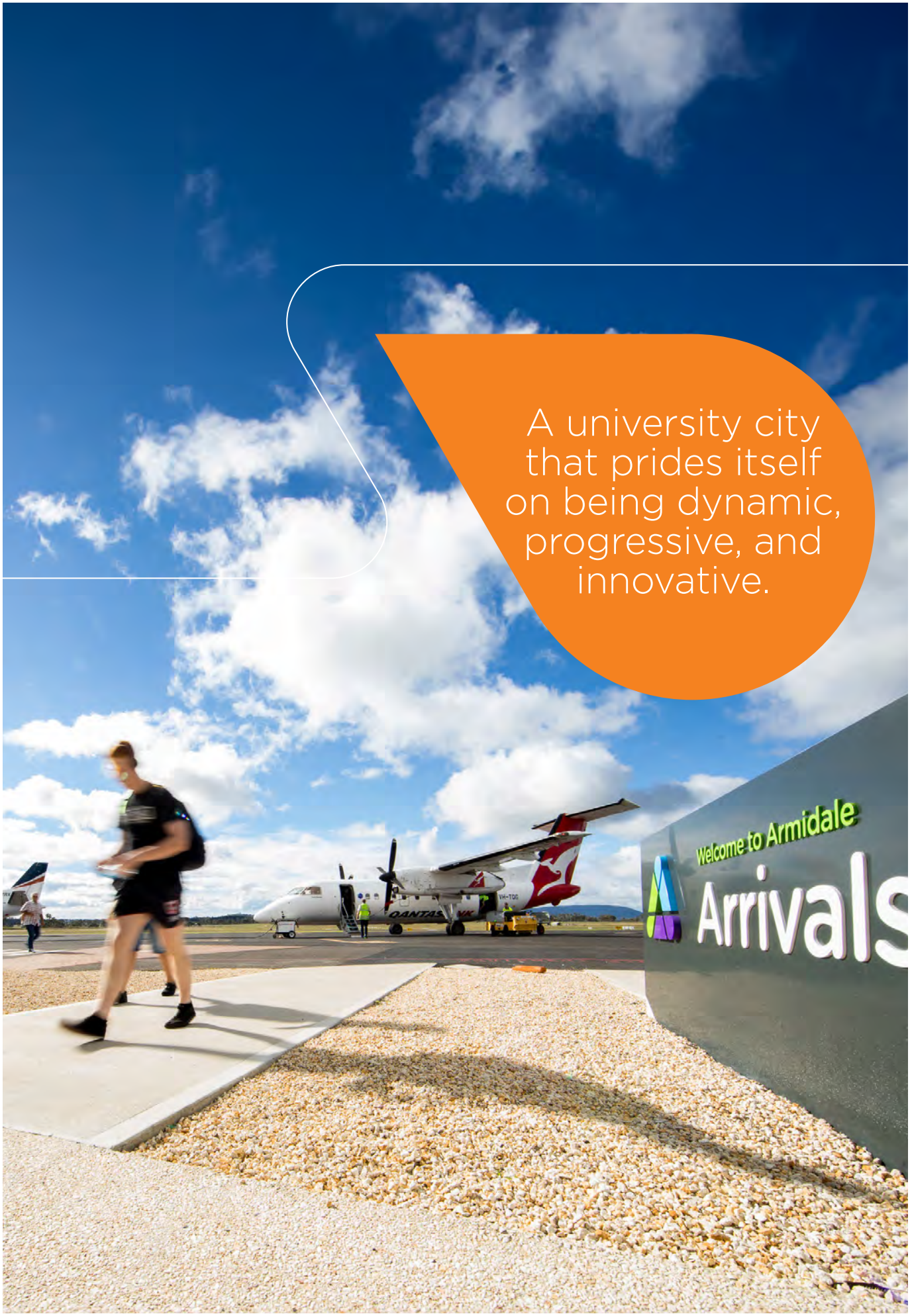
This plan is not Armidale Regional Council's plan, it is our community's plan - and responsibility to deliver the Plan rests with the entire community including Council, other levels of government, community organisations, industry, residents and ratepayers.

Armidale Regional Council is the caretaker of the 'Advancing our Region Community Plan' (the Plan) and ensures it is developed with, and on behalf of, the community, but we all have a role to play in delivering the Plan and making our region the best it can be.

The Plan has been shaped by over 1,800 community contributions gathered during a 2021 engagement program, and an additional 72 contributions collected during the 2024 Community Plan review engagement program. The goals and strategies of this Plan are guided by the feedback that was received in 2021 and 2024, this ensures that the future directions of the community align with its aspirations.

The Plan is presented in six themes:




A university city that prides itself on being dynamic, progressive, and innovative.
Welcome to Armidale
Arrivals

Armidale Region

Armidale – Australia's highest city, is centrally located between Brisbane and Sydney. With a cosmopolitan culture, it is a university city that prides itself on being dynamic, progressive, and innovative.

Armidale Regional Council is located in NSW in the picturesque New England High Country region and boasts spectacular waterfalls, World Heritage listed national parks, a fascinating and diverse cultural heritage, and a thriving arts scene. It enjoys great natural beauty, with vast and productive agricultural land, cohesive local towns and villages, and a progressive Armidale city that provides many essential services to the region.

Our Opportunity

The Armidale region has faced significant challenges over the past 20 years, with stagnant population and job growth due to a lack of private and government investment.

However, several key opportunities have been identified to drive growth and improve the quality of life for residents. One major opportunity lies in the development of key industries such as Controlled Environment Horticulture, Renewable Energy, and Manufacturing. These industries have the potential to create thousands of new jobs and attract investment to the region. Additionally, the community is focused on enhancing water security, which will support industrial expansion and population growth.

Another significant opportunity for the Armidale region is its central role in the New England Renewable Energy Zone (REZ), the largest in Australia. This zone will play a vital role in replacing coal-fired power stations in NSW and is projected to offset more than 11 million tonnes of CO2 annually. The community is actively working to ensure that energy projects within the REZ provide environmental and community benefits. By leveraging these opportunities, the Armidale region aims to attract investment, create jobs, and improve the quality of life for all residents.

Armidale region at a glance

30,166
Estimated population (2024)

52.6%
Male

47.4%
Female

36
Median Age

(2021)

56.0%
Employed

5.7%
Unemployed

27%
Unpaid work (volunteer)

(2021)

$1.99 billion
Gross Regional Product (2023)

$256.3 million
Income generated from tourism (2022/23)

Distance to:

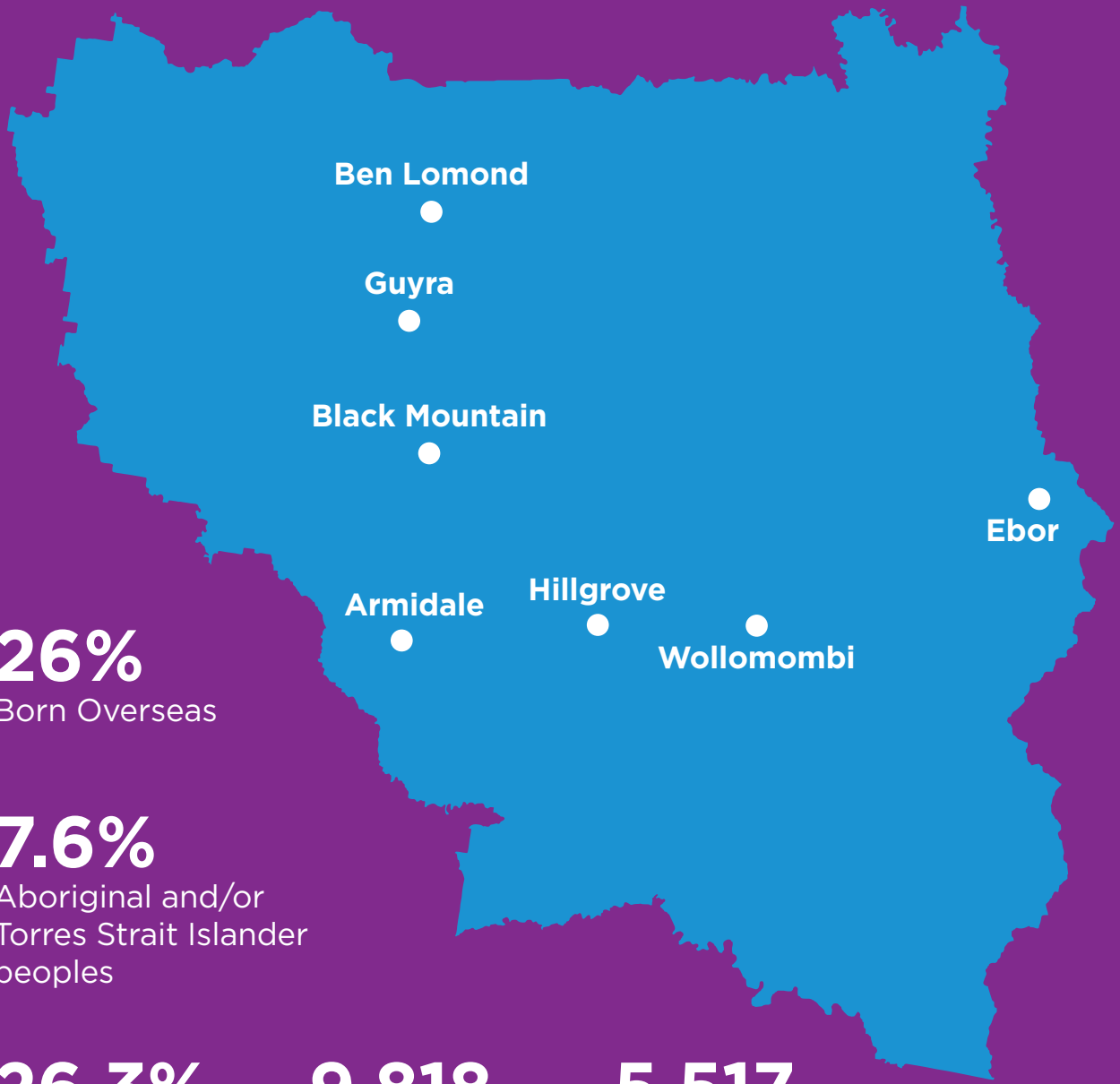
500kms ----------> Sydney
350kms ----------> Newcastle
200kms ----------> Coffs Harbour
500kms ----------> Brisbane

2,900
Local businesses (2023)

Sustainability
Largest regional renewable energy generator

Largest industry
Education & Training

Local Government Area



26%
Born Overseas

7.6%
Aboriginal and/or Torres Strait Islander peoples

26.3%
Aged under 19 years

9,818
Dwellings

5,517
Family Households

36
Median Age

36.3%
University or Tertiary Education

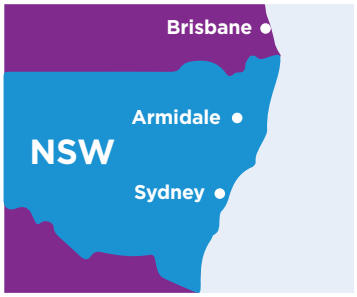
14,970
Local Jobs

What we love and value about our region



Our Natural Environment:

Our climate, seasons, natural beauty, wildlife and National Parks.



Our Location:

Halfway between Sydney and Brisbane, and a short drive to the coast.



Our Community:

The people, diversity and volunteers that make up our community.



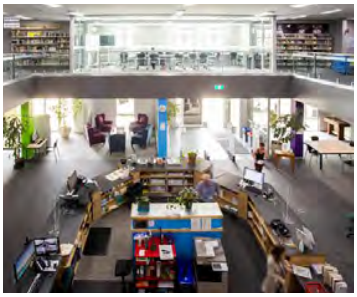
Parks & Playgrounds:

Our many beautiful outdoor spaces including parks, gardens, local playgrounds.



Arts, Culture & Heritage:

Beautiful architecture, local history and the many arts organisations, events and performances in the region.



Education & Training:

Long-established university, TAFE digital hub, variety of local schools.



Our community's 2034 vision for our region (rankings)

1. Economically robust and diverse
2. Environmentally sustainable
3. Led through good governance
4. Strong tourism sector
5. A cohesive community

2032 vision

1. Economically robust
2. Environmentally sustainable
3. Led through good governance
4. Strong tourism sector
5. A cohesive community

What we want improved in our Region (rankings)

1. Transport and infrastructure
2. Environmental sustainability
3. Economic development
4. Tourism
5. Health

2021 rankings

1. Transport and Infrastructure
2. Environmental Sustainability
3. Economic Development
4. Shopping
5. Tourism

The six pillars of the Community Plan

There are six key pillars in the Advancing our Region Community Plan. Within each pillar are two goals – these are the key community aspirations that we seek to achieve.

The following sections of the Plan feature each of the Pillars, their prioritised goals, and several supporting strategies.

The impact of climate change

Climate change is having a broad-reaching impact on our lives including our health and wellbeing, natural environment, built environments and local economy. Many of the strategies in this Plan are impacted by climate change, both directly and indirectly, and will require consideration of the resources and response necessary to mitigate and plan for climate change risks.

The Plan identifies these strategies and the impact of climate change by this symbol.

Our Community Vision

We want a harmonious region which celebrates the diversity and uniqueness of our communities, provides opportunities for all people to reach their potential, encourages engagement with our environment, cultures and lifestyles, while supporting growth, opportunity and innovation.





Goal 1: A strong economy, sustainable growth, and opportunity

Strategies

- Support existing and new businesses and industries in the Region
- Plan for sustainable growth and deliver infrastructure that enables jobs and improves liveability
- Champion local employers to provide employment and training opportunities
- Ensure local education and entrepreneurship opportunities support a thriving community

Goal 2: A destination of choice, renowned for its beauty, heritage, and unique attractions

Strategies

- Enhance our reputation as a destination of choice in NSW
- Provide attractions and events that enhance our region's offering to locals and Tourists
- Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area



Goal 1: Quality infrastructure that makes it safe and easy to travel around our region

Strategies

- Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities
- Support the implementation and usage of active transport infrastructure across the region

Goal 2: Transport and technology that enable connectivity both locally and outside the region

Strategies

- Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure
- Promote and encourage the establishment and uptake of sustainable transport options and services
- Utilise our access to high-speed data and advancing technology to increase connectivity within and outside our region



Goal 1: A flourishing natural environment that is protected and enhanced

Strategies

- Promote and support biodiversity protection and management
- Protect and enhance our waterways, catchments and creek lands
- Foster collaborations that improve understanding and action to protect our natural environment

Goal 2: A clean, green, and responsible region

Strategies

- Proactively adapt to and mitigate the local impacts of climate change
- Promote and increase use of renewable resources and alternative energy sources
- Collect, handle, dispose, recycle and reuse waste responsibly and innovatively
- Create a cleaner, healthier environment with good air quality
- Ensure the community is provided with safe, secure and accessible water that is sustainably managed now and into the future
- Prepare for, respond to, and assist in the recovery from natural disasters



Goal 1: Public spaces and infrastructure that facilitate health, community connections and opportunities

Strategies

- ✔ Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn
- ✔ Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem
- ✔ Foster towns and villages that are vibrant, well-serviced and supported to achieve their localised priorities
- ✔ Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events
- ✔ Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors

Goal 2: Proactive, responsible, and innovative regional planning that grows us sustainably

Strategies

- ✔ Plan for and enable growth that supports a sustainable local economy
- ✔ Ensure adequate and available land and housing to meet community needs
- ✔ Preserve and enhance our architecture and heritage
- ✔ Protect prime agricultural land and support future innovations and industries



Goal 1: Access to the services and support that facilitate quality of life

Strategies

- ✔ Ensure health and community service provisions meet the needs of our growing and ageing population
- ✔ Recognise and support the diverse and changing needs of our community, including those who are disadvantaged
- ✔ Foster safety and security within our community and support the provision of basic needs

Goal 2: A proud, inclusive, and cohesive community that celebrates our region in all its diversity and culture

Strategies

- ✔ Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene
- ✔ Provide public access to facilities that enhance our learning, social and culture fulfilment
- ✔ Celebrate our local Aboriginal history and traditions, and support cultural understanding and development
- ✔ Celebrate our rich regional history and heritage
- ✔ Create an inclusive and cohesive community that celebrates differences and similarities
- ✔ Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life



Goal 1: An informed and actively engaged community, that builds partnerships and shapes its future

Strategies

- ✔ Help the community to be informed and have input into decisions about its region and future
- ✔ Create partnerships between our community, levels of government and businesses that contribute to our growth and development
- ✔ Empower the community and our leaders to make positive change and to unify the region

Goal 2: Strong governance and leadership that supports our region to grow and prosper

Strategies

- ✔ Provide a strong, transparent, sustainable, and responsive governance for our region
- ✔ Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources
- ✔ Manage public resources responsibly and efficiently for the benefit of the community
- ✔ Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies



Thriving Region

Economy and Tourism

We will broaden our economic base and develop initiatives to grow existing and new business, and we will attract new residents and tourists to our region.

What the community said it wants:

- Opportunities and support for business/ industry
- A growing and evolving region
- An attractive region that retains our young people and attracts new residents
- Abundant employment and career opportunities, leading to prosperity for all
- A thriving tourism sector – the choice for tourists coming to the New England
- A region known for its events, beauty, lifestyle opportunities and attractions

Thriving Region

Economy and Tourism

Our Goals

A strong economy, sustainable growth, and opportunity

Ref.	How will we get there?	Who can help?
T1.1	Support existing and new businesses and industries in the Region	• Local businesses • Business groups • Council • Developers • Industry • Media • Residents • Education and training providers
T1.2	Plan for sustainable growth and deliver infrastructure that enables jobs and improves liveability	
T1.3	Champion local employers to provide employment and training opportunities	
T1.4	Ensure local education and entrepreneurship opportunities support a thriving community	

A destination of choice, renowned for our beauty, heritage, and unique attractions

Ref.	How will we get there?	Who can help?
T1.1	Enhance our reputation as a destination of choice in NSW	• Council • Local businesses • Local Members • Residents • Community groups • Tourism and events industry • Natural assets managers • Business groups
T1.2	Provide attractions and events that enhance our region's offering to locals and tourists	
T1.3	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	

How do we know we have arrived?

	Baseline	Target Trend	Source	Ref.
Regional population	30,166 (2024 Estimated Population)	Increase	Australian Bureau of Statistics (ABS) Forecast ID	**T1.1, T1.2, T1.3**
Number of employed residents	14,966 (2023)	Increase	Australian Bureau of Statistics (ABS) National Institute of Economic and Industry Research (NIEIR)	**T1.4, T1.1**
Growth in Gross Regional Product	$1.99b (2023)	Increase	National Institute of Economic and Industry Research (NIEIR)	**T1.3**
Number of local businesses	2,900 (2023)	Increase	Counts of Australian Businesses Entries and Exits, Australian Bureau of Statistics (ABS)	**T1.3, T2.3**
Number of people with formal education beyond high school	14,672 (2021)	Increase	Australian Bureau of Statistics (ABS)	**T1.4**
Income generated from tourism in the region	$256.3m (2022/23 Financial Year)	Increase	National Institute of Economic and Industry Research (NIEIR)	**T2.1**
Domestic visitor numbers	871,553 (2022/2023 Financial Year)	Increase	Tourism Research Australia	**T2.1**
Satisfaction with council run events	Question to be introduced to Community Satisfaction Survey	Increase	Community Satisfaction Survey	**T2.2**
Number of TAFE courses offered **· On campus** **· Online**	18 On Campus (2024) 126 Online (2024)	Maintain/ Increase	TAFE NSW	**T1.4**


A dynamic destination for tourists and residents.



Connected Region

Transport and Technology

We will provide and improve high quality connections within, and outside of the region.

What the community said it wants:

- Quality transport infrastructure including roads, footpaths, kerbs and cycleways
- Excellent transport links to other regions, public transport and lifestyle infrastructure

Connected Region

Transport and Technology

Our Goals

Quality infrastructure makes it safe and easy to travel around our region

Ref.	How will we get there?	Who can help?
C1.1	Build and maintain quality, safe, and accessible transport infrastructure including roads, footpaths, kerbs, bus stops, parking facilities and cycleways	• Council State and Federal Government Community groups • Residents
C1.2	Support the implementation and usage of active transport infrastructure across the region	

Transport and technology that enable connectivity both locally and outside the region

Ref.	How will we get there?	Who can help?
C2.1	Provide access and advocate for public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure	• Council State and Federal Government Community groups • Community services UNE Local businesses Transport industry • Residents
C2.2	Promote and encourage the establishment and uptake of sustainable transport options and services	
C2.3	Utilise our access to high-speed data and advancing technology to increase connectivity within and outside our region	

How do we know we have arrived?

	Baseline	Target Trend	Source	Ref.
Satisfaction with local roads (sealed and unsealed)	2.52/5 (unsealed) (2023) 2.74/5 (sealed) (2023)	Increase	Community Satisfaction Survey	**C1.1**
Number of vehicle crash injuries and fatalities	43 (2023)	Decrease	Transport NSW (Road Traffic Crashes NSW)	**C1.1**
Growth in active network – footpaths, cycleways	437 metres (2023-24 Financial Year)	Increase	Council data	**C2.2**
Average Number of weekly train services from Sydney	7 (2024)	Maintain/ Increase	Transport NSW data	**C2.1**
Average number of passengers on flights per month	8318 (2023-24 Financial Year)	Maintain/ Increase	Council data	**C2.1**
Total number of public electric car charging units	1 (2024)	Increase	Council data	**C2.3**
Satisfaction with footpaths and cycleways	2.90/5 (2023)	Increase	Community Satisfaction Survey	**C1.1**
Number of people who walk or cycle to work	478 (2021)	Increase	Australian Bureau of Statistics (ABS)	**C2.2**
Satisfaction with car parking	2.99/5 (2023)	Increase	Community Satisfaction Survey	**C1.1**
Percentage of people with internet connections	89.6% (2021)	Maintain/ Increase	Australian Bureau of Statistics (ABS)	**C2.3**


A region
that is safe
and connected.



Future Region

Sustainability and Resilience

We will enhance the natural beauty of the region, and will create a region that is sustainable and resilient.

What the community said it wants:

- Preservation of our valued natural environment
- Protected biodiversity
- Sustainable management of our resources including water
- To recognise and proactively stem climate change
- Support renewable and alternative energy
- Promote carbon neutrality
- A safe and healthy environment
- Ecological sustainability
- Clean air



Our Goals

A flourishing natural environment that is protected and enhanced

Ref.	How will we get there?	Who can help?
F1.1	Promote and support biodiversity protection and management	• Council • Community Groups • State and Federal government agencies • Farmers • Residents
F1.2	Protect and enhance our waterways, catchments and creek lands	
F1.3	Foster collaborations that improve understanding and action to protect our natural environment	

A clean, green, and responsible region

Ref.	How will we get there?	Who can help?
F2.1	Proactively adapt to and mitigate the local impacts of climate change	• Council • Community Groups • State and Federal government agencies • Industry • Local businesses • Community groups • Residents • Media • Emergency services
F2.2	Promote and increase use and awareness of renewable resources and alternative energy sources	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	
F2.4	Create a cleaner, healthier environment with good air quality	
F2.5	Ensure the community is provided with safe, secure and accessible water that is sustainably managed now and into the future	
F2.6	Prepare for, respond to, and assist in the recovery from natural disasters	

How do we know we have arrived?

	Baseline	Target Trend	Source	Ref.
Annual Green House Gas (GHG) emissions reduction calculated using principles from ISO14064	In Progress	Increase	Council data	**F2.4**
Solar power usage rates – number of Small Generation Units (SGU) Solar in Armidale and Guyra	5,200 (2024)	Increase	Solarquotes	**F2.2**
Number of threatened ecological communities and species in Armidale Plateau IBRA Bioregion (includes Armidale, Guyra, Uralla and Walcha)	121(2024)	Maintain/ Decrease	NSW Department of Planning and Environment & NSW Environment, Energy and Science	**F1.1**
Average number of exceedances per month of the Air NEPM	173 (2023)	Decrease	National Environment Protection Measure of Ambient Air Quality Standards (Air NEPM)	**F2.4**
Number of approved wood heaters installed in the Armidale Region	32 (2023)	Decrease	Council data	**F2.4**
Amount of domestic waste sent to landfill	16,891T (2023/24 Financial Year)*	Decrease	Council data	**F2.3**
Amount of waste able to be recovered / recycled	14,109T (2023/24 Financial Year) 45.5% Resource Recovery Rate	Increase	Council data	**F2.3**
Water consumption rates	199.83L/person/day (2024)	Maintain/ Decrease	Council data	**F2.5**
Number of exceedances per winter of the World Health Organisation PM2.5 Air Quality Guidelines	163 (2023)	Decrease	NSW DPE and PurpleAir PM2.5 measurements	**F2.4**
Meeting the requirements set out in NSW Public Health Act (2010) and the Australian Drinking Water Guidelines (ADWG, 2011)	95% met (ADWG, 2011) the values in the water quality results reported in NSW Health Drinking Water Database	Maintain/ increase	NSW Health Drinking Water Database ARC Annual Drinking Water Quality Reports	**F2.5**

*Total for both landfills (including asbestos). Does not include VENM/timber used for daily cover


A region
that is
sustainable
and resilient.



Liveable Region

Places and Spaces

We will develop and maintain pristine places and spaces, and provide facilities to foster an active and healthy community.

What the community said it wants:

- Beautiful and practical parks, playgrounds and gardens
- Improved reserves, open and green spaces
- Vibrant and independent villages
- Effective regional planning to support the community to grow, develop and attract more residents and investment
- Affordable and available housing



Our Goals

Public spaces and infrastructure that facilitate health, community connections and opportunities

Ref.	How will we get there?	Who can help?
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	• Council • State and Federal governments • Natural asset and crown land managers • Community groups • Residents • Local Members • Community and sporting groups
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and a healthy ecosystem	
L1.3	Foster towns and villages that are vibrant, well-serviced and supported to achieve their localised priorities	
L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	

Proactive, responsible, and innovative regional planning that grows us sustainably

Ref.	How will we get there?	Who can help?
L2.1	Plan for and enable growth that supports a sustainable local economy	• Council State and Federal agencies • Local Members • Developers • Residents • Community groups • Community services • Housing services • Farmers • Renewable Energy Industry
L2.2	Ensure adequate and available land and housing to meet community needs	
L2.3	Preserve and enhance our architecture and heritage	
L2.4	Protect prime agricultural land and support future innovations and industries	

How do we know we have arrived?

	Baseline	Target Trend	Source	Ref.
New dwelling approvals	106 (2023)	Increase	Council data	**L2.1**
Number of new dwellings in R1 or R2 zones	127 (2024)	Increase	Council data	**L2.2**
Number of new dwellings in R5 and other rural/ environmental zones	17 (2024)	Decrease	Council data	**L2.2**
Occupancy of private dwellings	85.9% (2021)	Increase	Australia Bureau of Statistics (ABS)	**L2.2**
Number of listed heritage items (as per planning definition)*	272 (2024)	Maintain/ Increase	Council data	**L2.3**
Satisfaction with parks, reserves, and playgrounds	3.74/5 (2023)	Maintain/ Increase	Community Satisfaction Survey	**L1.1**
Satisfaction with sporting facilities	3.64/5 (2023)	Maintain/ Increase	Community Satisfaction Survey	**L1.4**
Area of National Parks and Reserves in the Region	149,383h (2024)	Maintain	NSW Planning and Environment	**L1.2**
Average timeframe for development approvals and housing development	74 Days (2024)	Maintain/ Decrease	Council data	**L2.1**
Community satisfaction with open spaces	Question to be introduced to Community Satisfaction Survey	Increase	Community Satisfaction Survey	**L1.5**

**Heritage item* means a building, work, place, relic, tree, object or archaeological site the location and nature of which is described in Schedule 5 of the Local Environmental Plan (LEP)


Community vibrancy improves our liveability.



Enriched Region

Community and Culture

We will improve the quality of life for our community and celebrate its culture and diversity.

What the community said it wants:

- A cohesive, engaged, supportive, family-friendly and welcoming community
- A community that embraces cultural inclusiveness and diversity
- Celebration and engagement with our first nation's people
- Support for a thriving arts and cultural scene
- Specialist health and community services to improve quality of life
- A safe and welcoming community
- Services for disadvantaged sectors of the community



Our Goals

Access to the services and support that facilitate quality of life

Ref.	How will we get there?	Who can help?
E1.1	Ensure health and community service provisions meet the needs of our growing and ageing population	• Health providers • Community services • Community groups • Local Members • State and Federal government agencies • Council • Residents
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	
E1.3	Foster safety and security within our community and support the provision of basic needs	

A proud, inclusive, and cohesive community that celebrates our region in all its diversity and culture

Ref.	How will we get there?	Who can help?
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	• Arts and cultural groups • Local businesses • Arts and Cultural organisations • Artists • Council • Consumers • State and Federal governments • Aboriginal community • Local members • Residents • Community groups and organisations • Local businesses • Industry • Community services
E2.2	Provide public access to facilities that enhance our learning, social and culture fulfilment	
E2.3	Celebrate our local Aboriginal history and traditions, and support cultural understanding and development	
E2.4	Celebrate our rich regional history and heritage	
E2.5	Create an inclusive and cohesive community that celebrates differences and similarities	
E2.6	Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life	

How do we know we have arrived?

	Baseline	Target Trend	Source	Ref.
Total Emergency Department Presentations – Armidale Hospital	19,240 (2022/23 Financial Year)	Decrease	Australian Institute of Health and Welfare	**E1.1**
Index of disadvantage - Socio-Economic Indexes for Areas (SEIFA)	976 (2021)	Decrease	Socio-Economic Indexes for Areas (SEIFA)	**E1.2**
Satisfaction with disability inclusion and access	3.19/5 (2023)	Increase	Community Satisfaction Survey	**E1.2**
Regional homelessness rates	100 (2021)	Decrease	Australia Bureau of Statistics (ABS)	**E1.3**
Satisfaction with libraries	4.36/5 (2023)	Maintain	Community Satisfaction Survey	**E2.2**
Satisfaction with arts, culture and heritage facilities and services	3.64/5 (2023)	Increase	Community Satisfaction Survey	**E2.4**
Number of Closing the Gap targets improved on in the Region	*Completion of year 12 or equivalent: 1.8% *Employment: 86.7% *No long-term health condition: 58.6% *Indigenous Languages (spoken at home): 1.8% *Personal Income: $479 (2021)	Increase all	Australia Bureau of Statistics (ABS)	**E2.3**
Non-proficiency in English language	5% (2021)	Decrease	Australia Bureau of Statistics (ABS)	**E1.2**
Number of volunteers registered - Rural Volunteer Referral Service	644 (2024)	Increase	Council data	**E2.6**
Yearly visitation numbers at the Aboriginal Cultural Centre & Keeping Place	Approx. 12,000-15,000 visits (2023)	Maintain/ Increase	Aboriginal Cultural Centre & Keeping Place data	**E2.1, E2.6, E2.4, E2.5, E2.6**
Yearly visitation numbers at NERAM	90,000 visits (2023-2024)	Maintain/ Increase	NERAM Annual Report	**E2.4**


A culturally inclusive and diverse community.



Strong Region

Engagement and Responsibility

We will be a productive, transparent and strong community always putting the needs of our community first.

What the community said it wants:

- To be led through good governance
- To have strong community consultation and partnerships.
- A regional council that provides the stewardship for growth, development and prosperity
- Facilitation of a unified and inclusive region
- A region that maintains affordable rates and charges, quality services and financial sustainability



Our Goals

An informed and actively engaged community, that builds partnerships and shapes its future

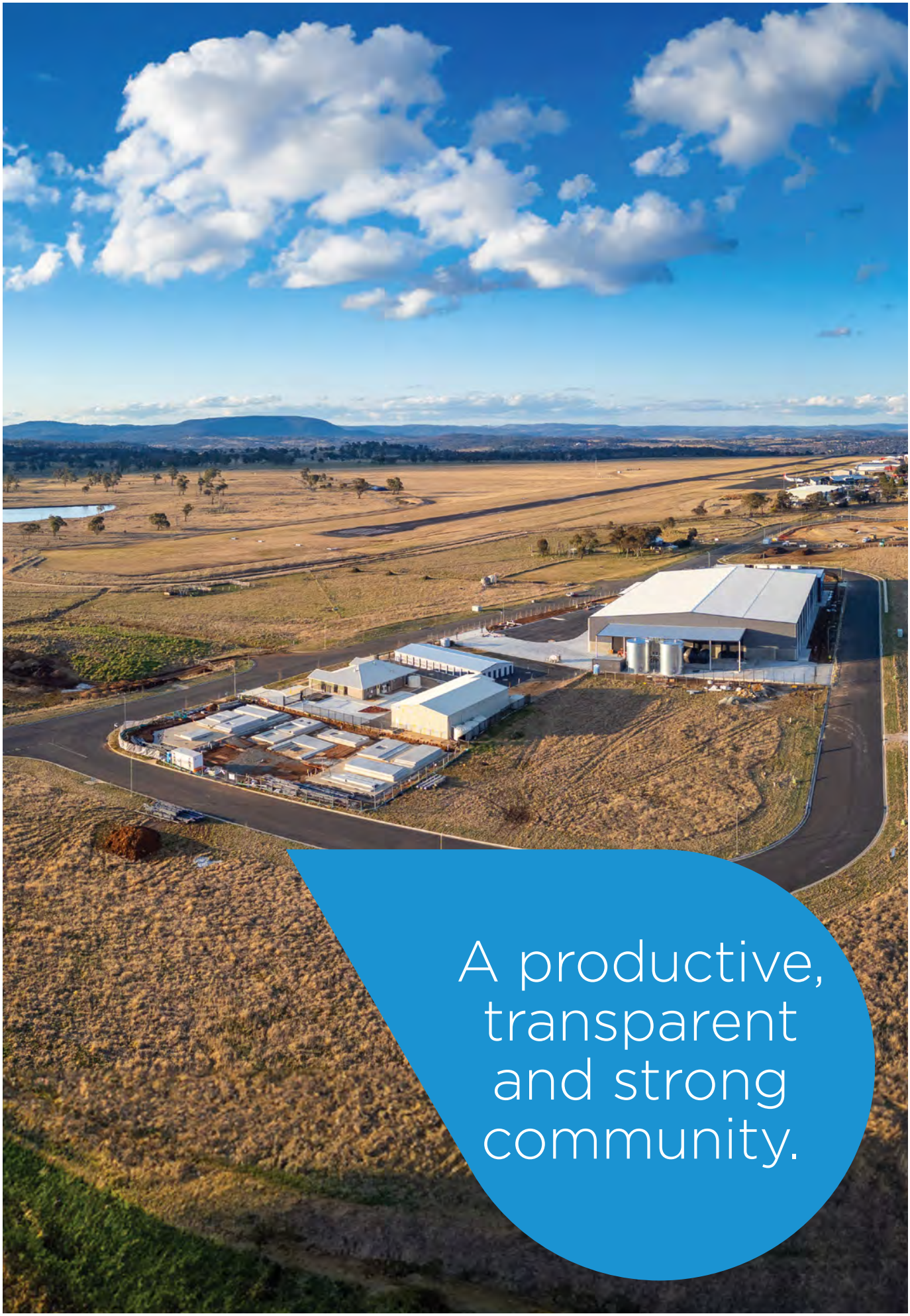
Ref.	How will we get there?	Who can help?
S1.1	Help the community to be informed and have input into decisions about its region and future	• Council • Residents • Media • Local members • State and Federal agencies • Community groups • Community organisations • Local businesses • Industry
S1.2	Create partnerships between our community, levels of government and businesses that contribute to our growth and development	
S1.3	Empower the community and our leaders to make positive change and to unify the region	

A destination of choice, renowned for our beauty, heritage, and unique attractions

Ref.	How will we get there?	Who can help?
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	• Council • Residents • Local members • State and Federal governments
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	

How do we know we have arrived?

	Baseline	Target Trend	Source	Ref.
Improvement on Community Plan measures	Met: 29 Not Met: 12 Unknown: 14 **Total = 55** (2024)	Increase	State of the Region Report	**S1.3, S2.4**
Number of Delivery Program Council Initiatives achieved	68 Complete 70 Progressing 17 Future Year Initiative 1 Not Progressing **Total = 156** (2024)	Increase	State of the Region Report	**S2.2, S2.4**
Satisfaction with community information and consultation	2.67/5 (2023)	Increase	Community Satisfaction Survey	**S1.1**
Number of Armidale Regional Council Financial Sustainability Ratios met	6/7 (2023/24 Financial Year)	Increase	Armidale Regional Council Annual Financial Statements	**S2.3**
Dollar figure of Federal and State Government infrastructure investment in the region (Council-led grants)	$16.6m (2023/24 Financial Year)	Maintain/ Increase	Council data	**S1.2**
Satisfaction with Council (overall)	2.76/5 (2023)	Increase	Community Satisfaction Survey	**S2.1**
Satisfaction with Council's allocation of resources	2.36/5 (2021)	Increase	Community Satisfaction Survey	**S2.3**

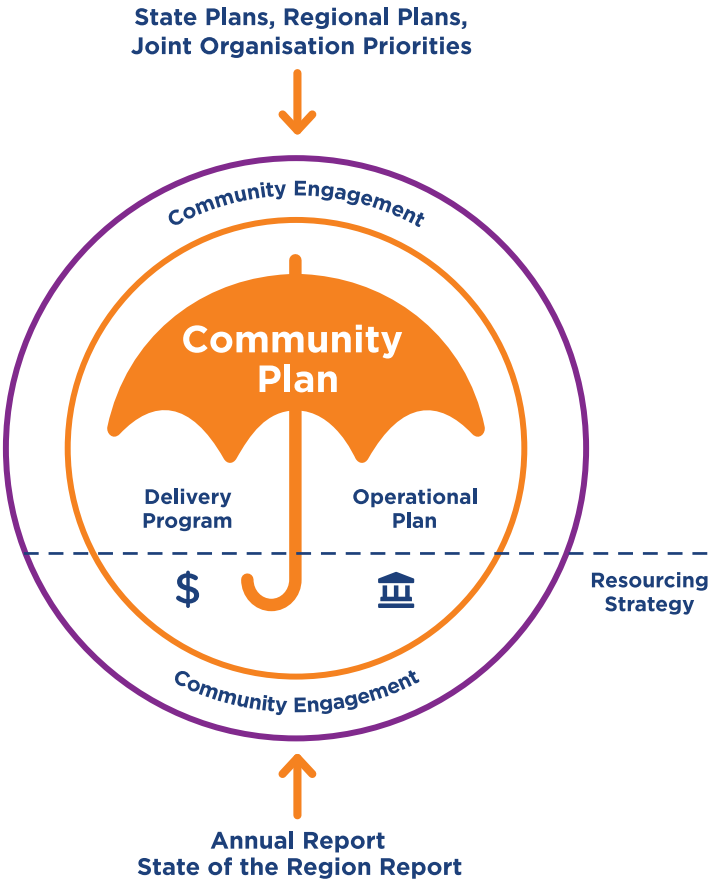

A productive, transparent and strong community.

What is the Community Plan?

The Community Plan (or Community Strategic Plan) is part of a broader strategic framework, called Integrated Planning and Reporting, which transforms community aspirations and priorities into meaningful action at the local government level.

The Integrated Planning and Reporting Framework's highest order plan is the Community Plan, which Council initiates, prepares, maintains, and monitors with and on behalf of, the community.





The purpose of the Community Plan is to identify the community's main priorities and aspirations and plan strategies for achieving them. The Community Plan outlines:

Key Questions	Relationship with the Community Plan
Where are we now?	2025
Where do we want to be?	Goals (2034)
How will we get there?	Strategies
How will we know when we have arrived?	Measures

Council has endeavoured to create equitable and accessible processes to allow residents and ratepayers equal opportunity to participate in the Plan formation without discrimination.

The ten-year Community Plan informs Council's Delivery Program (4-year plan), Resourcing Strategy, and Operational Plan (1-year plan).

Council encourages organisations, agencies and community groups within the region to consider and utilise the Plan in their own strategic decision making.



State and Regional Priorities Alignment

The Armidale Region does not operate in isolation, and we must consider the priorities of the State and Federal governments, local organisations, businesses and other councils. These stakeholders all play a part in achieving the aspirations of the community. There are a number of overarching priorities and plans that guide our state and region and that have been considered in the preparation of this Community Plan.

The first is the NSW Premier's Priorities* including the following:

- More teachers in our schools
- More healthcare workers and beds in our hospitals
- A thriving manufacturing sector with well-paid jobs
- A world-class education system
- Enforceable minimum safe staffing levels in our public hospitals
- A focus on delivering cleaner and more reliable energy

*As per Chris Minns MP Message from the Premier on the NSW Government's website

New England North West Regional Plan 2041 Priorities

The second set of overarching priorities is the New England North West Regional Plan. Alignment with these priorities and the Advancing Our Armidale Region Community Plan is demonstrated below. The Plan also considers the elements of the Quadruple Bottom Line, which is demonstrated in the following table.

	Thriving Region	Connected Region	Future Region	Liveable Region	Enriched Region	Strong Region
Growth, change and opportunity						
Coordinate land use planning for future population growth, community need and regional economic development	✓			✓		
Productive and innovative						
Protect the viability and integrity of rural land				✓		
Expand agribusiness and food processing sectors	✓					
Sustainably manage mineral resources						
Enhance the diversity and strength of Central Business Districts and town centres	✓			✓		
Coordinate the supply of well-located employment land	✓			✓		
Support a diverse visitor economy	✓				✓	
Sustainable and Resilient						
Adapt to climate change and natural hazards and increase climate resilience	✓	✓	✓	✓		✓
Lead renewable energy technology and investment	✓		✓			
Support a circular economy			✓			
Sustainably manage and conserve water resources			✓			
Protect regional biodiversity and areas of High Environmental Value			✓	✓		
Housing and place						
Provide well located housing options to meet demand				✓		
Provide more affordable and low cost housing				✓		
Understand, respect and integrate Aboriginal culture and heritage					✓	
Support the aspirations of Aboriginal people and communities in local planning				✓	✓	
Celebrate local character				✓	✓	
Public spaces and green infrastructure support connected and healthy communities			✓	✓		
Connected and accessible						
Leverage new and upgraded infrastructure	✓	✓		✓		
Improve state and regional freight connectivity		✓				
Improve active and public transport networks		✓				
Utilise emerging transport technology		✓				
Quadruple Bottom line						
Social		✓		✓	✓	
Environmental	✓	✓	✓	✓	✓	✓
Economic	✓	✓				✓
Civic Leadership						✓

Council's Role in Delivering the Plan

T1.1	Support existing and new businesses and industries in the Region	Provider, Partner & Advocate
T1.2	Plan for sustainable growth and deliver infrastructure that enables jobs & improves liveability	Provider & Partner
T1.3	Champion local employers to provide employment and training opportunities	Partner & Advocate
T1.4	Ensure local education and entrepreneurship opportunities support a thriving community	Partner & Advocate
T2.1	Enhance our reputation as a destination of choice in NSW	Provider & Partner
T2.3	Provide attractions and events that enhance our Region's offering to locals and Tourists	Provider, Partner & Advocate
T2.4	Encourage locals to shop in the Region, and make our Region the choice for shopping in the broader New England area	Partner & Advocate
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Provider, Partner & Advocate
C1.2	Support the implementation and usage of active transport infrastructure across the region	Deliver & Advocate
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Partner & Advocate
C2.2	Promote and encourage the establishment and uptake of sustainable transport options and services	Provider, Partner & Advocate
C2.3	Utilise our access to the high-speed data and advancing technology to increase connectivity within and outside our region	Advocate
F1.1	Promote and support biodiversity protection and management	Provider, Partner & Advocate
F1.2	Protect and enhance our waterways, catchments and creek lands	Provider, Partner & Advocate
F1.3	Foster collaborations that improve understanding and action to protect our natural environment	Partner & Advocate
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Provider, Partner & Advocate
F2.2	Promote and increase use of renewable resources and alternative energy sources	Provider, Partner & Advocate
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Provider & Partner
F2.4	Create a cleaner, healthier environment with good air quality	Provider, Partner & Advocate
F2.5	Ensure the community is provided with safe, secure and accessible water that is sustainably managed now and into the future	Provider, Partner & Advocate
F2.6	Prepare for, respond to, and assist in the recovery from natural disasters	Provider, Partner & Advocate
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Deliver
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and a healthy ecosystem.	Deliver & Partner

L1.3	Foster towns and villages that are vibrant, well-serviced and supported to achieve their localised priorities	Provider, Partner & Advocate
L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events	Deliver & Partner
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Deliver & Partner
L2.1	Plan for and enable growth that supports a sustainable local economy	Deliver
L2.2	Ensure adequate and available land and housing to meet community needs	Partner & Advocate
L2.3	Preserve and enhance our architecture and heritage	Provider, Partner & Advocate
L2.4	Protect prime agricultural land and support future innovations and industries	Provider, Partner & Advocate
E1.1	Ensure health and community service provisions meet the needs of our growing and ageing population	Partner & Advocate
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Provider, Partner & Advocate
E1.3	Foster safety and security within our community and support the provision of basic needs	Provider, Partner & Advocate
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	Partner & Advocate
E2.2	Provide public access to facilities that enhance our learning, social and culture fulfilment	Deliver & Partner
E2.3	Celebrate our local Aboriginal history and traditions, and support cultural understanding and development	Provider, Partner & Advocate
E2.4	Celebrate our rich regional history and heritage	Provider, Partner & Advocate
E2.5	Create an inclusive and cohesive community that celebrates differences and similarities	Provider, Partner & Advocate
E2.6	Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life	Provider, Partner & Advocate
S1.1	Help the community to be informed and have input into decisions about its region and future.	Provider, Partner & Advocate
S1.2	Create partnerships between our community, levels of government and businesses that contribute to our growth and development	Partner & Advocate
S1.3	Empower the community and our leaders to make positive change and to unify the region	Provider, Partner & Advocate
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Deliver
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Deliver
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Deliver
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Deliver

ARMIDALE
Regional Council

ARMIDALE Regional Council

Integrated Planning & Reporting

Community Plan 2025-2034 - Submissions Report

Restore & thrive

www.armidaleregional.nsw.gov.au

TRIM:

Integrated Planning & Reporting - Community Plan 2025-2034 - Submissions Report

Following the election of a new Council, it is a requirement under legislation that Council's review the Community Plan (or Community Strategic Plan). This document outlines the submissions received from the community during the public exhibition period from 10 September to 4 November 2024.

The major themes identified from the submissions include:

- **Infrastructure and Transport**: Concerns about road safety, public transport, and the need for new roads and transport services.
- **Sustainability and Environment**: Emphasis on renewable energy, climate change adaptation, water security, and air quality.
- **Community and Culture**: Need for better community engagement, support for disadvantaged groups, and enhancement of public spaces and recreational facilities.
- **Economic Development**: Suggestions for boosting tourism, supporting local businesses, and creating job opportunities.

The community engagement process allows the Council to establish data themes that can then be implemented into the document during its revision. This document outlines the engagement process, the feedback obtained, and the updates made to the **Advancing our Region Community Plan 2025-2034.**

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Public Exhibition

The Community Plan was placed on public exhibition for review for 56 days to receive community feedback.

Council's engagement with the public included:

Website



The Community Plan was placed on the 'your say' website (yoursay.armidale.nsw.gov.au) requesting community members to write in their submissions.

Social Media



Mayoral Messages regarding pop up stalls

Notification of the Community Plan under review

Notification of Pop-Up stalls

Pop Up stalls



Ebor

Hillgrove

Armidale Central Shopping Centre

PCYC Markets

Guyra Main Street

Ben Lomond

Other



Email to community groups inviting them to lodge a submission

Participation:

Ebor Pop up	6
Hillgrove Pop up	12
Armidale Central Shopping Centre Pop up	9
PCYC Markets Pop up	17
Guyra Main Street Pop up	4
Ben Lomond Pop up	12
Formal Submissions	12
Total	**72**

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Formal Submissions

Council appreciates the time and effort taken by those who provided feedback on the Community Plan.

There were 12 formal submissions made by community members, community groups and broader organisations. These are submissions that are addressed to the General Manager and are sent to the Council email address or post office address.

All Formal Submissions are attached to the Council report. Below is a list of the submissions and the Council response.

Submitter	Response
Submitter #1 Kerry and Bruce Chick (Submission PDF page 1)	Thank you for your feedback. **The Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Public spaces and infrastructure:** The Community Plan aims to enhance public spaces and natural landscapes **(See L1.2).** • **Education and training:** The Community Plan aims to ensure local education and entrepreneurship opportunities support a thriving community **(See T1.4).** • **Community and culture:** The Community Plan aims to recognise and support the diverse and changing needs of our community **(See E1.2).** • **Quality infrastructure:** The Community Plan aims to build and maintain quality, safe, and accessible road transport infrastructure, and support the implementation and usage of active transport infrastructure **(See C1.1, C1.2).**
Submitter #2 Dr Siri Gamage (Submission PDF pages 2-5)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Transport and technology**: The Community Plan aims to provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure **(See C2.1).** • **Quality infrastructure**: The Community Plan aims to build and maintain quality, safe, and accessible road transport infrastructure, and support the implementation and usage of active transport infrastructure **(See C1.1, C1.2).** • **Sustainability and resilience**: The Community Plan aims to promote and increase the use of renewable resources and alternative energy sources **(See F2.2).**

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Submitter #3 Julia Rose (Submission PDF page 6)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Quality infrastructure**: The Community Plan aims to build and maintain quality, safe, and accessible road transport infrastructure **(See C1.1).**
Submitter #4 Beth White (Submission PDF pages 7-9)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Engagement and responsibility**: The Community Plan aims to help the community to be informed and have input into decisions about its region and future, and create partnerships between our community, levels of government, and businesses **(See S1.1, S1.2).** • **Transport and technology**: The Community Plan aims to provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure **(See C2.1).** • **Quality infrastructure**: The Community Plan aims to build and maintain quality, safe, and accessible road transport infrastructure, and support the implementation and usage of active transport infrastructure **(See C1.1, C1.2).**
Submitter #5 Ben Lomond Landcare Group Inc. Cameron Way (Submission PDF pages 10-11)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Quality infrastructure**: The Community Plan aims to build and maintain quality, safe, and accessible road transport infrastructure, and support the implementation and usage of active transport infrastructure **(See C1.1, C1.2).** • **Transport and technology**: The Community Plan aims to provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure **(See C2.1).** • **Tourism and economy**: The Community Plan aims to enhance our reputation as a destination of choice in NSW and provide attractions and events that enhance our region's offering to locals and tourists **(See T1.1, T1.3).** • **Sustainability and resilience**: The Community Plan aims to proactively adapt to and mitigate the local impacts of climate change, and prepare for, respond to, and assist in the recovery from natural disasters **(See F2.1, F2.6).**

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Submitter #6 Brian Marshall (Submission PDF page 12)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Engagement and responsibility**: The Community Plan aims to help the community to be informed and have input into decisions about its region and future, and create partnerships between our community, levels of government, and businesses **(See S1.1, S1.2).**
Submitter #7 New England Greens (Submission PDF pages 13 -15)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Sustainability and resilience**: The Community Plan aims to proactively adapt to and mitigate the local impacts of climate change, promote and increase the use of renewable resources and alternative energy sources, and create a cleaner, healthier environment with good air quality **(See F2.1, F2.2, F2.4).** • **Community and culture**: The Community Plan aims to ensure health and community service provisions meet the needs of our growing and ageing population, and recognise and support the diverse and changing needs of our community, including those who are disadvantaged **(See E1.1, E1.2).**
Submitter #8 ARRA (Submission PDF pages 16-19)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Transport and technology**: The Community Plan aims to provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure **(See C2.1).** • **Quality infrastructure**: The Community Plan aims to build and maintain quality, safe, and accessible road transport infrastructure, and support the implementation and usage of active transport infrastructure **(See C1.1, C1.2).** • **Sustainability and resilience**: The Community Plan aims to promote and increase the use of renewable resources and alternative energy sources **(See F2.2).**
Submitter #9 Annette Kilarr (Submission PDF pages 20-24)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Sustainability and resilience**: The Community Plan aims to ensure the community is provided with safe, secure, and accessible water that is sustainably managed now and into

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	the future, and promote and increase the use of renewable resources and alternative energy sources **(See F2.5, F2.2).** • **Community and culture**: The Community Plan aims to proactively adapt to and mitigate the local impacts of climate change, and prepare for, respond to, and assist in the recovery from natural disasters **(See F2.1, F2.6).** • **Proactive, responsible, and innovative regional planning**: The Community Plan aims to plan for and enable growth that supports a sustainable local economy **(See L2.1).**
Submitter #10 Helen Webb (Submission PDF pages 25-26)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Sustainability and resilience**: The Community Plan aims to proactively adapt to and mitigate the local impacts of climate change, and ensure the community is provided with safe, secure, and accessible water that is sustainably managed now and into the future **(See F2.1, F2.5).** • **Community and culture**: The Community Plan aims to recognise and support the diverse and changing needs of our community, including those who are disadvantaged **(See E1.2).**
Submitter #11 Australian Air Quality Group (AAQG) EAF Campbell (Submission PDF page 27)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Sustainability and resilience**: The Community Plan aims to create a cleaner, healthier environment with good air quality, and promote and increase the use of renewable resources and alternative energy sources **(See F2.4, F2.2).** • **Community and culture**: The Community Plan aims to ensure health and community service provisions meet the needs of our growing and ageing population, and recognise and support the diverse and changing needs of our community, including those who are disadvantaged **(See E1.1, E1.2).**
Submitter #12 Gayle Davies (Submission PDF page)	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Transport and technology**: The Community Plan aims to provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure **(See C2.1).** • **Quality infrastructure**: The Community Plan aims to build and maintain quality, safe, and accessible road transport

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	infrastructure, and support the implementation and usage of active transport infrastructure **(See C1.1, C1.2).**

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Pop Up Stall Feedback

Council hosted a series of pop-up stalls around the region where community feedback was collected in person. A summary of feedback received, along with the Council responses are outlined below:

Location	Summary of Primary Submissions	Response
Ebor	Concern about speeding through Ebor and ad hoc camping. Suggested advocating to TfNSW for mobile speed cameras and ensuring safe and managed camping facilities. Suggested adding a strategy for access to recycling in every village and getting can collection at Ebor Landfill. Also mentioned the need for a rest area between Ebor and Armidale.	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Quality infrastructure**: The Community Plan aims to build and maintain quality, safe, and accessible road transport infrastructure **(See C1.1).** • **Sustainability and resilience**: The Community Plan aims to promote and increase the use of renewable resources and alternative energy sources, **(See F2.2).** • **Public spaces and infrastructure**: The Community Plan aims to enhance public spaces and natural landscapes **(See L1.2).**
Hillgrove	Focus on villages, improving tourism, village roads, line marking on Stockton Road, playgrounds, lookouts, BBQ areas, camping areas, reducing red tape, more frequent and better road grading, fixing walking tracks, advertising attractions, addressing flooding, and maintaining the population size.	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Tourism and economy**: The Community Plan aims to enhance our reputation as a destination of choice in NSW and provide attractions and events that enhance our region's offering to locals and tourists **(See T2.1, T2.2).** • **Quality infrastructure**: The Community Plan aims to build and maintain quality,

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		safe, and accessible road transport infrastructure **(See C1.1).** • **Public spaces and infrastructure**: The Community Plan aims to enhance public spaces and natural landscapes **(See L1.2).**
Armidale Central Shopping Centre	Suggestions for growing the economy, bringing in more factories and industry, focusing on disability access, raising the Malpas Dam wall, grants for eco-friendly washing machines, smart water meters, improving lighting in East Mall, better community outreach, hiring a Public Relations Officer, multiple communication avenues, tech help at the library, initiatives for TAFE/UNE graduates, and hiring an Environment Officer at Council.	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Economy and tourism**: The Community Plan aims to support existing and new businesses and industries in the region, plan for sustainable growth, and deliver infrastructure that enables jobs and improves liveability **(See T1.1, T1.2).** • **Community and culture**: The Community Plan aims to ensure health and community service provisions meet the needs of our growing and ageing population, and recognise and support the diverse and changing needs of our community, including those who are disadvantaged **(See E1.1, E1.2).** • **Sustainability and resilience**: The Community Plan aims to promote and increase the use of renewable resources and alternative energy sources, and ensure the community is provided with safe, secure, and accessible water that is sustainably managed now and into the future **(See F2.2, F2.5).**

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PCYC Markets	Positive feedback on the Climate Emergency Declaration and green initiative indicators. More education around sustainability, a new design for the community plan review, a one-pager explaining the community plan and top priorities, more access to bushland with bike and foot trails, making the region more accessible and disability-friendly, ongoing Aboriginal culture enhancement, better air quality, fitness equipment in parks, more cycleways, more shops, doctors, better bus routes, education fund for teachers, exercise equipment in parks, bulk waste pickup, more funding for arts, night music/arts events at the library, increased water usage charge, more electric cars and facilities, and more trains for Armidale.	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Sustainability and resilience**: The Community Plan aims to proactively adapt to and mitigate the local impacts of climate change, promote and increase the use of renewable resources and alternative energy sources, and create a cleaner, healthier environment with good air quality **(See F2.1, F2.2, F2.4).** • **Public spaces and infrastructure**: The Community Plan aims to enhance public spaces and natural landscapes, provide appropriate, planned, and maintained community facilities, and enhance and maintain recreation spaces to offer quality of life, entertainment, and family-friendly activities to residents and visitors **(See L1.2, L1.1, L1.5).** • **Community and culture**: The Community Plan aims to support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene, and provide public access to facilities that enhance our learning, social, and cultural fulfilment **(See E2.1, E2.2).**
Guyra Main Street	Suggestions for a hydrotherapy pool in Abercrombie Street, increased service levels, more industry in smaller towns, revamping Mother of Ducks Lagoon, more focus on tourism and employment, and a focus on community rather than business.	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies:

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		• **Economy and tourism**: The Community Plan aims to support existing and new businesses and industries in the region, plan for sustainable growth, and deliver infrastructure that enables jobs and improves liveability **(See T1.1, T1.2).** • **Public spaces and infrastructure**: The Community Plan aims to enhance public spaces and natural landscapes, provide appropriate, planned, and maintained community facilities, and enhance and maintain recreation spaces to offer quality of life, entertainment, and family-friendly activities to residents and visitors **(See L1.2, L1.1, L1.5).** • **Community and culture**: The Community Plan aims to support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene, and provide public access to facilities that enhance our learning, social, and cultural fulfilment **(See E2.1, E2.2).**
Ben Lomond	• Wind Turbines – Are they really protecting the natural environment? - Use lots of concrete - Produce micro plastics - How are the blades being disposed of once they are replaced? • Need better consultation with the smaller villages - More communication about Council Officials/representatives going to the villages - Advertise through multiple channels of council meetings.	Thank you for your feedback. The **Advancing Our Region Community Plan 2025-2034** addresses these concerns through several strategies: • **Sustainability and resilience**: The Community Plan aims to promote and increase the use of renewable resources and alternative energy sources, and ensure the community is provided with safe, secure, and accessible water that is sustainably

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	- Contact the Ben Lomond Committee to advise Council will be consulting • Local Housing Strategy. Ben Lomond does not want 250 more houses in the Village. Let's keep the small village charm and not ruin it to fit a growth agenda. • There needs to be more communication from Council when policies are going up for review or when new policies are being passed, so that all in the region can have their say. • Ben Lomond would like from Council support for a dark sky reserve working with our community. • Need better public transport or need transport options full stop for the smaller villages to travel around the region • For instance, put - a Driverless electric train on the railway line between Armidale and Tenterfield • Better Communication and notice of consultation from council. • Increase the catchment of Malpas Dam. recognise the submission already put to council four times.) • Seal the small roads in Ben Lomond. • Talk to the communities all around the region and see what they want before making decisions – don't dictate to the community what they want. • Increase the public exhibition timeframe from 28 days to 3 months. • Councillors need to get to know the villages – Councillors to take the initiative to get to know the Communities aspirations. • If Armidale wants to grow, don't do it at the villages expense. Self-direct appropriate limited growth for villages. • It's not enough to put together fantastic documents and then don't listen to the community's ideas – the community needs to be	managed now and into the future **(See F2.2, F2.5).** • **Public spaces and infrastructure**: The Community Plan aims to enhance public spaces and natural landscapes, provide appropriate, planned, and maintained community facilities, and enhance and maintain recreation spaces to offer quality of life, entertainment, and family-friendly activities to residents and visitors **(See L1.2, L1.1, L1.5).** • **Community and culture**: The Community Plan aims to celebrate our local Aboriginal history and traditions, and support cultural understanding and development, and create an inclusive and cohesive community that celebrates differences and similarities **(See E2.3, E2.5).** • **Engagement and responsibility**: The Community Plan aims to help the community to be informed and have input into decisions about its region and future, and create partnerships between our community, levels of government, and businesses that contribute to our growth and development **(See S1.1, S1.2).**

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	heard and there needs to be follow up. • Go back to basics – rubbish, roads and rates – get this right first and then go on to growth and other initiatives. • Have a plan for the future before just putting infrastructure in. • Fix up the standard of roads before bringing in loads of people. • Look at the costs of different initiatives e.g. Wind turbines - What is the road risk - What are the waste costs - Where will the parts being replaced go - What will the impact of storms be • Aboriginal significance needs to be recognised • The rec grounds needs bins and a bin collection service • Waste transfer station – needs to be more user friendly - Needs ramps for disposing of rubbish - The community had a great plan of improvement with a professional that was consulted and this idea was ignored - There are currently trip hazards at the facility • Provide the community with a map of the internal structure of Council with names and contact details. • There needs to be more follow up with the community – when a commitment is made to a community member/the community, there needs to be follow up • Council seems to be over managed and overstaffed which results in it taking too much time to get things done by Council. • The Proposed $300 000 for curb and guttering and footpaths in Ben Lomond village – we don't want it for curb and guttering Maybe only want a footpath for the front of the hall to the rec ground. Budget better spent on community identified needs. Eg need	

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	extension of the drainage pipe across from the hall. Aspirations in the Community Plan that we are happy with but provide the following notes: T2.1- Recognise and support that Ben Lomond is doing this with the Astronomy Events (Dark Skies) T2.3 – Recognise and support that Ben Lomond is doing this with Llangothlin Lagoon (bird attractions – Bird watching) C1.1 – Why is the railway line not included in this aspiration? L1.3 – Please keep this strategy in L2.3 – Recognise that Ben Lomond fits this strategy – it's a small vibrant community. L2.4 – Ag industry in Ben Lomond generates income for Council E2.5 – Recognise Ben Lomond as different and celebrate that E2.6 – Recognise the mowing and tree planting that takes place by community members in Ben Lomond S1.3 – Rates have doubled and the villages have been ignored. Ben Lomond has positively acted on Council strategies and suffered reputational damage when the Village has been left high and dry	

Please Note: Armidale Regional Council thanks the Community for their valuable feedback and submissions. We appreciate the engagement with our community planning process.

The Community Plan serves as a high-level document that captures our community's vision and aspirations. From this foundational document, Council develops the Delivery Program, which outlines the specific initiatives that our newly elected Councillors commit to achieving over their Council Term. The specific actions the Council will take to fulfil these initiatives are recorded in the Operational Plans.

The Armidale Regional Council is currently focused on enhancing the community's understanding of these documents, including their purposes and how residents can contribute to each document's

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development. The specific programs identified in the feedback received at the Pop Up stalls and through formal submissions are more closely related to the Delivery Program and Operational Plan.

Council will keep the specific programs feedback in mind as we develop the Delivery Program and Operational Plans.

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Document Changes

Council has compiled a list of changes made to the Community Plan during, and in response to, the public exhibition process. These are outlined below:

Document	Page	Change
Advancing our Region Community Plan	9, 11 & 25	**T1.1 and T1.2 (now merged into T1.1)** **Previous wording:** **T1.1:** "Attract new job creating investment to the region" **T1.2:** "Support existing businesses and local industries to grow, prosper, change and adapt" **Updated wording**: "Support existing and new businesses and industries in the Region"
Advancing our Region Community Plan	9, 11 & 25	**T1.3 (now T1.2)** **Previous Wording:** "Support existing businesses and local industries to grow, prosper, change and adapt" **Updated wording:** "Plan for sustainable growth and deliver infrastructure that enables jobs and improves liveability"
Advancing our Region Community Plan	9, 11 & 25	**T1.4 (now T1.3)**
Advancing our Region Community Plan	9, 11 & 25	**T1.5 (now T1.4)** **Previous wording**: "Foster a culture of lifetime education and ensure local education services meet the needs of our community" **Updated wording**: "Ensure local education and entrepreneurship opportunities support a thriving community"
Advancing our Region Community Plan	9, 11 & 25	**T2.1 and T2.2 (now merged into T2.1)** **Previous wording:**

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		T2.1: "Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW" **T2.2:** "Promote and enhance the extraordinary natural assets, beauty, climate, and location that our region enjoys" **Updated wording**: "Enhance our reputation as a destination of choice in NSW"
Advancing our Region Community Plan	9, 15 & 25	**T2.3 (now T2.2)**
Advancing our Region Community Plan	9, 15 & 25	**T2.4 (now T2.3)**
Advancing our Region Community Plan	9, 15 & 25	**F2.5** **Previous wording:** "Ensure the community is provided with safe and accessible water that is sustainably managed now and into the future" **Updated wording**: "Ensure the community is provided with safe, secure and accessible water that is sustainably managed now and into the future"
Advancing our Region Community Plan	9, 15 & 25	**F2.6** **Previous wording:** "Prepare for, prevent, and manage natural disasters" **Updated wording**: "Prepare for, respond to, and assist in the recovery from natural disasters"
Advancing our Region Community Plan	9, 17 & 25	**L1.1** **Previous wording:** "Provide appropriate, maintained, and planned facilities that allow people to meet, congregate and learn" **Updated wording**: "Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn"

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Advancing our Region Community Plan	9, 17 & 25	**L2.2** **Previous wording:** "Ensure adequate and available housing to meet community needs" **Updated wording**: "Ensure adequate and available land and housing to meet community needs"
Advancing our Region Community Plan	9, 19 & 25	**E1.1** **Previous wording:** "Ensure health and community service provision meets the needs of our growing and ageing population" **Updated wording**: "Ensure health and community service provisions meet the needs of our growing and ageing population"
Advancing our Region Community Plan	9, 19 & 25	**E1.2** **Previous wording:** "Recognise and support the diverse needs of our community, including those that are disadvantaged" **Updated wording**: "Recognise and support the diverse and changing needs of our community, including those who are disadvantaged"

Please note: the "How we know we have arrived (measures)" sections at the end of each pillar have been updated. The introduction and back pages of the Community Plan (The Plan) have also been revised with the latest information. Additionally, The Plan has been graphically redesigned to reflect a more updated version.

Dear members of Armidale Regional Council,and The ARC General Manager.
I have read with interest , the “Advancing our Region report”.
Whilst in my opinion it is verbose, it is also just a motherhood statement, entirely subjective with very little substance.
I would prefer more details on how the ARC plans to expand these ideas in detail????
I would like to see a comprehensive plan, designed by leading Landscape Architects for an amazing development of the Armidale Creeklands from South Hill to Lake Zott and beyond.
I would like to see this as a bicycle track, a walking track and motorised wheelchair track, with off shoots leading to all the tourist attractions and CBD I would like to see water in the Creeklands.
In my mind I can even see a boat race to the University.!!!!!!
I see this as a major tourist and community attraction, as mobility, to eliminate cars as much as possible in the CBD, employment by way of gardening and maintenance, tea houses,coffee shops, gift shops, yoga classes, tai chi, dancing, meditation, music/ concerts, playgrounds, fishing, far better than a rail trail as visitors can ride further on back roads.
My second idea, is for a school of horticulture preferably at The Old Teachers College.
There will be a huge need in the future for arborists and gardeners and flower and vegetable growing, plant propagation with climate change and sustainability being a vexing question??
I would like to see ARC announce some lateral thinking, innovative ideas.
Instead of seeking new people to come and live, encourage the people who are here to build their businesses, employ more and also make Armidale exciting enough for young, old, in the middle to want to be here and to be here on weekends, when many head off to their coastal retreats.
Good luck ARC and the staff and General Manager, a bright future lies ahead with a sense of confidence, richness, creativity, passion and lateral thinking.
Your Sincerely
Kerry and Bruce Chick
Burgess Street
PS there are also specific some questions related to the report???
What is meant by Greenfield sites?
Are 13% of dwellings unoccupied given 87% are occupied?
How do you plan to grow the population?
How much emphasis are you putting on collaboration with UNE?
especially beyond learning ??
What are the relationships between ARC and transport providers, ie airlines, railway, ministers for regional and rural transport, services, medical particularly???????
What plans and information are in place for the Ezidi residence as far as employment, health care, particularly mental health and domestic violence?????
Where does the figure come from for the number of wood heaters installed in LGA???
Where has the State Government Grant, announced by Adam Marshall, to commence a small portion of enhancing the Creeklands, disappeared to ?????
None of these issues seem to have been elaborated on?
With thanks
Kerry and Bruce Chick
Sent from my iPhone

To: the General Manager, ARC

Advancing Our Region-ARC
Your Community Plan 2022-2032

Submission by Dr. Siri Gamage – Forum for NSW Regional Transport Justice (04.10.2024)

Connected Region - Transport and Technology

The Community Plan states:

We will provide and improve high quality connections within and outside of the region

What the Community said it wants?

1. Quality transport infrastructure including roads, footpaths, Kerbs and cycleways
2. Excellent transport links to other regions, public transport and lifestyle infrastructure

Comments: Goal is commendable. We cannot rely on air services as it is after Rex withdrew services. We need a second and/or a third carrier not only for residents to access affordable fares but also to avoid frequent flight cancellations. Competition is the key.

However, I am disappointed that what I stated in my previous submission to the Community Plan has been ignored. I highlighted the importance of restoring rail line north of Armidale so that we can connect our region with Queensland. We also need a second train service, faster than the current one, to Sydney. Between Armidale and Tamworth, we need a shuttle train service especially as the UNE is setting up a campus there.

Quality roads are desirable for motorists and light vehicles -not for double Bs that carry freight. At present, New England Highway is congested at peak times with trucks carrying freight including livestock, manufactured products including food, supplies for farms, solar and wind farms and housing, and fuel. The annual road repair bill runs into millions. Many fatal accidents also occur. All this is while the NSW and Commonwealth governments are emphasising the need to shift freight from road to rail to meet Net Zero target by 2050.

Our residents should be able to access medical and other health services in Queensland if they so desire. This is not possible due to the lack of public transport -road or rail. ARC can be an advocate for better public transport between regions and get the necessary assistance from NSW government in the first place. It can also help our visitor economy, provide better mobility for vulnerable groups, and better connectivity across regions.

Our Goals (p.13)

Plan states the following:

Quality infrastructure makes it safe and easy to travel around our region

How will we get there?

1. *Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities.*
2. *Support the implementation and usage of active transport infrastructure across our region*

Comments: Here again it is unfortunate that a community plan designed to make our region strong, enrich, grow, thrive and connected and make it a future liveable region has neglected rail and air services to and from the region? This is a clear and unnecessary bias in the current thinking by ARC decision makers that can be counter-productive in achieving the set goals. Who is saying that we do not need better train and air services? Are the council staff responsible in developing the plan dead against these services being accessible by our residents? Which councillor is against such services? What is the position of the Mayor and Deputy Mayor on this subject?

I note that in other council plans also above - mentioned bias against rail services exist e.g. housing plan. For example, the housing plan states that the proposed 4 new housing zones in Armidale are to be connected by cycleways. They in turn will be connected to the New England Rail Trail.

Given that only 2 percent of our residents currently use public transport, it is highly imperative that we set our goals in the future public transport area more realistically to make them functionally valid.

Given the uncertainties that ARC is facing about the rail trail from Armidale to ben Lomond including government funding and community support, it is important to revisit this subject on rail trail and look for an option that can garner broader community support. E.g. off formation construction of rail trail within the rail corridor leaving rail infrastructure for future rail services. This is essential as New England Railway Inc (NERi) has plans to restore the two train sets parked in the shed near the Armidale station to operate passenger and heritage trains north of Armidale. Volunteers are already repairing the two sets. NERi in collaboration with Northern Regional railway Company (NRRC) are conducting a degradation study of the rail line, bridges, crossings etc. to ascertain the costs. They have released preliminary costings. According to them, costs are much lower than stipulated by others not based on a proper evaluation or study.

Recommendation: New Council needs to adopt an expanded set of goals on this subject by taking above mentioned comments into account.

New England Strategic regional Integrated Transport Plan - Council can send a submission

Currently, TFNSW is seeking submissions for New England-Northwest Strategic Integrated Regional Transport Plan which it plans to finalise by the end of 2025. It states the following:

"In the New England and North West, we are paving the way for a transport system that reflects the unique character and needs of the region. The Strategic Regional Integrated Transport Plans (SRITP) for the New England and North West is set to be delivered in early 2026, and we are focused on capturing the heart of what makes the New England and North West unique, ensuring our transport infrastructure supports every resident's way of life".

Submissions can be sent till mid 2025. It is important that ARC sends a submission after obtaining community inputs and a roundtable discussion of councillors and other stake holders including community associations.

https://www.haveyoursay.nsw.gov.au/sritp/new-england-and-north-west#:~:text=The%20Strategic%20Regional%20Integrated%20Transport,every%20resident's%20way%20of%20life.

Following information received from the team responsible for developing the plan ([redacted], Senior Manager Communications and Engagement, Strategic Transport Planning

Transport for NSW email: engage.sritps@transport.nsw.gov.au) can be useful in preparing ARC response:

In regards to the New England North West Strategic Regional Integrated Transport Plan, work will commence in Quarter 4 of 2024 with early submissions and the pin drop function open until the of the year (2024). These early inputs, along with targeted stakeholder engagements in early 2025 will inform the development of a draft plan. Transport for NSW aims to have a draft New England North West Strategic Regional Integrated Transport Plan available for public exhibition in in Quarter 4 of 2025.

The New England North West Strategic Regional Integrated Transport Plan will align with the Department of Planning, Housing and Infrastructure's (formally Department of Planning and Environment) New England North West Regional Plan 2041 to efficiently respond to anticipated changes in land use, demographics and travel demand across the New England North West. This will include economic opportunities and public transport options to support jobs growth and regional connectivity across the New England North West. The New England North West Strategic Regional Integrated Transport Plans will consider:

- Maximising the use of the existing transport network in the area – including rail, road and maritime infrastructure and services
- Improving transport options, in all forms, for our communities – addressing obstacles to connecting communities and providing more choice and better access including for public and active transport for people in NSW
- Supporting tourism though connectivity to and from attractions, including consideration of rail
- Enabling economic activity through boosting regional economies, connecting people with jobs and positioning regional businesses to take advantage of global markets.

Comment: Integrated transport services can be to visualised to connect our airport and business park, town, hospital,NERAM and the railway station. A shuttle bus service connecting these important places can be subsidised by the council. Or discussions need to be undertaken with the section in TFNSW to secure their assistance.

Final Comment: Though regional transport is not the responsibility of council, it can advocate better transport services to serve the LG area with both levels of government.

If sufficient funding for the rail trail is not secured by March 2025, the council staff energies should be redirected to examine the options for integrated transport services in the LG area including the restoring of train services to Guyra and Ben Lomond at the least. Council needs to discuss with NSW Ministers for regional transport and regional NSW about funding opportunities to achieve this outcome. If necessary, a rail trail on the side of rail line(off formation) should be considered. It will be a win win situation that will unite the already divided community. The motion passed in May 2024 requires the council to investigate this option.

[redacted]

Armidale NSW 2350

Future transport issues;

I do believe there is an urgent need to plan a Southern road to connect to the main roads.
It would divert gravel B Doubles trundling through Barney Street and the middle of town from the East.
Maybe this link will also assist our growing business Uniplan with transporting large constructions out onto the New England Highway.

J Rose

Response to 'Advancing our Region Community Plan' 2024 Review
The document freely uses words :
open;
transparent;
informed;
responsible;
efficient;
strategic;
responsive;
-In bothering to contribute to the review I can only trust that the intent of those words will endure and strongly be upheld throughout the stages and the processes.

Community Meeting held at Ben Lomond 29th 10 2024

Our community representation was exceptional, despite the fact that circumstances had prevented a letterbox drop notification of the meeting.
Our community responded to information in the Guyra Gazette 15th September p7 and attended to contribute, as a community, to the document.

The Guyra Gazette article did not only suggest that some councillors would be in attendance, but also that it would be a good opportunity to meet and discuss the document in person with them.
Members of our community were therefore disappointed to find that there was no Councillor representation. [Councillor Eli Imad had conveyed his apology because he had pre planned appointments with Government ministers in Sydney.] I however got the feeling that there didn't seem to be any expectation of any councillor presence from the two council officers in attendance.

We welcome the opportunity to contribute to the review although having spent many hours in preparation, attending, consulting and addressing previous Brilliant Region, Housing Strategy and LSPS reviews – we are somewhat apprehensive of the value of our time and effort being received to **"make a difference!"** We feel we have been repeatedly ignored when we find no amendments are made reflecting our input, relevant to our *'small rural community-at the extremity of the ARC area'*.

We note that the most appreciated quality of the Ben Lomond Village is the *small rural community*, the quiet, peaceful ambience. Visitors repeatedly tell us that they relish the atmosphere and readily recommend it to others and commit to repeatedly include the area in their travel agenda. C1.1 kerb and guttering may be welcome in the towns and city but in the villages, we enjoy the uncomplicated road network, if free of potholes, served with a good crown and clean verge for runoff. A proposed "footpath the nowhere" featured in recent plans is not required, not welcomed and deemed a waste of resources. (We'd rather a pipe extension, south on the eastern side of Ben Lomond Road opposite the hall.)

C2.1 T2.1 Public transport – there is no public transport for smaller communities and transport options are lacking throughout the whole council area. A plan to impede forever the potential for the return to rail in some or any form by establishing "active transport" in its place is detrimental to our future development. There are possibilities to utilise the rail system for freight and passenger services – one proponent in our community advocates for a revolutionary driverless electric carriage service to the border. Another unique, novel, futuristic idea, that would attract attention and tourist traffic, is a drone passenger/small freight service on that route- provided the corridor is preserved.

C32.3 In the report it is acknowledged that 74.6% of the ARC population is connected to the internet. How then can ARC rely so much on electronic data for evaluating opinion through "Have your Say"? That is why we appreciated the opportunity to speak face to face with council representatives on the evening of 29th October 2024. This is a first step in meeting L1.3 – to be supported, communities must be heard. THEN and

only then can their/our ideas be absorbed into policy and subsequently acted upon. For comment about internet usage and for validity, where is there any evidence of proportional representation within the breakdown of the response data? Who is being heard? What affects which proportions of the community?

As a community member I uphold an objection to the stated intent of increasing the population in the ARC area to 50 000 [We note the original ARC proposal was an increase of 40,000 which inexplicably morphed into 50k - without any consultation.]
In the proposal, it potentially incorporates the most recent Housing Strategy proposal to increase the population. In our case that could be by means of developing an additional 200+ houses within our village area. We represented our objection in consultation meetings and by addressing an ARC meeting. Yet it persists in the ARC documents.

T2.1Core to my objection is the proposal to dismantle the rail infrastructure in favour of a rail trail thereby denying future rail on what is a main line. This is portion of a main line, not a spur line. – I feel that the proposal to shorten and move closer to the city population is an admission of the unsustainable nature of the initial proposal. It seems even the proponents realise that a rail trail that beats about the bush with no small accommodation or service facilities, cannot succeed. It is that proposal which once again "morphed into" the short route Armidale to Dumaresq - without consultation.
I do acknowledge that some locals are cyclists and have a view towards supporting a cycle trail. The majority see the two as compatible – given the established road between Black Mountain and Ben Lomond. A dedicated lane to walking and cycling on that route would avoid disruption of the line, would avoid strained biosecurity relations with adjoining neighbours and offer an active transport option.

T2.2; F1.1; F1.3; L2.1
Highly valued are the natural beauty and outstanding productivity of the area.
L1.4 Ben Lomond boasts high quality night skies and before accelerating any future development, a secure standard of 'dark sky' should be secured and established as a 'Dark Sky Reserve". This will require development of complementary planning instruments to manage lighting standards for developments within the surrounding areas and will require some adjustments to modify local street lighting.

L2.1 To continue as a sustainable local economy we do need controlled growth as per our own local environment plan in which our local heritage and architecture are considered. It recognises the difficulty of setting an appropriate size block. There is a recognised need to avoid the block that is "too large to mow but too small for livestock."
We need to protect the headwaters of Macleay, Clarence, Macintyre and Gwydir river systems (the latter being Murray Darling subsidiaries.) We also note and value prime agricultural land.

Water is critical for any future expansion of the population. Water must be managed strategically. The vision for 'enclosed environment agriculture' has to be considered and assessed in view of planning instruments to sensitively manage limited resources (especially water resources) transportation, employment and implicit housing resource.

As a community we have educated ourselves about the Renewable Energy Zone and the implications of a local project proposal. As a community we confronted the proponents and challenged the logistic and strategies with which they engaged. Having experienced the developments at 'White Rock' first hand, we alert ARC to the urgency with which they should become proactive in addressing the impacts of renewables construction within the ARC area.
We understand that Councillors may see developments as a 'money tree' without fully recognising the implications.

Part of a sustainable economy is Council business (even though the renewable preapproval process is State Significant Development and Critical State Development)**:-**

i.e.Rubbish It is critical that the potential for disposal of waste locally is managed to protect efficiency for responsible access by local communities to local waste facilities. All waste from outside must be managed to prohibit the developer's industrial scale of waste before it enters our region and potentially our waste stream. This must be negotiated and regulated prior to, before, during construction AND through rehabilitation and inevitable decommissioning.

Core to the business of the Community are **Roads**. They are critical to bring in supplies and to transport our produce to market. Any tourist transport will also depend on safe, trafficable road networks. Active rail may help in the long term but in the short term, road infrastructure is very important. The work done of Moredun Road proves that a good road can be constructed to service those for whom it is a vital link.

Road infrastructure on our Local Council Road (ARC) - still shows the side effects of the renewable energy development that required heavy loads on our local road. Again road use must be managed through planning instruments to ensure suitable infrastructure is in place, before allowing access to the multiplicity of oversized loads and all of the required support vehicles, to local road networks, to protect a sustainable road network for residents, their business, livelihoods and for tourist access.

The local roads were never built for consistent use by such heavy loads. Being alert to that, a *preliminary pavement condition assessment* was carried out. *A subsequent pavement condition assessment* was conducted for the purpose of informing remedial work requirements. What we note is that the surface deteriorates significantly after a full suite of weather phenomena and despite the evidence, none of the remediation is forthcoming. (This is despite some reported reassurance of agreement, supposedly made with the developer.) The precautionary principle must be engaged to urgently and actively secure a meaningful, enforceable, regulatory environment to ensure this scenario cannot be repeated – for the protection of ratepayers and their rights to affordable, accessible, all weather transportation routes which are critical to a sustainable local economy.

L1.3 E2.6 Encourage Groups and volunteers.

There is frustration in trying to contact council as a Local Area Committee(LAC) As a recognised instrument of Council. It is very difficult to make appropriate contact with members of council staff who are able responsible to act for scenarios and circumstances. Currently, a string of communication requests, regarding the functions and actions of the village, remain unaddressed. None of which are resolved.

The PACT group that was formed may have had potential, however it offered little and achieved nothing except to spend a funding allocation in respect of future proofing!

Our community would appreciate genuine consultation with appropriate notice, with serious review, taken seriously to truly empower the community. Our community demonstrates that we like where we live and we contribute substantially to making and keeping it that way. We repeatedly engage with Council and council representatives and feel a frustration in finding that the time and effort spent is rarely recognised, seems undervalued, at times ignored completely and even actively frustrated.

I attach commentary from the previous consultation FYI

Beth White

Ben Lomond 2365

Ben Lomond Landcare Group Inc.
Post Office Llangothlin, NSW, 2365
E-mail:<bllandcare92@gmail.com>

Incorporation: Y2373718
ABN: 43 214 869 841 (Non GST)

2023-24
Chairperson: Beth White
Deputy Chair: Michael Mulligan
Treasurer: Belinda Parkinson
Secretary: Cameron Way
[redacted]

Date: 03.11.24

Re: Ben Lomond Local Area Committee comments submission following the Community Plan re meeting Ben Lomond Hall 29 oct 2024.

[redacted]
ARC

A. We affirm in particular as positive the following points as currently in the community plan:

L1.3, L2.3, L2.4,
E2.5, E2.6, S1.1,
S1.3, S2.2, S2.3, S2.4,
T1.4, T1.5, T2.3
F1.2, F1.2, F1.3.

These being of particular concern and/or relevance to our rural local area committee district.

B. We strongly request change to C1.1 in same or similar form to our suggestions below:

From:

C1.1 Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities

To this:

C1.1 Build and maintain quality, safe, and accessible ~~road~~ transport infrastructure including roads, **rail, drone,** footpaths, kerbs, bus stops and parking facilities.

Drone can include drone delivery services in towns, or future passenger drone services alone the rail corridor. This is forward vision given emerging technologies.

As for rail, being a rural community along the rail corridor:

- We have investigated options and viability for a rail walking and/or cycling trail along the corridor land well before council has considered it.
- We have confirmed knowledge of a number of existent business options that would likely occur if the rail line was supported to be operational again for freight. Including private investment that would be at no cost to council or NSW Government.
- We have confirmed multiple technical opinions on the state and viability of the rail line that is strongly contrary to council's presentations.
- We are aware of the current state of issues and uncertainties affecting funding as to whether or not current council backed plans for a rail trail can be commenced in a fashion that is not detrimental to councils bottom line in the longer term future. As such exclusion of rail is inappropriately pre-emptive.
- We are aware there are serious discussions to terminate the new proposed 'Inland Rail' to Parkes NSW, and no further north.
- We see this rail line as a potential transport corridor, freight rail being the most likely form of transport.
- As for rail, trains, this line is of potential critical future strategic value, including with major national disasters, cyclones, drought. Eg transport on large scale of fuel, potable water, cyclone damage emergency support and rebuilding materials, heavy equipment.
- Rail line as possible future critical national security infrastructure in event of global conflict.
- Major cost saving to council of rail freight (even as slow moving light rail) given the dominance of grazing agriculture of this region and inherit heavy truck reliance on council maintained roads. Opening of this line for freight will take many truck journeys off the road network. This being of considerable cost saving re rates of road damage and ongoing council maintenance costs. Not a small cost given the extent of rural road networks post amalgamations with former Guyra and Dumaresq rural councils.
- Return of rail freight need not terminate use of the same corridor of land for a different model of tourism walking and/or off road style BMX cycling trail. This would provide a much better utilisation of the asset for this council area and region.

Such change is also consistent with:

C1.2, C2.1, C2.2, T1.1, T1.3, F2.1, F2.6.

Regards,

Cameron Way.
Secretary
Ben Lomond Landcare Care Group Inc.
Ben Lomond Local Area Committee under ARC.

To ARC members and administration,

Thank you for the opportunity to meet your representatives at Ben Lomond Hall and discuss the Community Plan in progress.

I appreciate the work already done and that Council is seeking response from its region. As a values based context attempting to outline the region's future resource base, this is essential planning and communication.

It was disappointing that the meeting was not represented by the Mayor and Councillors, as anticipated by those of us attending. I support the response from our Ben Lomond Landcare Group Secretary and look forward to a follow up meeting with our local community and your Councillors.

Sincerely,

Brian Marshall

Submission by New England Greens on the Armidale Regional Council (ARC) Community Plan 2024-34

Thank you for the opportunity to comment on the Armidale Regional Council Community Plan.

We appreciate the amount of time and effort spent on creating ARC's Community Plan 2022-32 and would like to offer some suggestions to improve and refocus the revised plan to better serve the needs of our community.

Shape your region Armidale Community Plan Engagement Summary **used meaningful categories:**

1. Economy and growth *– opportunities and support for business/industry; a growing and evolving region; an attractive region that retains our young people and attracts new residents with abundant employment/career opportunities, leading to prosperity for all.*

2. Environment and sustainability *– recognising and proactively responding to climate change; supporting renewable and alternative energy; promotion of carbon neutrality; a safe and healthy environment, with ecological sustainability and clean air.*

3. Tourism *– a thriving tourism sector; the choice for tourists coming to the New England; known for its events, beauty, lifestyle opportunities and attractions.*

4. Community and culture *– a cohesive, proud, engaged, supportive, family-friendly and welcoming community that practices cultural inclusiveness and diversity, celebrates and engages with our Aboriginal community, and supports a thriving arts and cultural scene.*

5. Retail *– vibrant shopping and business centres; a destination for regional shoppers; a thriving and unique Mall offering a diverse shopping and dining experience.*

6. Leadership *– a regional council that provides the stewardship for growth, development and prosperity that facilitates a unified and inclusive region, and maintains affordable rates and charges, quality services and financial sustainability.*

7. Transport *– quality transport infrastructure including roads, footpaths, kerbs and cycleways, with excellent transport links to other regions, public transport and lifestyle infrastructure.*

B. Changing meaningful categories into obscure headings in the final 2022-32 plan detracts from its value

'Connected Region' fittingly describes transport and technology, 'Thriving' could mean economy and tourism, but 'Future' does not represent environment. Health and community services and community consultation were top priority issues that people wanted council to focus on in the Engagement Summary, so should be included in the revised category headings listed in the updated plan. This is particularly important because in the 2021 census, 46% of our residents reported having a long-term health condition, significantly higher than the 39% for NSW as a whole.

C. We recommend changing some obscure headings into more meaningful ones

Thriving – economy and tourism
Connected – transport & technology
Sustainable – environmentally responsible, sustainable and resilient
Liveable –best possible quality of life
Healthy & Cohesive – quality health & community services and facilities,
Informed & Consultative – meaningful community consultation, responsible leadership, wise management of public resources

D. Recommendations for specific items in the plan

Thriving Region

T1.1 Mention the opportunities created by the Renewable Energy Zone: "Take advantage of the New

England Renewable Energy Zone and other opportunities to attract new job creating investment to the region**"**

T1.3. Include the need for sufficient health and other services to support a growing population: **"**Plan and enable sustainable job and economic growth and attract sufficient health and other professionals to support the needs of a growing population".

How do we know we have arrived?
Add: number of doctors practicing as GPs per capita and a target of increasing to the same level as metropolitan areas.

Connected Region

C1.1 Connection should involve electronic displays and apps to welcome visitors, find parking spots etc: Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities (e.g. electronic information displays and apps to help drivers to find vacant parking spots)
C1.2 Mention the Active Transport Strategy: "Support the development implementation of an Active Transport Strategy to increase active transport and set priorities for new active transport infrastructure across the region".

How do we know we have arrived?
Add: Active Transport Strategy adopted by council and the total number of recommendations in the Strategy that have been implemented.

Sustainable Region (was Future Region)

Add:"affordable" to F2.5
Ensure the community is provided with safe, **affordable** and accessible water that is sustainably managed now and into the future.
Reword F2.2 to include energy efficiency and low-cost renewable electricity
"Promote **energy efficiency, facilitate low-cost renewable electricity deals for the community** and increased use of renewable energy"
Add: obtain funding for attractive subsidies to replace wood heaters with affordable, climate-friendly heating

How do we know we have arrived?
Replace Co2e with CO_2e (the O should be a capital letter) and report climate impacts over 20 years (the critical period to slow the global temperature rise if we are to have any hope of limiting warming to 1.5 or even 2 degrees) as well as 100 years: Annual greenhouse gas emissions tonnes CO_2e per capita, over both the short term (20-years) as well as the long term (100 years).
Note that there is no safe level of PM2.5 pollution and consequently adverse health impacts are related to average wintertime PM2.5 exposure, so that: "Number of exceedances per month of the Air NEPM" should be changed to: "Average PM2.5 levels and number of exceedances of the Air NEPM from April to October"
Add: Percentage of our electricity consumption generated from renewable resources
Add: Number of households taking up subsidies to replace wood heaters with clean, climate-friendly alternatives
Add: Average response time (days) to resolve complaints about the detrimental impact of other people's wood heater pollution on residents' health or lifestyle

Liveable Region

How will we get there?
Add: Gauge and improve community satisfaction with services by improving the reporting and tracking of service requests, based on a searchable list that gives reporters the choice to make their requests public with space for other residents to support their request, space for council staff to respond to both public and private requests and space for the reporter to mark the issue as resolved.

How do we know we have arrived?
Add: Percentages of service requests marked as resolved and the average time to resolve them (by request category, if desired).

Healthy & Cohesive Region (was Enriched)

How will we get there?
Add: Develop and apply for funding for a program similar to Glen Innes' Attract-Connect-Stay to encourage as support essential workers to move to the ARC local government area.
How do we know we have arrived?
Add: number of doctors practicing as GPs per capita and a target of increasing to the same level as metropolitan areas.

Informed & Consultative Region (was Strong)

S1.2 Reword to include quality of life:
Create partnerships between our community, levels of government and businesses that contribute to our **growth, development and quality of life**
Add: Gauge and improve community satisfaction with services by improving the reporting and tracking of service requests, based on a searchable list that gives reporters the choice to make their requests public with space for other residents to support their request, space for council staff to respond to both public and private requests and space for the reporter to mark the issue as resolved
Add: Encourage active discussion of issues placed on public exhibition by making all submissions public (via links on the 'YourSay' website) as soon as they have been vetted for publication, similar to the process used by the NSW Government, e.g the 35 submissions on Proposals to increase voter engagement, participation and confidence (August 2024)
How do we know we have arrived?
Replace
Satisfaction with Council (overall) with
Satisfaction with Council (overall, including rates and charges, service delivery and public confidence in the efficacy and fairness in responding to service requests and public consultations).

To the General Manager,

Please find our submission herewith.

Kind regards,

Executive Committee, ARRA

Submission from the ARRA Executive Committee to Armidale Regional Council regarding Community Plan 2022-2023

Connected Region -Transport and Technology (4th November 2024)

ARRA provided detailed comments previously in relation to the Draft LSPS. However, we are disappointed to note that our comments have not yielded any outcome in terms of this section. We note that rail is not included in the list of transport infrastructure?

It is evident the plan as it is does not recognise the lack of adequate, affordable and efficient ground transport connecting the LGA with the rest of NSW, and Queensland (other than via the New England Hwy) is an area for growth with greater potential to secure Plan's goals. Clearly there exists some challenges with air travel due to the reliance on a single operator to Sydney, high cost and the experience of frequent flight cancellations. Most of the population prefer affordable travel modes outside of emergencies. We note that there is an opportunity to improve freight transport but would like to better understand strategies exist for how to achieve this. The plan does not explain how this is possible without restoring the northern rail line either. The community plan appears to rely too heavily on the state government to improve road links between the LGA and metropolitan centres and to upgrade the airport. Federal government's emphasis on shifting freight from trucks to rail seems to not have made any impact on thinking /planning within this LGA.

In the light of the climate change agenda the federal and state governments' commitment to a focus on ensuring good rail connections to Queensland as well as Victoria cannot be under estimated in coming years. We would like to better understand why there is reticence on the part of the Councils in regional LGAs to not lobby hard for these rail connections that could make a difference not only in freight movements but also in inter-regional mobility and connectivity.

The transport sector is responsible for more than half of the global oil demand and around a quarter of global CO_2 emissions from fuel combustion engines. Very shortly we will be faced with massive changes in transportation systems which will be fundamental to reducing emissions and energy needs to arrive at net zero by 2050. In planning for the future, rail is an integral component in refining global transport systems to reduce energy and environmental impacts. Currently, rail carries 8% of the world's lands passengers and 7% of global freight transport but it represents only 2% of total energy demand.

Key benefits from supporting good rail networks include:

- Rail has a greater ability to move larger amounts of freight and passengers compared with heavy vehicles, cars, buses, and airplanes. Increased use of rail transport reduces the number of vehicles on the roads and reduces the dependence on the need to build more roads. Train lines have the capacity to move up to 50 000 passengers per hour, compared with 2500 per hour in cars on a motorway. To move 1000 passengers on trains, require 8 carriages behind one engine, which compares with 20 buses would be needed and from between anywhere 250- 1000 cars.
- Besides all the savings to be gained from reducing road traffic (including road maintenance) rail is 7 times safer for passengers. Road trauma responsible for up to 15% of emergency call outs and costs the Australian economy over 30 billion a year. The economic cost of one fatality is 5 million, the cost of hospitalisation caused by injury $250 000, fatalities amount to 50,000 life years lost, and vehicle damage amounts to 5 billion plus per year as reported by the Automobile Association of Australia.
- Should high speed rail become available there would be massive savings and a significantly reduced carbon footprint supporting a focus on working towards a more sustainable future while building a legacy for the future.
- Rail and the current tracks regardless of their present condition and usage will in the foreseeable future be of enormous value. It is common sense to prioritise their preservation and extension at all costs not only for local benefit but as a nation building exercise in delivering an affordable public transport and freight system for the benefit of the entire country.
- With Australia's fluctuating climate the high-country rail line is the least likely to be flooded compared with the coast and options further west.
- To lead with a new vision for rail developments could be a major drawcard for this region; specifically, a vision that focuses on
    - electric powered engines using the latest technology in Vanadium batteries (for example) which can be exchanged at key stops along the route for solar recharging.
    - connections beyond State limitations and go much further North connecting with Brisbane and Gladstone.

We still believe that for a sustainable future for our LGA it would be wiser to plan to develop and diversify our ground transport infrastructure in partnership with both State and Federal government. At this point we also note there may be significant disadvantages accruing from the loss of interstate and intrastate bus service options from Armidale to Queensland. We urge Council to reconsider advocating for the reinstatement of better levels of bus transport service to the major metropolitan centres in the north and south to provide diversity of transportation options in the LGA as an interim measure.

We would like to better understand progress towards the implementation of the rail trail. At the same time, any tensions between the pro-rail trail group and the pro-rail line group aside, what is clear, is that both sides of this debate want to do something to help the region grow and prosper. The questions are not only about which might

benefit the region the most, and which has the greatest potential to serve the nation more broadly.

We ask Council to reconsider the possible future redevelopment of rail line within its boundary for passenger, heritage trains as a first step, and advocate the extension of the line to Queensland for passenger and freight alongside plans for bike trails. This action would support both the development of transport freight and tourism in our LGA. If, at minimum, rail services are extended to Ben Lomond, then the plan's various other objectives such as employment and housing growth, facilitation of manufacturing and Armidale town centre development may also be assisted. We urge Council to aspire to a win-win situation through visionary leadership.

Active Transport/Rail Trail

Given the potential costs for the development of a Rail Trail -- some estimates are as high as $50 million plus since building a lasting gravel-based rail trail in hilly terrain is not straightforward. Is realistic funding likely to be available for this idea? If the development of the rail trail were to go ahead, have all the potential maintenance costs been factored in and where would these funds come from? We are concerned it will be one more item to be funded by the rates and we would like some reassurance that this will not become an onerous burden. Should those who use the rail trail pay something towards this? A further question that we would like to receive a response to is: what thought has been given to access to the rail trail from the adjoining properties should a cyclist have an accident and require an ambulance? It is our understanding that access is a potential issue. Has the Council considered a situation of failure of such a project after the initial enthusiasm as demonstrated elsewhere in NSW (e.g. Northern Rivers)? Has the council approved plans to find additional funds required in the event currently available 5.4m Bushfire Local economic recovery grant cannot be accessed?

Heritage Trains by NERi

To support the development of tourism in the LGA the ARC might also endorse and actively support the plans by Northern Regional Railway Company (NRRC) and New England Rail Inc (NERi) to restore the two train sets parked in the Armidale shed near the station and operate passenger and heritage trains north of Armidale. These groups are currently doing a degradation study of the northern rail line to assess what repairs are required to restore the rail line fit for purpose. We ask that Council consider engaging in active discussions and negotiations with these entities to jointly promote this plan. It is acknowledged that the rail trail plan conflicts with this approach, thus finding a solution supported by the majority of residents is key to garnering community support for multiple ventures along the rail corridor.

Alternative ways of Connecting Housing and Employment Growth Zones

It is noted that the LSPS, and the various designated employment growth areas, are connected by active transport, i.e. cycling paths, to the north and south. Has the Council considered whether there are alternative ways to connect these growth areas and precincts with the town and location of services? For example, a light rail

or a tram operated by solar battery could be considered. There is a need to connect the airport, hospital, university, town, and schools with better public transport. This could be part of a Town Precinct plan as well as being an integral part of the plan to be developed by TFNSW starting this year. There is a Strategic Integrated Transport Plan for New England-Northwest to be developed by Transport for NSW(TFNSW). The Minister for regional transport and roads, The Hon. Jenny Aitchison, has announced that TFNSW will start preparing this plan in the second half of 2024. The idea is to integrate all modes of transport with schools, hospital, and other key service centres. Is the Council aware of this Plan? If not, it needs to liaise with TFNSW and integrate this plan's objectives into the LSPS.

Airport

Another consideration pertaining to any planning relates to how essential and discretionary services are provisioned. As an example, the airport is viewed as an essential service, but the government has given responsibility for airport service provision to a private company. Shouldn't the government play a main role here? Does Council have any lobbying power in this regard, and what support might ARRA contribute to this action? What are the potential conflicts of interest in these arrangements which might be detrimental to the residents and business owners in the LGA?

Better Integration of Pubic Transport and Land Use

For the period that the Community Plan applies, there exists a great opportunity for better integration between public transport and land-use in our LGA. As we expect Council understands, integrated transport and land-use planning lie at the core of growth management plans. There is a critical role that transport infrastructure plays in shaping the character and functionality of our built areas through identifying where new or intensified developments are feasible, and by supporting such developments with efficient, frequent, and reliable transport. It also strengthens the integrity of the proposed Precincts and fosters the benefits that come when people and businesses cluster together, creating a drawcard for further business/industry development.

We would like to propose the council to better understand how transport intersects with other physical development required to achieve the objectives in the ARC plan. We believe there are some unique opportunities that exist in the LG area to strengthen the pull to this region; for example, consider a bike/running track out to the Blue Hole / Gara Gorge; and perhaps a longer term vision to build a bike trail in collaboration with neighbouring LGAs that takes in key features of interest along the Waterfall Way (e.g. Dangars Falls, Echidna Gully, Hillgrove, Cathedral Rock, Ebor Falls, Dangar Falls in Dorrigo.

Submission to: 'Advancing Our Region Community Plan'

General Manager
Armidale Regional Council,
PO Box 75A, Armidale,
NSW 2350
council@armidale.nsw.gov.au

Re: Submission to: Advancing Our Region Community Plan

From: Annette Kilarr

Dear General Manager James Roncon and Armidale Regional Council

Thank you for the opportunity for community input to the '**Advancing Our Region Community Plan'** which was adopted by the previous Council in 2022. I understand from the recent pop-up Council community consultations that the framework and content of this plan will be used as the basis for the next iteration of the 'Advancing Our Region Community Plan'. The Plan overall is a good one and the structure of the plan around the 6 Key pillars of Thriving Region, Connected Region, Future Region, Liveable Region, Enriched Region, Strong Region - with two sets of Goals for each (a total of 47) - is set out clearly.

Importantly, in preparation of this document the Community Plan incorporates the 2019 Climate Emergency Declaration and the impact of Climate Change. As it states on p, 7, "Climate change is having a broad-reaching impact on our lives including our health and well-being, natural environment, built environments and local economy. Many of the strategies in this plan are impacted by climate change both directly and indirectly, and will require consideration of the resources and response necessary to mitigate and plan for climate change risks. The Plan identifies these strategies and the impact of climate change with a green teardrop symbol". This green teardrop symbol highlights all Council initiatives that are:

- directly, or indirectly, impacted by Climate Change
- contribute positively towards Climate Change adaptation

The green teardrop symbol in this document appears on 22 of the Key pillar goals and 'demonstrates the broad reach of the impacts of Climate Change and acknowledges where consideration or action must be taken in relation to Climate Change by Council, its staff and the community".

This Community Plan is the result of one of the most comprehensive community engagements by ARC ever undertaken (pers communication Council staff). I would note that **Environmental Sustainability** ranks as the **#2 priority** in both:

- Our community's 2032 *vision* for our region and;
- What we want *improved* in our region.

In the following I make some observations for consideration and incorporation into the next iteration of the Community Plan (CP), building on this foundation.

Water

Water and water security for ourselves, for the environment and for a future proposed increase in population and future industries (should that go ahead) are key decisions required of the recently elected Council. [redacted] of NEV2030 has also recently noted that the increasing number of severe weather events is causing a change in demographics across the Country noting that "Armidale is well placed to become a climate refugee destination with our cooler summers and relatively disaster free environment" (NEV2030 weekly update 1/11/2024). Our population may likely increase not only by economic growth per se, but because the environment here becomes significantly more amenable than other places. As such water security for our future needs careful consideration and our community and business "water literacy" needs vast improvement. This would need greater understanding and transparency around our projected rainfall in the next 10 -50 years , the workings of the catchments, the industrial, horticultural, agricultural and community users of water (current and proposed) and the relative proportions, an equitable payment process and much greater emphasis on water conservation and landscape re-hydration. It is important that not only is Council fully informed, vigilant and transparent to its community in relation to any decisions concerning water supply but that it clearly engages the community and business in this. Some of the wording in the CP in the Future goals section under "a clean, green and responsible region" should reflect this.

Renewable Energy Zone

The New England Renewable Energy Zone is a State significant development that is already having a significant impact on our region and will continue to do so. A renewable energy transition in some form is essential if we are going to have any chance of slowing the warming effects of fossil fuel use. This provides us with some problems but also some significant opportunities. The previous Council and current Mayor have advocated for our community with the idea of a "Future Fund" the details of which will be further workshopped by our new Council before coming to Public Exhibition. This will provide a mechanism for Community Benefit via Voluntary Partner contribution Agreements with energy developers utilising this as a Capital fund from which the interest is spent via Council and some Community determination . At the same time

there will be a different and also significant pool of money that will become available via EnergyCo as compensation for the new transmission line developments. The process for how these funds will be allocated is yet to be determined. In addition to that, the renewable energy transition itself is requiring people to understand and operate in a different energy and market system. In all of these cases there is a strong case to be made for building our communities' "energy literacy" which again needs vast improvement. We could also collectively improve acceptance of the transition changes and impacts by engaging the community to identify opportunities and enable sustainable benefit sharing. These opportunities include local economic development in conjunction with numerous other opportunities that will benefit the broader community and environment.

The CP does not have a community statement/goal around how it aims to approach the NE REZ and this should be addressed with the above considerations in mind.

Project Zero 30

Project Zero30 was endorsed by Council, most recently in May 22. Project Zero 30 aims to reduce the carbon footprint of the LGA by committing to the following.

Project Zero 30 aims to reduce the carbon footprint of the LGA by committing to:

- being a net renewable energy exporter and have 50% of its industry and homes exporting solar energy to the grid
- having 50% of its businesses and farms accredited under the national climate action carbon neutral standard
- having 90% of its riparian zones revegetated
- ensuring winter air quality levels below the Department of Health's guidelines
- generate power using biochar power generation technologies
- having planted 1,000,000 trees to offset carbon usage
- being active in the bio-sequestration market
- having 25% of its buildings carbon certified
- being an eco-ag tourism destination
- being a true circular economy
- being a model for carbon transitions and adaptation
- having a greenhouse accounting system and
- utilising green logistics and transport

The CP should have one of its goals with a statement about Project Zero30. In addition, while some of the commitments above do appear in the CP goals, not all of them do. It would be appropriate if all of these commitments were incorporated into the CP.

Vegetation Planting

Vegetation planting and having a commitment to the reparation of riparian zones across the Shire aligns with re-hydrating the landscape, with one of the commitments of Project Zero30, and is something that should be incorporated into and expected of all agricultural enterprise and development projects including the Renewable Energy

projects. A strong specific commitment to this incorporated into the CP would be good.

Climate Change

Since writing of the plan in 2021/2022 the current projections for global warming have increased further. While we are currently enjoying beautiful weather the science is clear that another 2019 drought and fire scenario will be on us soon enough. While there are some goals in the CP that address response to disasters there is more place for deliberately addressing Climate Risk and Resilience before the next events – what are our collective plans for preparing for the event of another drought for example? How are we building community and caring for each other. Recently some consultants from Meridian Urban came to Armidale and Uralla (funded by Council I believe) as part of a Federal Government initiative for Regional Drought Resilience Planning. This consultation was not very well advertised or attended however should this also be incorporated into the Community Plan? Or into the Delivery Program? I am not sure where it fits but its aims seemed to be important in that it was pro-actively seeking to engage the community with climate change effects searching for a collective visioning for our future and the possible positive outcomes we could create for the environment, our community, our economy in the face of these future disasters.

Environmentally Sustainable Growth

Whenever the CP talks of growth, environmentally sustainable growth should be at the forefront. Environmental Sustainability is a clear high-level value of our Community as demonstrated by ARC's community engagement outcomes.

Goals that should also be marked with a green teardrop

As mentioned above, the green teardrop symbol in this document currently appears on 22 of the Key pillar goals and 'demonstrates the broad reach of the impacts of Climate Change'. It should also appear on the following goals:

- T1. 2 – Support existing businesses and local industries to grow, prosper, change and adapt.
- T1.3 – Plan and enable sustainable job and economic growth
- T2.1 – Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW
- T2.2 – Promote and enhance the extraordinary natural assets, beauty, climate, and location that our region enjoys
- L2.2 – Ensure adequate and available housing to meet community needs
- E1.1 – Ensure health and community service provision meets the needs of our growing and ageing population

- E1.2 – Recognise the diverse needs of our community including those that are disadvantage
- E1.3 – Foster safety and security within our community and support the provision of basic needs
- S1.1 – Help the community to be informed and have input into decisions about its region and future.
- S1.3 – Empower the community and our leaders to make positive change and to unify the region.

Thank you for your consideration of this submission and for all the work that you do as Armidale Regional Council.

Yours sincerely Annette Kilarr

[redacted]

Convenor of Climate Action – Sustainable Living Armidale (SLA)
Moderator of the Climate Action Armidale Facebook group,
Member of Renewable Energy Education Action and Community Health (REEACH) SLA,
Black Gully Festival Coordinating Committee.
Member of the Climate Action Network Australia (CANA)
Previous Co-Chair of the Climate Emergency Working Group (CEWG) of the Environmental Sustainability Advisory Committee (ESAC) of Council (2019-2022).
Resident of New England (Armidale and Uralla) for 32 years

[redacted]
[redacted]

04/11/2024

Armidale Regional Council
75A Rusden Street,
Armidale NSW 2350

Review of Community Plan 2022-2032 prior to exhibition of finalised draft

I refer to Armidale Regional Council (ARC)'s invitation to review the Community Plan 2022-2032 and offer the following comments for consideration.

Environmental Sustainability

I note that community input to the plan prioritised environmental sustainability as the second most important element in both the community vision and in what people wanted improved in our region.

This should continue to be reflected in any revision of the Community Plan and in Delivery Plans, budgets and Operational Plans arising from it.

Climate Change

I continue to strongly endorse the allocation of resources and implementation actions that will rapidly reduce greenhouse gas emissions and mitigate risks from climate change. Mild seasonal conditions in the years following the unprecedented drought and bushfires of 2019 have given our community the opportunity to recover from severe impacts driven by climate change that were experienced at that time and we should continue to take advantage of this reprieve to plan well for the future. Council's Renewable Energy Action Plan is one such example of good planning.

It is crucially important to be aware that global greenhouse gas emissions continue to rise rather than rapidly decline meaning that we are currently facing the high emissions scenario referred to in the NSW Government's NarCLIM Snapshot projections (see https://www.climatechange.environment.nsw.gov.au/sites/default/files/2024-08/NARCliM2-Snapshot-NewEngland.pdf). Projected changes for New England North West region under the high emissions scenario are an average temperature increase of 2.1°C by 2050 and 4.1°C by 2090, an increase of 21 days in the number of hot days (above 35°C) per year by 2050 (43.5 days by 2090) and an increase in severe fire days of 2-4 days per year over this period. Projected changes for Armidale urban area under the high emissions scenario are an average temperature increase of 0.9°C for the period 2020-39, an increase of 8.8 days in the number of hot days per year and an increase in severe fire days of 0.7 days per year over this period (according to the interactive map at NarCLIM Snapshot projections). It can be seen that averages for the NENW region are predicted to be more severe than those for Armidale region (at higher altitude) but we will not be on an island immune to the impacts experienced by those around us. It is to be hoped that globally humanity will achieve the required decrease in emissions to return us to low emissions scenarios that will in themselves challenge our ability to adapt.

Water

NarCLIM Snapshot projections for rainfall in Armidale Region from the interactive map predict a change in rainfall that varies across the region but appears to be a reduction in annual rainfall of 1.2% in Armidale urban area for the period 2020-39 which will clearly be accompanied by higher evaporation in view of the predicted temperature increase.

I acknowledge the growth focus that council has chosen to embrace and again identify a high level of concern relating to the need to protect and conserve our precious water resources and potential risk to these resources if council chooses to rely on expansion of intensive horticulture to underpin

growth. Based on figures obtained from various council documents, average total water production for Armidale and Guyra between 2014-2018 was 3319 megalitres. Based on Armidale Regional Council's agreement to supply 9,000,000 litres per week of town water to the Costa group from 10/02/2020, potential usage by Costa Group was 468,000,000 at that time which would have been 14% of Armidale and Guyra's total water production. Promotional material by Costa in 2021 specified a smaller usage across the Elm Street and New England sites of 356,000,000 litres per year (excluding 166,000,000 litres of recycled drain water) in 2020 which, according to my calculations, was 11% of Armidale/Guyra average water production. I do not have current updated figures but call on council to be fully informed, vigilant and transparent to its community in relation to any decisions concerning water supply.

Overall, the existing Community Plan provides a sound basis for ongoing Council operations.

Yours Sincerely
Helen Webb
Member, Sustainable Living Armidale Climate Action Group

AAQG Community Plan Submission: Poor Air Quality affects our health and our ability to attract new residents to grow our population

Achieving F2.4: Create a cleaner, healthier environment with good air quality

Council has paved the way with the Healthy Winter Air Brochure and the Active Transport Strategy. However, '*How do we know we have arrived?*" currently ignores the fact that there is no safe level of PM2.5 pollution, as explained in the article '**Misuse of Pollution Reference Standards: No Safe Level of Air Pollution' by Prof Guy B Marks:** https://pmc.ncbi.nlm.nih.gov/articles/PMC9851491/

Prof Marks' article states: "*The policy implications of these findings are critical: there is no safe amount of air pollution (10). Treating reference standards as a license to pollute up to those concentrations and a free pass to allow continued emissions below those concentrations cannot be accepted based on the current evidence.***"**

The current goal of in the Community Plan of "Number of exceedances per month of the Air NEPM" is therefore a misuse of the standards. A better option would be to report statistics on wintertime air quality (min, max, median) per month, with the aim of achieving similar good air quality all year round.

A second Community Plan goal, based on exceedances is: "Number of exceedances per winter of the World Health Organisation PM2.5 Air Quality Guidelines", measured by NSW DPE and PurpleAir PM2.5 measurements." Although zero exceedances will not imply we have achieved the goal of clean, healthy air, it will serve as an indicator of progress.

The 2022-32 plan recommends a substantial decreasing trend. A priority action would therefore be to report current baseline measurements and well as set other measureable goals to indicate progress.

Two other important ways to assess progress towards creating a cleaner, healthier environment are:
1) to assess total number of wood heaters in use and the number of households taking up subsidies to replace wood heaters with clean, climate-friendly alternatives.
2) to assess the average time taken to resolve complaints about the detrimental impact of other people's wood heater pollution and the proportion of complaints that are successfully resolved.
The above two goals should be added to "How will we know when we have arrived?"

Achieving E1.1 is "Ensure health and community service provision meets the needs of our growing and ageing population"

A study of wood heater pollution in Armidale reported that: "The results show that particulate air pollution caused by woodsmoke from domestic heating does result in patients presenting with respiratory illness. Approximately 38% of total respiratory visits to GP surgeries were due to particulate air pollution." https://researchoutput.csu.edu.au/en/publications/cost-of-particulate-air-pollution-in-armidale-a-clinical-event-su

The Armidale Express (November 4 2024) notes the community concern about the difficulty in obtaining GP appointments:

"At the moment, and particularly in Armidale, access to the everyday doctor is obviously a huge concern.

"No one can get to a doctor. Doctor's surgeries are closing down which means people are resorting to going to the emergency room for things that may not necessarily be considered life threatening." https://www.armidaleexpress.com.au/story/8808682/armidale-teens-innovative-healthcare-pitch-in-design-final/

Reducing wood heater pollution should therefore be listed as a way of achieving E1.1.

Some residents have also said that they have chosen not to live in Armidale (or in one case actually move away) because of wood heater pollution. Consequently, the Plan should also note the economic benefits of clean air for better health, longer lifespan and attracting and retaining new residents.

Thankyou for the opportunity to comment on the Armidale Regional Council Community Plan.

I am confining my comments to section Connected Region : Transport & Technology

Pulse check 2024
1. Airport Activation package:
An efficient working airport is all very well, but without a reliable air service there's not much point. Two regional airlines (Rex and Bonza) have failed in 2024. Qantas is expensive and unreliable. An additional air service, reliable and less expensive, is needed - perhaps smaller aircraft offering flights to various centres where there are major hospitals such as Tamworth, Newcastle, Coffs Harbour, and the Gold Coast (Queensland).

2. I note that the e-scooter trial in Armidale has now ended. Scooters on Armidale roads are dangerous, as they are too low to be seen from heavy vehicles and SUVs. Even if helmets are made compulsory, there is no way of ensuring that they are used.

https://www.drive.com.au/news/e-scooter-accidents-nearly-double/

https://www.unsw.edu.au/newsroom/news/2024/02/e-scooters-are-linked-with-injuries-and-hospital-visits---but-we

In terms of safety there is no difference between personal e-scooters (which are illegal in NSW) and shared scooters.

Active Transport Stategy:
The same safety issues apply with bicycles as with e-scooters, so the concept of dedicated cycle-ways is a good one, as long as they are maintained properly, well lit, and wide enough to safely accommodate riders in both directions, other mobility vehicles, and walkers. But it should be noted that not everybody wants, or is able, to ride bicycles, especially in view of Armidale's increasingly extreme climate.

3. (Non-active) Transport around Armidale and between Armidale and surrounding areas: There is a need for better public transport for non-drivers. Even with an Active Transport policy, there are many who depend on cars to get around, which leaves those without cars or who do not drive for whatever reason, reliant on friends or taxis to get around Armidale, to be driven for health appointments in Tamworth and further afield, and currently there is no means, other than cars and coaches, of visiting surrounding areas north of Armidale, since the train was discontinued 30 years ago. The proposed replacement of the train line with a rail trail has polarised and paralysed the community for long enough, and is based on an untested assumption that it will bring tourism to towns and villages north of Armidale. Tourism and other industries would be better served by a resumption of the train service north of Armidale to Queensland. The rail trail could be built near or along side the line, and the stations re-opened to provide services like toilets, water and food for riders and walkers. The line could serve freight

trains, taking heavy vehicles off the roads, as well as smaller trains running more frequently between towns, connecting communities with each other, services, businesses and organizations, and reducing their remoteness and isolation.

Armidale Regional Council should advocate for, and obtain assistance from the NSW Government to restore both the line, and upgrade the train service as a reward to the New England community for helping to provide energy to NSW, mitigating some of the resentment of the Renewable Energy Zone. It would also be in line with the region's carbon reduction goals : both the NSW and Commonwealth governments emphasise both public transport for people, and the need to shift freight from road to rail, to meet Australia's Net Zero target by 2050.

Gayle Davies

[redacted]

Apology for late submission - I was interrupted by the hail storm this afternoon.

MINUTES

AUDIT, RISK AND IMPROVEMENT COMMITTEE

Held on

Monday, 18 November 2024
9:30 AM

at

Function Room

PRESENT: Mr. Phil Thomas (Chairperson), Mr. Jason Masters and Ms. Susan Leahy

IN ATTENDANCE: IN ATTENDANCE: Ms. Annie Harris (ARC- Executive Manager People & Culture), Ms. Aimee Hutton (Acting Chief Officer Corporate & Community) Mr. Darren Schaefer (ARC – Acting Chief Officer Assets and Services), Mr. Daniel Boyce (ARC – Chief Officer Planning and Activation), Ms. Ann Newsome (ARC – Chief Financial Officer), Mr. Alex Manners (Project Director K2A), Mr. Steve Williams (ARC - Manager Governance),
In attendance for Cyber Security agenda item : Mr. Richard Cadet (ARC – Manager Information Services)
In attendance for WHS agenda Item: Ms. Emme Wyhoon (Interim Manager WHS)
In attendance for K2A agenda Item : Mr. Anton Joudvalkis (Manager Governance K2A) ,

1. APOLOGIES
MR JAMES RONCON (ARC GENERAL MANAGER)

2. CONFIRMATION OF PREVIOUS MINUTES -see agenda item 5.2

3. DECLARATIONS OF INTEREST - NIL

4. APPROVAL FOR MANAGEMENT TO BE PRESENT - unanimous agreement from committee

5. ADMINISTRATION REPORTS

5.1 Audited Financial Statements 2023/24 *Ref: AINT/2024/57810 (ARC24/7459)*

2. OFFICERS' RECOMMENDATION:

That ARIC Note the report on the presentation of the audited Annual Financial Statements for the year ended 30 June 2024.

The Committee noted the Report

5.2 Audit Risk and Improvement Committee - Minutes of September 2024 Meeting

Ref: AINT/2024/51378 (ARC24/7459)

RECOMMENDATION:

The Minutes of the Audit Risk and Improvement Committee meeting held on 18 September 2024 be formally noted and recorded as accepted.

The Committee noted the Minutes and accept them as a true and accurate.

5.3 ARIC Action Items Report November 2024 *Ref: AINT/2024/57762 (ARC24/7459)*

2. OFFICERS' RECOMMENDATION:

That the Committee notes the content of the report.

The Committee noted the Report.

Key points of discussion were:

- that action item # 41 ***KARRP probity review*** can now be marked as complete
- The committee agrees that action item #47 ***Open Audit Recommendations*** – should remain open pending further progress

5.4 Presentation of the Essential Eight Assessment for Armidale Regional Council

Ref: AINT/2024/58172 (ARC24/7459)

2. OFFICERS' RECOMMENDATION:

That the Audit Risk & Improvement Committee note the final report and the proposed action

plan.

The Committee noted the Report.

Key points of discussion were:

- That the ARIC receive a report from the Manager Information Services on the ELT adopted action plan for addressing the report recommendations.

5.5 WHS progress report *Ref: AINT/2024/57836 (ARC24/7459)*

2. OFFICERS' RECOMMENDATION:

That the ARIC note the details in this report and the progress made with the draft WHS Management Framework

The Committee noted the Report.

Key points of discussion were:

- The committee requested that future WHS statistic reports be submitted as part of routine reporting to ARIC
- The committee noted that officers at ARC carried higher risk based on management advice that the WHS system is not yet sufficiently mature to respond to major incidents

5.6 Kempsey to Armidale Road Project (K2A) - November 2024

Ref: AINT/2024/57903 (ARC24/7459)

2. OFFICERS' RECOMMENDATION:

That the Audit, Risk and Improvement Committee note the information within this report regarding the Kempsey to Armidale Road Restoration Project.

The Committee noted the Report.

Key points of discussion were:

- The committee noted that the risk register attached to the reports was not legible in the Business Paper format and requested that a legible copy be sent to the committee
- The Committee requested that the final version of the transaction management plan be provided to committee members out of session
- The committee requested that the Monte Carlo analysis outcomes be provided to committee members out of session
- The Committee noted that a 1% risk is now $8million

5.7 Cash and Investment Report 31 July 2024 *Ref: AINT/2024/58145 (ARC17/1711)*

2. OFFICERS' RECOMMENDATION:

That Audit Risk and Improvement Committee note the Cash and Investment Report for June 2024 as was reported to Council and noted at the 23 October 2024 ordinary council meeting.

The Committee noted the Report.

5.8 Cash and Investment Report 31 August 2024 *Ref: AINT/2024/58144 (ARC17/1711)*

2. OFFICERS' RECOMMENDATION:

That Audit Risk and Improvement Committee note the Cash and Investment Report for June 2024 as was reported to Council and noted at the 23 October 2024 ordinary council meeting.

The Committee noted the Report.

5.9 Cash and Investment Report 30 September 2024 *Ref: AINT/2024/58143 (ARC17/1711)*

2. OFFICERS' RECOMMENDATION:

That Audit Risk and Improvement Committee note the Cash and Investment Report for June 2024 as was reported to Council and noted at the 23 October 2024 ordinary council meeting.

The Committee noted the Report.

5.10 Governance Program Report *Ref: AINT/2024/57864 (ARC24/7459)*

2. OFFICERS' RECOMMENDATION:

1. That ARIC note the report summarising the progress and actions in the Governance program
2. That the ARIC note the meeting schedule for 2025 will be:
    - **12 March 2025**
    - **11 June 2025**
    - **10 September 2025**
    - **26 November 2025**

The Committee noted the Report.

Key points of discussion were:

- requested a future 6 monthly report on the number and status of any litigation action involving Council
- The committee requested that the Breach Notice table include a further column to confirm what action had been taken in response to a breach

5.11 Internal Audit Management Actions - actions overdue for more than 60 days

Ref: AINT/2024/58259 (ARC24/7459)

2. OFFICERS' RECOMMENDATION:

That ARIC note the status of the audit management actions and receive ongoing quarterly reports on all audit actions that are

- More than 60 days overdue, or

- where the action date has been revised more than twice

The Committee noted the Report.

Key points of discussion were:

- The committee requested further details be provide on the status of outstanding Audit Management Action, in particular high risk matters

6. GENERAL BUSINESS

- Committee agreed that it is timely to arrange an in camera session with external auditors following completion of the External Audit for 2023/2024. Agreed also to schedule this meeting at the same time each year
- Noted that the March 2025 ARIC is in person at which the committee would have the opportunity to meet the new Council
- Noted the verbal update from the Executive Manager People & Culture regarding the recruitment of a new General Manager. The committee requested they be advised when interim arrangements are finalised.
- The Chair noted the work done by the outgoing Manager Governance and thanked him for his focus and efforts

The Committee noted that this would be the last meeting with James Roncon as General Manager and wished to extend their appreciation and gratitude for the leadership and direction shown by James over his tenure.

There being no further business the Chairperson declared the meeting closed at 11:10am

CLOSED MINUTES

ORDINARY MEETING OF COUNCIL

AUDIT, RISK AND IMPROVEMENT COMMITTEE

Monday, 18 November 2024
9:30 AM

Function Room

PRESENT: Mr Phil Thomas (Chairperson), Mr Jason Masters and Ms Susan Leahy

IN ATTENDANCE: **IN ATTENDANCE: IN ATTENDANCE:** Ms. Annie Harris (ARC- Executive Manager People & Culture), Ms. Aimee Hutton (Acting Chief Officer Corporate & Community) Mr. Darren Schaefer (ARC – Acting Chief Officer Assets and Services), Mr. Daniel Boyce (ARC – Chief Officer Planning and Activation Ms. Ann Newsome (ARC – Chief Financial Officer), Mr. Alex Manners (Project Director K2A), Mr. Steve Williams (ARC - Manager Governance),

Armidale Regional Council

7. CLOSED SESSION - 11:04 AM

7.1 Fact Finding Investigation Report *Ref: AINT/2024/58291 (ARC24/7806)*

2. OFFICERS' RECOMMENDATION:

That ARIC note the tabling of the Winton Report

The Committee noted the Report.

There being no further business the Chairman declared the meeting closed at 11:10am



Integrated Planning and Reporting

Delivery Program and Operational Plan Reporting – June 2024

Integrated Planning and Reporting

All NSW Councils are required to develop and report on a set of plans and strategies which assist in identifying and responding to community aspirations and needs.

This framework, known as the Integrated Planning and Reporting Framework, aims to:

- Integrate and streamline statutory planning and reporting

- Strengthen strategic focus

- Align with national sustainability frameworks

- Ensure accountability and responsiveness to local communities

The key plans and reports under the Integrated Planning and Reporting Framework are outlined below, and all documents are guided by, and developed in consultation with, our community:

	Duration/Timing	Outputs	Description
Community Plan	10 Years	Community Goals and Strategies	Outlines the goals and aspirations of the community, captured through extensive community engagement
Delivery Program	4 Years	Council Initiatives	A program of Council-led initiatives that achieve the goals of the Community Plan within Council's remit
Resourcing Strategy	4 Years	Council Resources: Finances, Assets, People	Asset Management Strategy, Workforce Management Strategy, Long-Term Financial Plan A set of plans and strategies that ensure Council has the necessary resources and assets, and that Council plans accordingly.
Operational Plan	1 Year	Council Actions	An annual plan of actions that support the Delivery Program initiatives.
Annual Report	1 Year	Reporting: Delivery Program, Operational Plan	An annual report to the community on the progress of the Delivery Program and Operational Plan
State of the Region Report	End of Council Term	Reporting: Community Plan	A report, published in the year of a Council Election, that assesses progress with respect to the implementation and effectiveness of the Community Strategic Plan

Measuring our success

Armidale Regional Council reports the progress of the Delivery Program and Operational Plan to the community through a detailed Council Report every six months. Progress is demonstrated using four indicators:

1. Progression status
   - Outlines if the action progressing, not progressing, deferred, on hold, or completed
2. Progression %
   - Demonstrates the percentage of completion
3. Risk Indicator
   - Using a risk matrix, staff provide a score for each Action based on financial, schedule, technical, issues, resources and WHS factors. The individual factor scores are combined into an overall risk indicator score.
   - The scores are:



On Track



Needs Attention



Off Track



Future Year Initiative



Complete

4. Comment
   - Officers provide context and detail about the action and its progress by providing a comment.

Each Delivery Program Council Initiative, Operational Plan Action and its data is provided in the tables below.

The Delivery Program data is provided under the six themes of the Advancing our Region Community Plan:

Thriving Region	Connected Region	Future Region	Liveable Region	Enriched Region	Strong Region
Economy and Tourism	Transport and Technology	Sustainability and Resilience	Places and Spaces	Community and Culture	Engagement and Responsibility

The Operational Plan is presented in the departments of Council.

Delivery Program:

Connected Region

Council Initiative Code	Strategy (Community Plan)	Council Initiative (Delivery Program)	Responsible Department	Status	Comments	Indicator
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Partner with Transport for NSW to deliver the Heavy Vehicle Safety and Productivity (HVSP) Strategy	Mark Wilson	Complete	We have had positive interactions with external bodies throughout the year. Further development of this work will continue into 2024/2025 with large-scale Renewable Energy Source (RES) projects	
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Upgrade and maintain transport infrastructure in accordance with the ten-year Capital Works Program and service levels	Darren Schaefer	Complete	The additional revenue from the Special Rate Variation has allowed us to complete over 12km of additional road resealing and heavy patch works	
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver federal and state funding agreements to improve safety including the Blackspot program	Darren Schaefer	Complete	Completed	

C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Partner with the NSW Government to restore and reclassify Armidale-Kempsey Road	Alex manners	Progressing	The Kempsey Armidale Road Restoration Project (K2A) team have made application for additional funding under the Disaster Recovery Funding (DRFA) scheme and Council are currently awaiting security of those funds. Following the security of funds, Council will progress the project to procure a contractor to complete the restoration works.	
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Design and deliver the Saumerez Road Upgrade as part of the National Trust Sustainable Saumarez Homestead Tourism Project (SSHTP)	Darren Schaefer	Progressing	Road design was completed in the 2022-2023 financial year. Road construction will not commence until Q4 2025 due to the requirement for infrastructure to be completed before hand. Infrastructure includes restoration of the Jackson Centre and erection of cabins. Infrastructure is managed by the National Trust and will commence February 2025.	
C1.2	Support the implementation and usage of active transport infrastructure across the region	Develop a Walking and Cycling Strategy that links residents with business, attractions, and lifestyle infrastructure and upgrade infrastructure accordingly	John Goodall	Progressing	The project is almost complete and ready for final review and submission for council adoption	

C1.2	Support the implementation and usage of active transport infrastructure across the region	Develop an Open Spaces Strategy and upgrade infrastructure accordingly	John Goodall	Future Year Initiative	The Open Space Strategy is a potential project for year 4 of the Delivery Program. High-level open space areas have been identified in the Local Strategic Planning Statement	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Partner with community groups and other tiers of government to advocate for additional transport options to other regions and cities	John Goodall	Future Year Initiative	No current capacity to undertake this initiative, possible future year initiative	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Partner with the UNE and transport providers to investigate and improve campus-to-CBD transport links	John Goodall	Complete	UNE to CBD link reviewed with TfNSW through the 16 Cities initiative with improvements to timetable and services delivered	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Advocate for improved transport options between Armidale, Guyra and our villages	John Goodall	Future Year Initiative	Need to review if achievable initiative as part of future year project	

C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Improve and maintain air services at the Armidale Regional Airport	Angela Garvey	Progressing	New Airport Operations Staff Team completed. Airport Regulatory Compliance Completed. New Airport Cafe completed. New Cleaning Contractors completed. Reduced landing fees to encourage general aviation to visit and stay in Armidale completed	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Conduct effective airport stakeholder engagement with local commercial airport operators	Angela Garvey	Progressing	Supporting local airport business park tenants during construction phase in relation to Obstacle Height Limitations (OLS) during crane work, as well as, building lighting requirements (in the vicinity of an airport) ongoing. New aviation fuel facility support - ongoing. Airport and community emergency response exercise 'full field exercise' completed. Six-monthly Airport Stakeholder - Safety and Security meetings - completed. Airline passenger security screening charges negotiations - completed	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other	Seek funding for the New England Rail Trail from Ben Lomond to Armidale	Annabelle Walsh	Progressing	Application made for 21.1 Million Dollars for the entire New England Rail Trail - Armidale to Ben Lomond. To be advised on status end of October 2024	

	regions, our local attractions, and lifestyle infrastructure.					
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Construct Rail Trail infrastructure from Ben Lomond to Armidale	Annabelle Walsh & Daniel Boyce	Future Initiative	Council has engaged with TfNSW to enter into a license to occupy the unused rail corridor to enable investigation works to be undertaken. Issue of the license is pending	
C2.2	Promote and encourage the establishment and uptake of sustainable transport options and services	Provide increased electric car charging points across the region to promote usage and visitor spending	John Goodall	Progressing	Funding for additional charging points being provided under Planning Agreement with Oxley Solar Farm and in partnership with Tesla and NRMA	
C2.2	Promote and encourage the establishment and uptake of sustainable transport options and services	Develop a regional map series featuring popular and available cycling and walking routes and infrastructure	Renata Davis	Complete	A supplier was engaged to provide base map for modification and updates for the CBD, Creeklands, and then expanded to UNE, Pine Forest, possibly Dumaresq Dam. Work is underway to update and promote the many cycling routes and walking tours featured on the Visit Armidale Website and to create a 'local knowledge' promotional campaign for locals and visitors	

C2.3	Utilise our access to the high-speed data and advancing technology to increase connectivity within and outside our region	Plan, seek funding and implement Smart Communities Framework in line with the NSW Smart Public Places Guide including streets, public facilities, and open spaces	John Goodall	Future Year Initiative	Future Year Initiative, draft framework provided, will need to seeking funding for implementation of initiatives	

Enriched Region

E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	Advocate and lobby on behalf of the community to see more specialist and general health and community services	Aimee Hutton	Complete	The Enriched Region Key Pillar Working Group has handed over the continuation of this to the Primary Health Network. They will coordinate regular meetings of all stakeholders involved. Council staff will continue to participate as a stakeholder in this group and support advocacy and lobbying where they can	
E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	Provide Manager Preschool, childcare, and long-daycare services to the Guyra community	Aimee Hutton	Complete	New manager appointed 17 June 2024	
E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	Finalise the business case for an upgrade or rebuild of the Guyra Manager Preschool and Long Daycare Centre and adopt the preferred solution	Aimee Hutton	Progressing	Expression of Interest currently being drafted – expected to be released before 2024 year end	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Implement the Disability Inclusion and Action Plan	Aimee Hutton	Progressing	Progress is being made on a number of the actions set out in the 2022-2026 Disability Inclusion and Action Plan (DIAP), including administrating the Access Advisory Committee, increasing community awareness by celebrating International Day of Persons with a	

					Disability, improving access to council facilities including Nicholli house and Armidale Library front counter, and sponsoring the access award for local businesses, non-profits, and individuals	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Provide youth services, events and support including coordinating Youth Week and developing a Youth Working Group	Aimee Hutton	Complete	Youth Week and school holiday programming was delivered throughout the year	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Participate in local Inter-Agency meetings to foster links between agencies and community services	Aimee Hutton	Complete	Staff have been active in attending various inter-agency meetings throughout the year	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Promote events, training, and job opportunities for young people through Council's information channels	Aimee Hutton	Complete	Wherever possible, Council has promoted events, training and job opportunities for young people	

E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Support our ageing population with services, support and infrastructure. Provide Home Support Services in Guyra and Tingha in accordance with funding arrangements	Aimee Hutton	Complete	Guyra Home Support Services delivered transport, meals, individual social support, and group social support throughout the year	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Provide support to local settlement services to assist in successfully integrating refugees into our community	Aimee Hutton	Progressing	Resourcing within the Community Services team has impacted our ability to be actively involved in the refugee resettlement program, however available staff have remained available to receive updates and offer support wherever possible	
E1.3	Foster safety and security within our community and support the provision of basic needs	Implement and operate initiatives such as improved CCTV and street lighting, through grant opportunities, to assist in making our community safer	Thomas Bower	Complete	Completed	
E1.3	Foster safety and security within our community and support the provision of basic needs	Develop partnerships and advocate to improve local housing and homelessness to be considered through the	Aimee Hutton	Progressing	Health and Childcare concerns were discussed by the Enriched Region Key Pillar Working Group this year. Council has participated as much as possible in local homelessness action groups, to	

		Council Key Pillar Working Groups			remain up to date on homelessness issues and concerns and to provide support wherever possible	
E1.3	Foster safety and security within our community and support the provision of basic needs	Undertake regulatory controls that maintain community order and safety including Companion Animals Regulation, parking management, building compliance, and Development Applications	Fredrick Mickerts	Progressing	Regulatory services is adequately resourced and actively meets the legislative requirements of the Companion Animals Regulation, parking management, building compliance, and Development Applications	
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	Develop and deliver a revised Arts and Culture Strategic Plan	Aimee Hutton	Future Year Initiative	Competing priorities this year has required this initiative to be pushed to the 24/25 financial year	
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	Promote regional arts and culture events and opportunities	Aimee Hutton	Complete	Council's Arts, Culture and Heritage Officer has been proactive in promoting local opportunities and events	
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	Support arts and culture organisations to continue to provide artistic entertainment	Aimee Hutton	Complete	Council's Arts, Culture and Heritage Officer has supported local arts and culture organisations such as Arts North West and NERAM to deliver local entertainment and programs	

		and programs across the region				
E2.2	Providing public access to facilities that enhance our learning, social and culture fulfilment	Maintain an educational, inspirational, and accessible public library network across the region, including improved outreach services	Aimee Hutton	Complete	The library team continues to deliver a high quality library service which includes a number of events and activities. The library also participated in Councils Halloween celebration in the Armidale Mall, as well as Guyra's Christmas Carnival. Outreach activities continue to be popular and well received by the community	
E2.2	Providing public access to facilities that enhance our learning, social and culture fulfilment	Deliver actions from the Library Strategic Plan to enhance the library experience, services, and community contribution	Aimee Hutton	Complete	We continue to remain on track in the delivery of Library Strategic Plan initiatives. The Library's digital makerspace, 'Sparc' continues to grow in popularity and is attracting a new demographic to the library space	
E2.3	Celebrate our local Aboriginal history and traditions, and support cultural understanding and development	Adopt and deliver a Reconciliation Action Plan to actively promote and encourage reconciliation across the region and address	Aimee Hutton	Progressing	A Draft Reconciliation Action Plan is currently on public exhibition and community consultations are being held to gather feedback on the draft document. Once all feedback has been collated and incorporated into the document, it will be submitted to	

		the Closing the Gap priorities			Reconciliation Australia for review, and finally presented to Council for formal adoption	
E2.3	Celebrate our local Aboriginal history and traditions, and support cultural understanding and development	Actively engage with the local Aboriginal Community to assist in the development of Aboriginal resources and collections at our Libraries that showcase the unique story of our area	Aimee Hutton	Future Year Initiative	Due to competing priorities this project was not completed and has been deferred until next year	
E2.4	Celebrate our rich regional history and heritage	Provide and support museum experiences including exhibitions and events across the region and maintain relevant and engaging collections	Aimee Hutton	Future Year Initiative	Planning is currently underway for renovations to the Armidale Folk Museum. To facilitate this renovation, exhibition and event planning has temporarily ceased and will be recommenced once the new renovated space is reopened	
E2.4	Celebrate our rich regional history and heritage	Investigate opportunities to digitise the ARC museum collections to facilitate preservation and online access	Aimee Hutton	Future Year Initiative	While some parts of the collection have been digitised, and a virtual tour of the Armidale Folk Museum and Railway museum has been created, wider digitisation of the collection will recommence once renovations at the	

					Armidale Folk Museum are complete and the new space is reopened	
E2.4	Celebrate our rich regional history and heritage	Promote the tourism value and opportunities of our local history, heritage, and collections	Aimee Hutton	Progressing	Once the renovation of the Armidale Folk Museum is complete, it will be more widely promoted, and the collection will be made more accessible online via digitisation	
E2.4	Celebrate our rich regional history and heritage	Support community organisations to promote and preserve heritage and history collections	Aimee Hutton	Progressing	Support to local organisations has been provided wherever possible throughout the year	
E2.4	Celebrate our rich regional history and heritage	Continue to operate and expand our local heritage tours and investigate future partnerships	Aimee Hutton	Complete	The Heritage Bus Tour continues to operate 6 days per week. The tour is being reviewed in line with customer feedback to ensure it remains relevant and engaging	
E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Encourage, promote, or deliver community events that bring people together and celebrate our community	Aimee Hutton	Complete	Council continues to provide Youth Week activities, NAIDOC, Volunteer Week and Seniors Week events in our local communities	

E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Access and promote opportunities that enhance community cohesiveness and inclusion	Aimee Hutton	Complete	Completed	
E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Provide fit-for-purpose shared spaces for community groups that support diversity, shared interests, and community spirit	Thomas Bower	Complete	Stage 2 upgrades to Dumaresq Dam focused in on expanding demographics to be attracted to the site with a nature playground and jetty elements on top of the BBQ area, manmade beach, interpretive flora and fauna signage along the walking track caters to a more attractive community site	
E2.6	Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life	Operate the Volunteer Rural Referral Service within the ARC local government area	Aimee Hutton	Complete	The Volunteer Services continues to provide a referral service to local community members seeking volunteer positions. This program has secured funding until 2025	
E2.6	Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life	Provide volunteer service opportunities and positions within Council	Aimee Hutton	Complete	A volunteer framework has been developed to govern and administer council volunteers	

E2.6	Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life	Advocate on behalf of, and provide support for, volunteer-led initiatives	Jane Davies	Complete	The Community grant platform was activated in March 2024. Administered via 'Smarty Grants this grant application process ensures all community organisations have equal access to grants and funding opportunities offered by Council	

Future Region

F1.1	Promote and support biodiversity protection and management	Develop a Biodiversity Strategy	John Goodall	Future Year Initiative	Future Year Initiative	
F1.1	Promote and support biodiversity protection and management	Identify parcels of land for the Biodiversity Offsets Scheme	John Goodall	Future Year Initiative	Future Year Initiative	
F1.1	Promote and support biodiversity protection and management	Maintain and implement Council's Crown Land Plans of Management	Renata Davis	Complete	Plans of Management have been completed for all community, council and Crown Land and have been submitted to Crown Lands for approval and feedback	
F1.2	Protect and enhance our waterways, catchments and creeklands	Work with key stakeholders to support the clean-up and remediation of creeks and waterways through agreed provisions and services	Thomas Bower	Progressing	On going support being provide with Armidale Urban Rivercare Group's State funded WW2WW project and a letter of support towards further rehabilitation of native flora and removal of woody weeds in three additional sites has been provided. Clean Up Australia Day focused on Armidale Creeklands	
F1.3	Foster collaborations that improve understanding and action to protect our natural environment	Partner with environmental, Land Care and business groups to promote local environmental,	John Goodall	Future Year Initiative	Future Year Initiative	

		biodiversity and agricultural events and programs				
F1.3	Foster collaborations that improve understanding and action to protect our natural environment	Support local environmental groups through in-kind and financial support, where agreed, to facilitate improved environmental outcomes	John Goodall	Future Year Initiative	Future Year Initiative	
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Deliver actions from Project Zero30 and Council's EcoARC strategies	John Goodall	Progressing	Green House Gas Account completed for Armidale Local Government Area. Council have received a report and held a workshop regarding mitigation measures that will be led by Armidale Regional Council	
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Maintain Council's commitment to the Climate Emergency Declaration and promote further community-led action	John Goodall	Progressing	Green House Gas Account completed for Armidale Local Government Area. Community Reference Committee to be engaged regarding potential community mitigation initiatives	
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Partner with community groups to educate and promote urban sustainability initiatives	John Goodall	Future Year Initiative	Future Year Initiative	

F2.1	Proactively adapt to and mitigate the local impacts of climate change	Deliver the Renewable Energy Action Plan a program of sustainable initiatives for Council operations	Darren Schaefer	Progressing	This is an ongoing program of work, with initiatives continuing to reduce energy consumption and mitigate carbon emissions. Recent initiatives have been: Smart electricity meters are being installed at ARC large scale sites. 2 x electric vehicles have been procured in the pool car fleet. A tender is before Council for the purchase of 100% renewable energy (not coal fired)	
F2.2	Promote and increase use of renewable resources and alternative energy sources	Advocate for greater access to renewable energy for the local community as part of Renewable Energy Zone	John Goodall	Future Year Initiative	Future Year Initiative	
F2.2	Promote and increase use of renewable resources and alternative energy sources	Attract further local investment in renewable energy in line with community expectations	John Goodall	Future Year Initiative	Future Year Initiative	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Operate Council's Waste Transfer Stations and Landfills in line with current and future needs and	Guada Lado	Complete	Council operated the Armidale Waste Management Facility (363 days) and Armidale Regional Waste Facility (weekdays) in line with service, safety and environmental standards	

		environmental standards				
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Review village waste collection and waste sites to meet EPA standards and community expectations	Guada Lado	Complete	Council continued to provide Rural Waste Transfer Station services at Guyra, Hillgrove, Ebor, Wollomombi, Ben Lomond and Lower Creek. Ebor Transfer Station operated as a fully automated site in 2023-24. Additional improvements were completed at Ben Lomond Transfer Station to facilitate improved safety, resource recovery and amenity	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Negotiate and manage contractual arrangements with recycling operators to provide recycling services	Guada Lado	Complete	The major domestic waste contracts for the: collection of garbage and food and garden organics; and recyclables collection and processing were awarded for eight years, and commenced in February 2024	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Enhance and maintain 'reuse' operations and services including 'City to Soil,' Refuse Farm, the Resource Recovery Centre	Guada Lado	Complete	Council's City 2 Soil operations were maintained and enhanced with the implementation of a household contamination management program. Enhancements were made to Council's green waste disposal and mulch supply process. Council resumed operation of the Second Hand Goods Shop in March	

					2024, following the unforeseen closure of Rockets Recycling Shop	
F2.4	Create a cleaner, healthier environment with good air quality	Advocate to the NSW and Federal Governments real time and publicly accessible monitoring of the Armidale air quality during the winter months	Fredrick Mickerts	Progressing	Regulatory services actively supports air monitoring within the LGA by allocating funds and implementing air monitoring systems	
F2.4	Create a cleaner, healthier environment with good air quality	Advocate to the NSW and Federal Governments for assistance to develop a Clean Air Strategy and deliver an education program on the causes, impacts and ways to improve air quality in the Armidale Region	Fredrick Mickerts	Progressing	Regulatory services are developing a publicly accessible air monitoring system that will meet the requirement of the Clean Air Strategy. System is due for implementation in the 2024-2025 financial year	

F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Collect, store, treat and distribute quality water in line with community needs, availability, and future requirements	Mark Byrne	Complete	All water treated to Australian Drinking Water Guideline (ADWG) and NSW Public Health requirements	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Finalise and implement the Integrated Water Cycle Management Strategy to plan for future infrastructure and water service needs	Mark Byrne	Progressing	Final draft document received for review with briefing sessions conducted with the Executive Leadership Team and Councillors	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Work with Southern New-England Landcare, under a Memorandum of Understanding and the 10 Year Catchment Water Quality Strategic Plan to improve the environment and water quality around ARC water catchments	Mark Byrne	Complete	Conducted Mulloon Institute Bootcamp and purchased water quality monitors for Ryanda and Urandangie Creek	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Investigate options and funding for the replacement of the Armidale Sewer Plant	Mark Byrne	Complete	Pre-construction works 50% funded and continuing advocacy with state and federal governments to fund construction	

F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Operate, maintain, and update the sewer networks and plants to minimise blockages, overflows, and environmental impact	Mark Byrne	Complete	Over 9km of network relined, Design for a new state of the art treatment plant in Armidale almost complete	
F2.6	Prepare for, prevent, and manage natural disasters	Work with local and state emergency services to prepare for and respond to natural disaster	Emad Laghaei	Progressing	Armidale Regional Council continues to develop Emergency Management Plans in conjunction with first responders in the region	
F2.6	Prepare for, prevent, and manage natural disasters	Complete and maintain a fit-for-purpose Business Continuity Plan that facilities Council's effective recovery and resilience building from a disaster	Steven Williams	Progressing	Whilst Council has the basis of a sound Business Continuity Plan further work is required to refine the plan and undertake scenario drill exercises. Scenario drills are scheduled for early 2025 the product of which will be to further enhance Business Continuity Plan preparations	
F2.6	Prepare for, prevent, and manage natural disasters	Support local emergency services with administration and facilities as agreed and available	Emad Laghaei	Progressing	Armidale Regional Council take minutes and at quarterly Emergency Management Committee meetings and coordinate workshops when required	

Liveable Region						
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Develop and maintain Council-owned facilities and service infrastructure in line with Asset Management Plans and community needs	Thomas Bower	Completed	This is an ongoing commitment with regular reviews and community engagement to help shape the focus of our department for our community facilities	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Regularly review Council's property portfolio for functionality and seek opportunities for development or divestment	Annabelle Walsh	Progressing	Two Road Reserves, Curtis Street and Rockvale Road currently being converted to Torrens Title for sale. Further Road Reserve adjoining 91A Barney Street, Armidale being converted to Torrens Title for sale	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Support local groups and advocate on behalf of the community to seek grants and project manage upgrades of local facilities and infrastructure	Thomas Bower	Completed	On going support with community sporting groups to upgrade playing facilities	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty,	Deliver Stage 1 of the Creeklands Masterplan through Public Spaces Legacy Program funding	Thomas Bower	Progressing	Work required with Heritage NSW & Local Aboriginal Land Council to get this project from design phase to construction phase within the provided financial envelope. This is at risk due to	

	vibrancy, community connection and healthy ecosystem	and investigate further funding for Stages 2-5			the land classification change of the area to an Aboriginal Place and the additional requirements associated	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem	Continue community partnerships and investigate further opportunities to support future public space upgrades and developments	Renata Davis	Progressing	Supported grants and applications throughout the year with many community groups, secured grant funding for Curtis Park Stage Two works, allocated funds to Sportsground fencing and carpark, assistance provided to Keeping Place and NERAM on future development works. Support for Neighbourhood Centre and Guyra HUB, Guyra Progress Association and Guyra Rotary, Garden Club and Show Society	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem	Continue to deliver the Armidale Mall Vibrancy Plan and seek future funding to upgrade and enhance the Armidale Mall and regional CBDs	Renata Davis	Progressing	Minor upgrades in lighting, tree and festoons have been completed in the Mall and CBD. East Mall upgrade plans have been developed and communicated with local business for feedback. Council will now seek finalisation and funding opportunities to deliver the upgrades. Events program and mall stakeholder engagement is an ongoing process with successful events such as Book Week, Halloween, Christmas Markets, PCYC Markets (monthly) and Autumn Festival all programmed around the CBD and Mall	

					with input from retailers. Council is currently reviewing the spread, delivery and ongoing program of events	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem	Maintain Council-managed parks, gardens, verges, and other shared spaces to provide attractiveness and usability in line with an Open Spaces Strategy	Thomas Bower	Completed	This is an ongoing focus for the Parks Team	
L1.3	Foster towns and villages that are vibrant, well serviced and supported to achieve their localised priorities	Support villages to develop, or deliver existing, strategic priorities	John Goodall	Future Year Initiative	Village structure plans included in Local Strategic Planning Statement. Future project to develop village plans to deliver improvements to villages	
L1.3	Foster towns and villages that are vibrant, well serviced and supported to achieve their localised priorities	Create partnerships with Villages to enhance service provision and collaboration to enhance their liveability	John Goodall	Future year initiative	Development of villages plans will be considered as part of future strategies once Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS) are adopted	
L1.3	Foster towns and villages that are vibrant, well serviced and supported to achieve their localised priorities	Develop a Guyra Precinct Group to assist in guiding the planning and economic development directions of Guyra	James Roncon	Completed	The Guyra Progress Association has been established and is working incredibly well with the ongoing support of Armidale Regional Council	

L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events	Enhance and maintain our sporting facilities to expected levels of service	Thomas Bower	Completed	Completed	
L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events	Attract regional, state, and large-scale sporting events, and increase sports tourism visitors by enhancing, maintaining and promoting our high quality sports facilities	Renata Davis & Thomas Bower	Progressing	Sponsorship and support of events such as WEMBO 24hr, National Orienteering, Cricket Championships, Hockey Masters, along with State Gymnastics Competition, and show jumping, Equestrian Centre upgrade works, sportsground upgrades, and funding for sporting precinct masterplans	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Upgrade and maintain Council owned and managed recreation spaces	Thomas Bower	Completed	Dumaresq Dam stage 1 is complete, Hillgrove and Black Mountain upgraded Tennis Courts are open to the public and with collaborations with Armidale Urban Rivercare Group on the Creek lands rehabilitation efforts - these are a few examples of meeting this action thus far	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-	Consider and implement the YMCA report on the optimisation of our aquatic facilities	Thomas Bower	Progressing	Infrastructure report has been completed and to compliment this, a sustainable management model and audit of operational practices was also to be complete, however YMCA were unable to	

	friendly activities to residents and visitors	including future viability and enhancements			complete due to operational changes. As such, this has been ear marked to be completed along with the Hydrotherapy Aquatic Plan from the grant funding promised by State Government via Adam Marshall	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Complete funded Stage 1 upgrades to the Dumaresq Dam Recreation area and plan for Stage 2 upgrades	Thomas Bower	Completed	Completed	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Seek opportunities to enhance recreational areas that are within resource capacity and community interest	Thomas Bower	Completed	Completed	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Consolidate and upgrade our regional playgrounds to meet community demand and operational efficiencies and plan for Curtis Park Playground upgrades Stage 2	Thomas Bower	Complete	Completed	

L2.1	Plan for and enable growth that supports a sustainable local economy	Prepare and implement a water security and economic activation package	Renata Davis	Complete	Activation packages were successfully produced for executive level briefing and ministerial lobbying/campaigns. These will require review and updating as water strategy progresses (e.g. progression of Oaky Dam) and as the outcomes of the Integrated Water Cycle Management Strategy are finalised	
L2.1	Plan for and enable growth that supports a sustainable local economy	Prepare and implement an airport and airside precinct economic activation package	Renata Davis	Complete	Activation packages were successfully produced for executive level briefing and ministerial campaigns. These will require review and updating as private and government investment opportunities arise. Invest Armidale Region website upgrade underway along with content review of airport, water and economic activation documents and digital assets, expected implementation in late 2024 and as opportunities arise. The Stage 2 options for the development of Armidale Airside have been presented to executive and Council for consideration	
L2.2	Ensure adequate and available land and housing to meet community needs	Develop and implement a Housing Strategy	John Goodall	Progressing	The Local Housing Strategy (LHS) was endorsed for public exhibition at Council's OCM in June 2024. Currently on exhibition until 24 July 2024	

L2.3	Preserve and enhance our architecture and heritage	Review heritage related planning controls and supporting heritage studies	Michael Clynch	Progressing	Development Control Plan (DCP) is currently being reviewed for new addition to be released	
L2.4	Protect prime agricultural land and support future innovations and industries	Prepare a Rural Futures Land Use Strategy to identify and protect prime agricultural land	John Goodall	Future year Initiative	Not part of current strategy preparation, look at deferring to year 4. Local Strategic Planning Statement (LSPS) and Local Housing Statement (LHS) implementation are priority	

Strong Region						
S1.1	Help the community to be informed and have input into decisions about its region and future	Implement the Community Engagement Strategy, including its supporting framework and processes	Joanna Harrison	Progressing	Project is on track and is progressing as anticipated	
S1.1	Help the community to be informed and have input into decisions about its region and future	Deliver an effective Communications Strategy to inform the community of Council activities	Joanna Harrison	Progressing	Project is on track and is progressing as anticipated	
S1.1	Help the community to be informed and have input into decisions about its region and future	Review and implement a customer experience strategy to improve community and council interactions	Aimee Hutton	Future Year Initiative	While some work has commenced on this document, the development and delivery of the Customer Service Promise was prioritised. Now the Customer Service Promise has been adopted, work will recommence on the Customer Experience Strategy	
S1.1	Help the community to be informed and have input into decisions about its region and future	improve customer experience for residents and ratepayers through enhancements to technology systems including enquiries, applications, bookings,	Aimee Hutton	Complete	We continue to review and review all customer service processes to optimise the customer experience	

		compliments, and complaints				
S1.2	Create partnerships between our community, levels of government and businesses that contribute to our growth and development	Establish Council Key Pillar Working Groups to deliver initiatives that achieve the Community Plan Goals and Strategies	Jessica Bower	Complete	With the conclusion of this term of Council, the KPWGs have been winding up. Activities will recommence during the new term of Council	✓
S1.2	Create partnerships between our community, levels of government and businesses that contribute to our growth and development	Work across the region's neighbouring LGAs with the New England Joint Organisation to advocate for broader regional priorities	Jessica Bower	Complete	Completed	✓
S1.2	Create partnerships between our community, levels of government and businesses that contribute to our growth and development	Foster constructive relationships with State and Federal representatives and agencies to ensure our voices, challenges and opportunities are heard	Jessica Bower	Complete	ARC continues to advocate to State and Federal Governments on issues impacting the region via membership of Country Mayors and Regional Cities NSW that impact the wider Local Government sector and more focused advocacy on the matters impacting locally	✓
S1.2	Create partnerships between our community, levels of government and businesses that	Partner with the UNE, as our major educational institution, to enhance regional opportunities	Jessica Bower	Complete	Armidale Regional Council continues to work with UNE on a number of partnership initiatives, including a recent Museum Collaboration Project Zero30, recruitment/HR and SRI Nova. The Mayor	✓

	contribute to our growth and development				has also attended a number of UNE events	
S1.3	Empower the community and our leaders to make positive change and to unify the region	Provide administration and professional support to Councillors to assist them to undertake their duties	Jessica Bower	Complete	This is ongoing as part of business as usual. Councillors can attend the office, email or call for assistance	
S1.3	Empower the community and our leaders to make positive change and to unify the region	Ensure community accessibility of information pertaining to Council Meetings	Jessica Bower	Complete	Information available on website prior to each Council meeting	
S1.3	Empower the community and our leaders to make positive change and to unify the region	Promote and facilitate 'Have Your Say' opportunities on Council Meeting Agenda items	Jessica Bower	Complete	Information and registration available on website and promoted via social media channels	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Satisfy the Office of Local Government Compliance and Reporting Requirements	Steven Williams	Complete	All Office of Local Government statutory compliance reporting requirements met	

S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Deliver quality governance frameworks and reforms in line with remaining Performance Improvement Order and Governance Review actions	Steven Williams	Complete	Whilst the Minister of Local Government has acknowledged that Armidale Regional Council has met the fundamental requirements of the Performance Improvement Order Armidale Regional Council continues to implement business improvement process to further enhance operations	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Implement robust Audit and Risk and Improvement processes and frameworks and undertake the requirements of the Internal Audit and Risk Management Framework for Local Councils	Steven Williams	Complete	Council implements an enterprise risk management framework which informs internal audit and service review programs. Progress and status is reported regularly to the audit risk and improvement committee	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Implement a robust Risk Management Framework for Council including operational, strategic and climate change risk	Steve Williams	Complete	Council has implemented an Enterprise Risk Management process based on the ISO 31 000 Risk Management standards	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Deliver actions and outcomes as defined in the Workforce Management Plan	Annie Harris	Complete	The agreed actions and outcomes as defined in the Workforce Management plan have been delivered	

S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Foster a culture of safety and wellbeing for our workforce	Annie Harris	Complete	Council has committed and invested in our safety culture, and will continue to do so over the coming years. we provided significant training across the areas of mental health, hazard identification as well as updated competency and ticket requirements of all staff	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Implement strategies to support the development of an inspiring organisational culture that motivates, sustains and rewards growth	Annie Harris	Complete	The Council has offered leadership and cultural development opportunities to all staff. We have implemented targeted development programs for various teams within the Council and continue to nurture a culture that emphasizes wellbeing, commitment, inclusion, and transparency	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Implement the Integrated Planning and Reporting Framework in compliance with legislation	Steven Williams	Complete	Council has implemented the Office of Local Government Integrated Planning & Reporting framework. With extensive community consultation the 'Advancing our Region' Community Plan was developed. Some of these engagement initiatives were: Community Listening Posts, Postcards to each household in the Region, 'Postcards from the Future' sent to the schools and online surveys and feedback tools. The result of this consultation was record feedback from the community, leading to a well-	

					informed Community Plan. The Community plan was then used as the basis for creating the Delivery Program and Operational Plans. How Council has implemented the Community Plan will be reported in The State of the Region report to be presented at the November 2024 Ordinary Council Meeting	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Implement an effective Project Management Framework across the organisation	Lizzie Attwood	Progressing	This project will be part of the Tech One roll out of One Council. We are currently waiting for Tech One to work with Council to implement the Project Management Framework module. The design and delivery team will them work with Tech One to customise this module to suit Armidale Regional Council. It is anticipated that new projects nominated for 2025/26 will be entered into the new system in November 2024. This project will then take a few years before it is completed to the point where it holds all the project information	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Seek funding opportunities where they achieve the Community Plan Goals and Strategies or agreed priorities	Richard Armstrong	Not Updated	Ongoing project to be delivered over an extended period of time	

S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Deliver a program of Service Planning and Review to ensure services are delivered efficiently and to service levels	Steven Williams	Progressing	'Council is implementing an ongoing risk assessed service review program to focus on efficiency and service improvement in the different business units. Service reviews are reported on each year in the Annual Report	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Ensure the Asset Management Framework is current and in line with Council's future growth and development	Richard Armstrong	Not Updated	Project is currently under review and is progressing as anticipated	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Provide high quality, targeted and sustainable services to the community that remain affordable	Aimee Hutton	Complete	Completed	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Maintain financial sustainability by meeting Performance Ratios and Fit For the Future Benchmarks, while ensuring sustainable cash reserves to support service levels and assets	Ann Newsome	Progressing	Council has improved its cash reserve position and meets the goal set in the PIO of between $4m & $6m. The consolidated performance ratios and benchmarks have shown improvement for the 2023-24 financial year	

S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Deliver a Financial Improvement Program that determines the future efficiencies and revenue sources required to fund current and future service levels	Ann Newsome	Progressing	Council continues to work on rebuilding foundational processes and systems to build the required internal controls. These controls will assist in realising efficiencies	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Explore the need with the community to secure additional funding through changes to the rating system to provide the quality of services and facilities expected by our community. Options will include special rate variations and rating category restructures	Ann Newsome	Complete	Council applied for and received an SRV is currently in year 2 of a 3 year Special Rate Variation process	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Manage our assets responsibly to ensure greater lifespan and usability and to reduce financial burden	Richard Armstrong	Not Updated	Project is currently under review and is progressing as anticipated	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Maintain a property portfolio relevant to the services of Council and future growth	Annabelle Walsh	Progressing	Currently in discussions with a number of lessees regarding renewal of leases and licenses held on both Community and Operational Land	

S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Maintain an appropriate Insurance Portfolio in relation to Council's assets and operations	Steven Williams	Complete	Council is a member of the Local Government Statewide Mutual and maintains an insurance portfolio tailored to its operations	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Investigate and develop Council business opportunities	Alex Manners	Progressing	A range of works have been undertaken to explore more efficient works delivery. A strategic approach to Council services including the review of Service Plans is required to enable effective identification and assessment of business opportunities. The Kempsey Armidale Road Restoration Project requires the growth of Council capability to support the scale and complexity of the project. The capability and organisation growth that is being undertaken to support that process will be utilised to support Council as it prepares to deliver region building infrastructure such as water security assets	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Develop and commence implementation of an information technology long-term strategy including ICT governance	Darren Schaefer	Progressing	Draft ICT Strategy completed and will be supported by an operational 5 year plan	

S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Improve user experience, including capability and capacity, of internal enterprise systems	Richard Cadet & Darren Schaefer	Progressing	Rollout of MS365 and ongoing service delivery	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Provide access to Council Meetings in compliance with legislation and with online accessibility	Jessica Bower & Mel Hoult	Complete	All meetings are advertised, open to the public to attend in person and live streamed to YouTube	

Thriving Region						
T1.1	Attract new job creating investment to the region	Deliver a targeted industry attraction package for engine industries including protected horticulture, renewables, small manufacturing, and education	Renata Davis	Progressing	An update to the Invest Armidale website will provide updated content for targeted industries and will be completed late 2024. Council has worked with Regional Invest NSW to deliver a new investment attraction video and content aimed at showcasing the Armidale Regions benefits to future investors and businesses. The ARC Feasibility of Horticulture paper and strategic directions continue to be utilised to market our region to industry	
T1.1	Attract new job creating investment to the region	Deliver a promotion package focused on our region's lifestyle proposition to encourage people to relocate to our region	Renata Davis	Progressing	Council continues to promote the vibrancy of the region through community events and lifestyle - Autumn Festival, Halloween, Christmas Markets - along with advertising in local and regional publications such as QANTAS magazine, Found Regional, Regional Insight magazines. The regional lifestyle proposition will be a key feature of the revised Invest and Visit Armidale websites, to be updated in 2024	

T1.1	Attract new job creating investment to the region	Deliver activation precincts package for engine industries including Airside Precinct	Renata Davis	Progressing	Activation packages were successfully produced for executive level briefing and ministerial campaigns. These will require review and updating as private and government investment opportunities arise. Invest Armidale Region website upgrade underway along with content review of airport, water and economic activation documents and digital assets, expected implementation in late 2024 and as opportunities arise. The Stage 2 options for the development of Armidale Airside have been presented to executive and Council for consideration	
T1.1	Attract new job creating investment to the region	Leverage our status as a Renewable Energy Zone to attract new engine room industries and negotiate community benefit sharing arrangements that deliver a long-term dividend for the region	Renata Davis	Progressing	Planning agreements in place for Tilbuster Solar Farm, Oxley Solar Farm and negotiations underway with three other State Significant projects. The Mayor is actively progressing the region's direction, policies and status regarding renewable energy investment through his position as Chair on the Coalition of Renewable Energy Mayors	
T1.2	Support existing businesses and local industries to grow,	Partner with local business groups and industry bodies to develop initiatives to	Renata Davis	Progressing	ARC has engaged with Locals for Locals, various representatives of chambers of commerce or interested bodies to sponsor and support local businesses. Council delivered social media and	

	prosper, change and adapt	support local businesses			online presence training over two workshops in 2023/24 Q2	
T1.2	Support existing businesses and local industries to grow, prosper, change and adapt	Assist local businesses to develop their skills and online presence	Renata Davis & Daniel Boyce	Progressing	In October 2023, during NSW Small Business Month, Armidale Regional Council received a grant to hold two free face-to-face workshops for small business owners in the region. The workshops, titled "My Small Business – Online", provided business owners with the opportunity to learn how to grow their business online, and was facilitated by an expert digital marketer who has worked with hundreds of small businesses to expand their online presence and grow their audience. Council is seeking further grant opportunities to continue to provide online education workshops for local businesses	
T1.2	Support existing businesses and local industries to grow, prosper, change and adapt	Enhance and maintain Council's Local Procurement Policy and associated targets for local procurement (T1.2.3)	Ann Newsome	Progressing	Council continues to support local businesses. The Draft revised procurement policy includes a weighting advantage for local businesses and a target for locally sourced purchasing	

T1.3	Plan and enable sustainable job and economic growth	Prepare a 20-year planning vision for the region	John Goodall & Daniel Boyce	Complete	Local Strategic Planning Statement (LSPS) now adopted by Council	
T1.3	Plan and enable sustainable job and economic growth	Review the Local Environmental Plan to ensure industries and land uses that are compatible with the region's vision are welcomed in	John Goodall & Daniel Boyce	Progressing	Ongoing review of Local Environment Plan (LEP) as part of planning proposal requests received. More detailed reviews to follow after Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS) exhibition and future implementation	
T1.3	Plan and enable sustainable job and economic growth	Provide planning and business concierge services for engine industries	Renata Davis & Daniel Boyce	Progressing	Council has continued its Business Concierge service to support and guide businesses and industry to invest in our region through development application support, connection to services, and strategic planning advice	
T1.4	Champion local employers to provide employment and training opportunities	Partner with the local TAFE to encourage local employers to employ apprentices and trainees	Renata Davis & Daniel Boyce	Progressing	ARC encourages local employment through its procurement processes, TAFE relationship has been limited at the officer level outside of existing programs such as traineeships within council employment engagements	

T1.4	Champion local employers to provide employment and training opportunities	Increase the number of apprentices and trainees employed by Council and promote the successes of the employment and training	Annie Harris	Complete	Council has made progress in the opportunity to increase the number of apprentices and trainees employed by Council, focusing on vital skill shortage areas. We have participated in a number of initiatives including Girls in Civil, Construction on Country to open up avenues for employment. We are once again participating in the Elsa Dixon Traineeship program as well	
T1.5	Foster a culture of lifetime education and ensure local education services meet the needs of our community	Provide contemporary library services that support education and learning	Aimee Hutton & Darren Schaefer	Complete	Completed	
T1.5	Foster a culture of lifetime education and ensure local education services meet the needs of our community	Support the UNE Smart Region Incubator by providing an appropriate facility within the Old War Memorial Library	Renata Davis & Daniel Boyce	Complete	Council continues to engage in its ongoing arrangement with Smart Regional Incubator including providing the building facilities and collaborating on business and industry initiatives	
T2.1	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Promote the ARC Local Government Area via the development of a regional brand	Renata Davis & Daniel Boyce	Progressing	Council is currently reviewing the regional brand and subsequent promotional campaigns. Campaigns will commence in late 2024 with refreshed creative design and associated assets	

T2.1	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Deliver the ARC Tourism Strategy initiatives	Renata Davis & Daniel Boyce	Progressing	Key tourism strategy initiatives delivered include sports tourism (rugby, gymnastics, world endurance mountain biking (WEMBO) and plans in place for Australian Orienteering Championships in October 2024. Council worked with Destination Country and Outback NSW to deliver Visitor Economy Forum with indigenous focus, held at Aboriginal Cultural Centre and Keeping Place in May 2024. ARC attended and displayed information at the UNE Open Day in May 2024. Council has liaised with UNE to plan a Light Festival event in August 2024 to coincide with UNE Winter Graduation.	
T2.1	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Enhance signage, visitor information and traffic direction through our regional city, town, and villages	Renata Davis & Daniel Boyce	Progressing	Minor enhancements have been made across the region. Major enhancements are on hold, awaiting further funding and roll-out advice	
T2.2	Promote and enhance the extraordinary natural assets, beauty, climate, and location that our region enjoys	Attract increased visitors through promotion of our natural assets and local attractions	Renata Davis & Daniel Boyce	Complete	Council continues to deliver the Waterfall Way campaign through a dedicated website, social media campaign and billboard that promotes the extensive natural assets from Bellingen to Guyra. Council worked closely with National Parks and Wildlife Service to promote the reopening of Ebor Falls , and has also	

					held two key events at the redeveloped Dumaresq Dam Recreational Reserve	
T2.2	Promote and enhance the extraordinary natural assets, beauty, climate, and location that our region enjoys	Partner with, or advocate on behalf of, National Parks and other stakeholders to develop an integrated plan for our natural assets	Renata Davis & Daniel Boyce	Progressing	Council continues to promote National Parks and State Forest assets through its Visit Armidale website and New England High Country campaigns. Council worked closely with National Parks and Wildlife Service to promote the reopening of Ebor Falls	
T2.2	Promote and enhance the extraordinary natural assets, beauty, climate, and location that our region enjoys	Continue to partner with neighbouring Councils to leverage the broader area, via New England High Country campaigns	Renata Davis & Daniel Boyce	Progressing	Council continues to be part of the New England High Country group of councils. The group has completed tourism marketing and promotion including campaigns in FOUND Regional, Australian Traveller, Australian Cyclist, representation at Caravan and Camping supershows, and social media campaigns	
T2.3	Provide attractions and events that enhance our region's offering to locals and tourists	Partner with community groups and organisations to plan and support events that will attract tourism and	Renata Davis & Daniel Boyce	Progressing	Council has worked closely with community groups and organisations such as UNE, Headspace, New England Garden Festival, PCYC and many more to deliver or support events including	

		provide entertainment to our local community			CultureFest, Pride in the Park, NE Garden Festival, regular markets	
T2.3	Provide attractions and events that enhance our region's offering to locals and tourists	Investigate future entertainment, attractions and lifestyle infrastructure that would enhance the region's offering	Renata Davis & Daniel Boyce	Progressing	Council has been actively seeking grants and an partnership opportunities to enhance the region's offering, including grants to support the redevelopment of the Old Court House and other underutilised assets. Council will be developing its Destination Management Plan in late 2024, and this will identify the opportunities that Council will focus on to enhance our region's entertainment, attraction and lifestyle infrastructure offering	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Partner with local business groups to create a 'shop local' campaign	Renata Davis & Daniel Boyce	Progressing	Council is working with local businesses to help redevelop a Business Chamber and associated local shopping initiatives	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Develop CBD Activation Plans	Renata Davis & Daniel Boyce	Progressing	Minor upgrades in lighting, tree and festoons have been completed in the Mall and CBD. East Mall upgrade plans have been developed and communicated with local business for feedback. Council will now seek finalisation and funding opportunities to deliver the upgrades.	

					Events program and mall stakeholder engagement is an ongoing process with successful events such as Book Week, Halloween, Christmas Markets, PCYC Markets (monthly) and Autumn Festival all programmed around the CBD and Mall with input from retailers. Council is currently reviewing the spread, delivery and ongoing program of events	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Host events and engagements in the Mall and regional CBDs to attract additional foot traffic	Renata Davis & Daniel Boyce	Progressing	The Big Chill Festival held over the weekend of 18-19 May 2024 was a successful event that saw 3,800 tickets sold and saw $2.3m total economic impact. The inclusion of external activations for the festival this year saw the mall come alive with the Beardy Street Bazaar and the Chilly Dip at Dumaresq Dam which was a sellout event. Council also completed successful events including Halloween, Christmas, Pride Markets and Culture Fest throughout 2023-2024	

Operational Plan:

Council Initiative Code	Strategy (Community Plan)	Council Initiative (Delivery Program)	Responsible Department	Status	Comments	Indicator
Assets and Services						
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Replace the aged Bakers Creek timber bridge with new concrete bridge structure	Kos Weerasinghe	Progressing	Bridge structure is completed, and approach road construction is being undertaken now aiming to open to traffic by end of August 2024.	
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Replace the aged Boorolong Creek timber bridge with new concrete bridge structure	Kos Weerasinghe	Progressing	Boorolong bridge construction is completed, and the new unrestricted concrete bridge is open to traffic. The project is nearing completion and the remaining minor work including site clean-up and disestablishment are being undertaken by the contractor.	
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Replace the Laura Creek timber bridge, causeway and culvert with new concrete bridge	Kos Weerasinghe	Progressing	Laura bridge construction is completed, and the new unrestricted concrete bridge is open to traffic. The project is nearing completion and the remaining minor work including site clean-up and	

					disestablishment are being undertaken by the contractor.	
C1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Design the replacement of the aged Two Mile Waters timber bridge with new concrete structure	Simon Porter	Progressing	REF (review of environmental factors) review and sign off to be completed by end of August 24	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Kelly's Plains Road Rehabilitation	Mark Wilson	Deferred	Work deferred due to prioritisation of road rehabilitation projects.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Design the replacement of the aside track on Herbert Park Road with new concrete box culvert	Simon Porter	Progressing	REF review and sign off to be completed by end of August 24	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Design the replacement of the aside track at Boundary Creek Bridge, Lyndhurst Rd, with new bridge.	Simon Porter	Progressing	REF review and sign off to be completed by end of August 24	

C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Design the replacement of the aside track on Kaurala Bridge, Old Armidale Rd Guyra, with new concrete box culvert	Simon Porter	Progressing	REF review and sign off to be completed by end of August 24	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Conduct bridge network safety inspections - level 2 inspections/assessment	Samuel Jacobson	Progressing	In the middle part of 23/24 level 2 bridge inspections were undertaken on our Regional Road bridges and identified maintenance and capital works planned for delivery under grant funding over the next 3 financial years These works will help ensure the safety and condition of the regional road bridges into the future which we are solely responsible for. Plans in 24/24 Financial Year are for our internal inspector to complete around 10 Level 2 bridge inspections and a further 35 bridges and culverts are planned to be level 2 inspected by a consultant bridge company.	

C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a Roadside Vegetation Management Program including the removal of noxious weeds and vegetation which poses risk of damage to private property and motorists. Program will enhance conservation value of all rural roadsides and enrich biodiversity	Cody Wares	Deferred	Project has been deferred due to resourcing constraints.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver works under the REPAIR Program including larger rehabilitation and development works on Regional Roads to minimise the long-term maintenance costs of these roads in line with their function and usage	Cody Wares	Complete	Completed	

C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Application of fresh layer of gravel to unsealed roads to renew the useful life of the asset and to enhance ride quality, structural capacity and future maintainability	Cody Wares	Complete	Completed	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Pavement rehabilitation (heavy patching) of failed or severely deteriorated sections of the urban sealed road network	Mark Wilson	Complete	Program completed and additional works under grant program also completed with the program. Budget expended.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	New Gross Pollution Stormwater Traps (GPT's)	Mark Wilson	Not progressing	GPT device purchased to facilitate construction as soon as easement matters with NSW TAFE can be resolved. Will be installed in 24/25.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs,	Pavement rehabilitation (heavy patching) of failed or severely deteriorated sections of the rural	Mark Wilson	Complete	Heavy patching program completed, budget expended. Additional works completed under grant program.	

	bus stops and parking facilities	sealed road network				
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver the urban reseals renewal program including bitumen resealing of urban streets as well as asphalt resurfacing of fatigued asphalt road surfacing's	Cody Wares	Complete	Completed	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver the rural reseals renewal program including bitumen resealing of rural roads and additional heavy patching of pavement defects on previous works	Cody Wares	Complete	Completed	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver the pathways and footpath renewal and construction program including replacement of deteriorated section of footpath or where tree roots have led to	Mark Wilson	Progressing	Contractor engaged late in the financial year but could not commence the works. Program to be rolled in to 24/25 under same contract engagement, works planned to commence in July.	

		excessive section lift and subsequent tripping hazard				
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Replace existing kerb and gutter and construction of new kerb and gutter to protect property and Council's road assets	Mark Wilson	Progressing	Contractor engaged late in the financial year to supplement internal resources. Full program not completed, internal crew redirected to White Street Kerb and gutter works under road to Recovery funding. Project deemed more critical to residents.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Repair or replace deteriorated sections of the urban cycleway network to maintain and promote active transport usage in the community	Cody Wares	Complete	Work undertaken on Kellys Plains Cycleway.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver the Causeway Renewal Program including renewal or upgrade of concrete causeways to restore and improve functionality and to reduce	Mark Wilson	Progressing	Design works completed to get program back on track. Capital construction to be undertaken in 24/25.	

		maintenance burden				
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works that address road safety issues on road network which do not qualify for State or Commonwealth funding assistance such as rural intersection lighting, guardrail installation, delineation and signage	Samuel Jacobson	Not progressing	No progress was made in the 23/24 FY project due to a lack of contractor interest in the project and no resource availability to complete internally. We have suitable road safety projects identified for 24/25 but need to schedule these works to be completed internally as the projects are generally not contractor suitable.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Rehabilitate identified failing urban roads – Locations TBC	Mark Wilson	Deferred	Survey investigation and design completed. Project delay caused redirection of funds to Worra Street Guyra.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Undertake stormwater improvements in Bishops Crescent, Black Mountain, Kurrawatha Ave, Guyra Urban areas:	Mark Wilson	Progressing	Design on projects progressing. Report to council July, regarding Black Mountain subdivision to allow progression of those works. Capital construction budgeted to be undertaken in 24/25	

		• Identify stormwater improvements and issue resolution - Stage 1 of Bishops Crescent Stormwater Upgrade, and Guyra Urban areas • Redesign and implement satisfactory drainage including land dealings - Black Mountain Subdivision Upgrade • Design a stormwater management system at intersection of Kurrawatha Ave and Kearney St including land dealings - Kurrawatha Ave Overland Flowpath Works				

C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Undertake heavy patching local roads (Contractor – RWI) as part of the Regional and Local Roads Repair Program	Cody Wares	Complete	Completed	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Undertake heavy patching local roads (Contractor – Stablilcorp) as part of the Regional and Local Roads Repair Program	Cody Wares	Complete	Completed	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Undertake heavy patching of regional roads including Bundarra Road and Glen Innes Road as part of the Regional and Local Roads Repair Program	Cody Wares	Not progressing	No heavy patching is undertaken on regional roads under this grant funded program. Regional road heavy patching is now funded under the regional roads block grant.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Undertake a large heavy patching on Miller Street as part of the Regional and Local Roads Repair Program	Cody Wares	Complete	Completed	

C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a culvert program of works as part of the Regional and Local Roads Repair Program	Cody Wares	Not progressing	Works are not progressing under this funding.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works to maintain existing cycleways	Cody Wares	Complete	Maintenance undertaken on identified cycleways.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Replace or renew deteriorated pipe and box culverts in both the urban and rural settings	Mark Wilson	Progressing	Identified works not requiring design completed.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works to maintain footpath based on identified risk	Cody Wares	Complete	Completed	

C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program to source and manage gravel pits to ensure cost effective road maintenance programs	Samuel Jacobson	Progressing	Council is still in the process of looking to employ a full-time quarry manager which is proving a challenge in the current market. In the 23/24 financial year the Council gravel pits produced about 75,000 tonnes of re-sheet and select/ sub-base quality material for roading maintenance and construction projects. The operation of Council gravel pits made a profit for Council in 23/24 due to the production and sale of this material internally.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program to rehabilitate non-operational gravel pits to meet statutory and environmental requirements.	Samuel Jacobson	Progressing	Council has successfully rehabilitated the UNE Pit off Cluny Road and received the UNE sign off/approval from the relevant site manager.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works to maintain kerb and gutter based on identified risk / condition	Cody Wares	Complete	Maintenance undertaken on identified defective kerb and gutter by internal crews.	

C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works to maintain Regional Roads with State Government Funding to ensure safe travel for the public in accordance with intervention levels of the Transport Infrastructure Service Plan	Cody Wares	Complete	Maintenance works completed include vegetation control and heavy patching.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works to maintain rural gravel roads to ensure safe travel for the public in accordance with intervention levels of the Transport Infrastructure Service Plan	Cody Wares	Complete	Unsealed road grading completed. Other works include signage, vegetation control, causeway maintenance and the contribution to Carrai Road maintenance	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs,	Deliver a program of works to maintain existing street lighting to ensure appropriate lighting levels meet	Mark Wilson	Complete	Program complete for the year to expected standards	

	bus stops and parking facilities	required standards. Coordinate Street Lighting payments including LED Lighting Upgrades and Essential Energy rates				
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works to maintain existing road signage, traffic islands and line marking to ensure safe travel for the public in accordance with intervention levels of the Transport Infrastructure Service Plan	Samuel Jacobson	Progressing	This project is progressing as anticipated.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a program of works for rural and urban bridge repairs, maintenance and inspection.	Cody Wares	Complete	Maintenance undertaken on a number of key identified bridges.	
C.1.1	Build and maintain quality, safe, and accessible road transport	Deliver a program of works for rural and urban drainage	Cody Wares	Complete	Works undertaken include maintenance of urban drainage	

	infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	maintenance to support the protection of property and infrastructure.			structures such as culverts, inlet pits, and gross pollutant traps.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a rolling 10 year program of works for rural gravel road drainage maintenance for the protection of infrastructure to achieve planned life of asset.	Cody Wares	Complete	Crews have completed culvert inlet and outlet cleanings, culvert cleaning, as well as table and catch drain maintenance.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Deliver a rolling 6 year program of works for rural sealed road drainage maintenance for the protection of infrastructure to achieve planned life of asset.	Cody Wares	Complete	Works crews have completed culvert inlet and outlet cleanings, culvert cleaning, as well as table and catch drain maintenance.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs,	Deliver a program of works for rural sealed roads repairs and unplanned maintenance in	Cody Wares	Complete	Works undertaken include bitumen repairs, vegetation control, and road furniture maintenance.	

	bus stops and parking facilities	accordance with the Transport Infrastructure Service Plan				
F1.2	Protect and enhance our waterways, catchments and creek lands	Remediate the offsite areas related to the remediation of the former Armidale Gasworks Phase 2 of a 3 Phase program of works	Mark Wilson	Progressing	Discussions with Department of planning near resolving regulatory requirements to address the Aboriginal Place Gazettal notice. Tenders called to engage a Site Auditor to act on behalf of the EPA, report referred to July meeting of council.	
F1.2	Protect and enhance our waterways, catchments and creek lands	Develop a design program to achieve 12 months ahead project ready across a three year period 2023-2026	Simon Porter	Complete	23/24 Design acceleration work completed	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Remove identified trees at the Armidale Water Treatment Plant that have been assessed as dangerous to infrastructure and properties.	T Cook	Complete	All identified trees removed on time and within budget..	
F2.5	Ensure the community is provided with safe and accessible water and that	Implement a Regional Master Plan for the Water	T Cook	Progressing	Project Status: 1. Filter and Backwash Tank renewals – complete	

	our water availability is sustainably managed now and into the future	Treatment Plants to address issues at the plants including sludge management at the Armidale WTP and additional clear water tank or the baffles in the existing tank at the Guyra WTP site			2. Backwash Tank Internal Condition Assessment - complete 3. Armidale WTP Lightning Protection Works – Vince Williams Electrical engaged 17/05/2024 4. Sludge Handling - Bill Ho (DPE) preferences Option 6 from the Armidale WTP Sludge Handling Strategy Report - No feedback from EPA on likely discharge parameters / limits. Possible parameters pH, Al, BOD, SS - Improve lagoon supernatant quality. - Rainn / runoff hinders drying process and impact on lagoon supernatant quality. - Since 2020 Dam levels have been good with no algae issues. - Divert flow around SL 1 - DPE site visit August 2023 post outcomes implemented - Next steps – Re-connect with DPE, Invest rezoning of land Option 6, contact Exom trials of ACH, fix leaking sludge knife gate	

					valve, prelim design to divert stormwater around SL - June 2024 – EPA on-site audit of sludge with non-compliances.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Implement solutions to control of blue green algae (destratifier, ultrasonic device or others) at Malpas Dam	Kenan Aydogan	Deferred	This project has been deferred to next Financial Year	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Inspect, maintain and test raw water storage dams and mains to ensure adequate, safe water supply	Joshua Fern	Complete	Regular testing undertaken to determine process. All sampling and testing compliant and up to date.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Provide domestic and commercial treated water through effective planning, administration, monitoring, testing and distribution	Mark Byrne	Complete	All water delivered as per the Australia Drinking Water Guidelines (ADWG) and NSW Public Health requirements. All monitoring and testing has been undertaken and is compliant.	
F2.5	Ensure the community is provided with safe and accessible water and that	Manage the water network including providing technical	Glen Wallace	Complete	May meter reading program has been completed. Water mains and branch services have been	

	our water availability is sustainably managed now and into the future	support, meter reading, maintenance and repair, and provide new water connections services			delt with within service agreement. Armidale maintenance and construction crews assisted with works in the Guyra area due to Guyra's lack of resources caused from Covid, flu and staff departures.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Manage and maintain the Water Treatment Plant to enable high quality processing standards and maintain service reservoirs with necessary inspections, quality monitoring and technical equipment	Joshua Fern	Complete	All treatment testing and compliance has been met and up to date. Treatment plants maintained to a high standard. Inspections on reservoirs are up to date.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Finalise and implement the Integrated Water Cycle Management (IWCM) Strategy to plan for future infrastructure and water service needs.	Mark Byrne	Progressing	Presentations have been made to the Executive Leadership Team (ELT) and Councillors by Public Works Advisory (PWA) on the first draft of the Integrated Water Cycle Management (IWCM) Strategy, Some extra modelling is being requested as per Councillor comments and community consultation is to be	

					undertaken in the next few months. Final IWCM to be presented to the new council body.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Install Water Quality monitoring devices in catchments and initiate a Mulloon Institute Landscape Hydration Bootcamp	Mark Byrne	Not progressing	The project manager is finalizing the details with property owners for access gates to install Water Quality monitors at selected locations. This will provide empirical data to monitor water quality as it changes within the catchments.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Work with Southern New-England Landcare, under a Memorandum of Understanding and the 10 Year Catchment Water Quality Strategic Plan to improve the environment and water quality around ARC water catchments	Mark Byrne	Complete	All works and field days completed for this year. Tender being prepared to go out in place of the MoU as per Council's Procurement Policy for the 2024/25 Financial Year.	
F2.5	Ensure the community is provided with safe and accessible water and that	Complete a CCTV condition assessment of	Glen Wallace	Deferred	This project deferred to next financial year	

	our water availability is sustainably managed now and into the future	selected sewerage lines to determine the focus of maintenance and replacement programs				
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Complete an Inflow and Infiltration Study in Armidale Catchments to identify stormwater ingress into the Sewerage Network	Glen Wallace	Deferred	This program deferred to 2024/25 with a request for an adequate budget adjustment.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Continue engagement with Public Works Advisory (PWA) for concept design, geotechnical investigation (fees and drilling expenses), survey, environmental assessments (including specialists studies), odour assessment, noise assessment, detail design (IDEA plant) and tender	Kenan Aydogan	Progressing	- Detailed Design (DD) > 70 %. - Concept Design (CD) completed. - 4*12,500 Equivalent Population (EP) rectangular concrete Intermittently Decanted Extended Aeration Tanks (IDEATs) - 3*in stage one and 1*in stage 2. - Review of Environmental Factors (REF) should be completed by 23/5/2024. Potential risk to the project: flood modelling output's.	

		document preparation delivered by 30 June 2024.			- MS_1 execution of funding deed 28/2/2023 - completed. - MS_2 CD 25/3/2024 orig. 31/7/2023 - completed. - MS_3 new proposed: 50 % of DD - completed - MS_4 new proposed: 75 % of DD date July 2024 TBC. - MS_5 new proposed: 90 % of DD incl. project plan date August 2024 TBC. 75 % of tender documentation date August 2024 TBC. - MS_6 new proposed: 100 % DD completion date 30/9/2024 orig. 31/3/2024 N.B. accelerated timeline 30/6/2024. 100 % tender documentation incl. business case date 30/9/2024 orig. 30/4/2024 N.B. accelerated timeline 30/6/2024.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Implement a new centre pivot to streamline irrigation operations as part of an annual replacement program	Shaun Brennan	Complete	Completed	

F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Replace the diesel irrigation pump for the Effluent Reuse Farm	Shaun Brennan	Complete	Pump was installed in the first quarter.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Complete the sewer relining program targeting sections of sewer from CCTV condition assessment	Glen Wallace	Complete	The sewer relining program for 2023/24, which included 2 packs totally 9,193.52m, has been completed by Interflow Pty Ltd on time and within budget.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Reserve a contingency budget for unplanned failures and damage to the Sewer Treatment Plant due to weather events	Shaun Brennan	Complete	Finished for the year.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Reserve a contingency budget for unplanned failures and damage of sewer pump stations due to weather events	David Bell	Complete	I have replaced 1 pump @ the Kia Ora Rd pumping station which has failed and I have placed an order for the replacement of the second pump that has also failed, the pumps failed because of a volume of debris entering the wet well and blocking the	

					pumps, we are still investigating where and how the debris got into the wet well, the overhaul of the Guyra SG3 pumping station has not yet commenced.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Complete design for safety upgrades to the Armidale Sewer Treatment Plant access road including realignment of the access grid, and upgrade and seal of the road	Shaun Brennan	Complete	Design complete and received.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Upgrade works at Guyra Sewer Treatment Plant to meet EPA licencing requirements	David Bell	Progressing	We will be replacing the existing decanting unit with a modern equivalent unit and upgrading the electrical to suit, we will also be replacing the existing aeration gearboxes with new units as part of the upgrade, the existing units require overhauling, but it is not cost efficient to overhaul as opposed to purchasing new modern units. we are also looking into some sludge management options and I will	

					report on that when we investigate further	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Manage sewerage operations including reporting, licences, strategic planning and administration	Mark Byrne	Complete	All sewerage operations are within license requirements. Public Works Advisory (PWA) are well into the detailed design phase for the new proposed Intermittently Decanted Extended Aeration (IDEA) wastewater treatment plant for Armidale.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Manage and maintain the sewerage network and pumping stations to industry standards and established service levels	Glen Wallace	Complete	All sewer maintenance task have been completed in accordance with Council's service agreements, system repair had be completed as they were required. Repairs identified with the sewer relining program have also been addressed.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Manage and maintain the Sewage Treatment Plant to enable high quality processing standards	Shaun Brennan	Complete	Completed	
F2.6	Prepare for, prevent, and manage natural disasters	Provide infrastructure, maintenance and/or administrative	Mark Wilson	Complete	Program completed to expectations.	

		support to the Rural Fire Service, Guyra State Emergency Service and the Armidale Fire Brigade				
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Develop, consult and initiate a Waste Management Strategy	Michael Brooks	Deferred	The Waste Management Strategy development will be undertaken in the 2024-25 operational program.	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Installation of Long Swamp Road Baler	Michael Brooks	On hold	Not currently being considered due to cost.	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Undertake Landfill Remediation Works at the Guyra Waste Transfer Station	Michael Brooks	Progressing	Tender document for a consultant to undertake the required in depth analysis has been prepared and is ready to be issued for the remediation works at the former Guyra Landfill.	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Install a 2nd weighbridge at Armidale Waste Management Facility (Long Swamp Road)	Michael Brooks	Progressing	A RFQ was issued for the civil works required to install a second weighbridge at Armidale Waste Management Facility and a tender recommendation has been submitted to Council's July meeting.	
F2.3	Collect, handle, dispose, recycle and reuse waste	Purchase a landfill compactor for the	Michael Brooks	Deferred	This project has been deferred and will be determined in 2024/25.	

	responsibly and innovatively	Armidale Regional Landfill				
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Purchase a PFAS (per- and poly-fluoroalkyl substances) treatment plant for use at the Armidale Regional Landfill to manage PFAS amounts in the leachate	Michael Brooks	Progressing	The project delivered a mobile Water Treatment Plant at Armidale Regional Landfill for the treatment of PFAS in leachate. The trial showed that PFAS was adequately removed from the leachate, however, as the end-uses for leachate are limited, it has been determined that the water treatment be discontinued in favour of reverting to Council's approved Water and Leachate Management Plan.	
F2.3	Collect, handle, dispose, recycle and reuse waste responsibly and innovatively	Provide landfill services including waste (rubbish, organic matter and recycling) collection, sorting, transfer, management and disposal, as well as maintain waste facilities and manage leachate, groundwater and surface water	Michael Brooks	Complete	Council operated its two licenced landfills and rural waste transfer stations without disruption and in accordance with the respective licence conditions.	

		storage, in compliance with the NSW Protection of the Environment Operational (Waste) Regulation 2014				
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Conduct an additional thorough geotechnical investigation of the right hand abutment in order to upgrade the structural stability of the dam wall to meet Australian National Committee on Large Dams' (ANCOLD) safety requirements. Prepare of a report that outlines Council's proposals for undertaking activities necessary in the future to ensure the safety of Puddledock Dam and ensure that it	Ian Giblett	Progressing	Geotech testing and reporting was booked for April 24. Delay with nominated contractor being unsuitable. Amended proposal to be supplied and considered	

		continues to be a vital alternative source of raw water for Armidale's Water Treatment Plant.				
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Undertake pre-construction works for Oaky River Dam, a pipeline from Oaky to Armidale Water Treatment Plant, and the raising of Malpas Dam pending funding approval.	Ian Giblett	Progressing	The Tranche 3 projects with DCCEEW were extended overall by up to 12 months. In our case we have been tracking to 30/6/24. However, we have slowed some of the 'tender ready' works to ensure accuracy and completeness. We are extending to 31/8 with PWA to ensure a quality outcome. All concept plans received	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Old Gasworks Main Diversion DN250mm - Dumaresq St	David Bell	On hold	Project is dependent on, and in conjunction with, works by others and will be on hold until they are ready to undertake construction.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Finalise the purchase of Oaky Hydro Scheme as per Council Resolution as part	Mark Byrne	Complete	Settlement of the purchase occurred 22 January 2024 and the land classification has been changed to operational.	

		of a water security plan.				
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Annual mains replacement program	David Bell	Complete	All the water main projects that we had design drawing for have been completed and we are currently construction blocks of water mains that have had numerous failures and have been identified as high priority replacements. We are currently constructing a new pipeline in Kirkwood St (East) and finishing a minor pipeline off at the Armidale Water Treatment Plant.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Annual water meter replacement program	Glen Wallace	Complete	Identified meter replacements completed. Some high consumption meters have been replaced and a new batch of high consumption meter have been identified for the next financial year program. Some Smart meters have been installed in a trial and they are being assessed as we progress through the meter reading program.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is	Annual water service line replacement program	Glen Wallace	Complete	Continuation of new services being prioritized over service renewals and as per previous quarters. This is due to the high number of developments we are	

	sustainably managed now and into the future				experiencing in the Armidale and Guyra areas. Some services that have been assessed as unserviceable have been replaced.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Puddledock raw water treatment main improvements	David Bell	On hold	We are waiting on a design to enable a 3 way inlet feed which will include the proposed Oakey water source as well as the Malpas and Puddledock sources, By having a 3 way inlet feed it will allow us to select the various water sources that we want to treat either individually or to shandy/blend the different sources, this also makes the automation process easier and cheaper to install. Currently the pipeline is commissioned and supplying customers.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Reserve a contingency budget for unplanned failures and damage to the Water Treatment Plant due to weather events	Joshua Fern	Complete	Complete	

F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Reserve a contingency budget for unplanned failures and damage to the Water Pump Stations due to weather events	David Bell	Progressing	I have received quotations from various companies to overhaul and/or replace pumps and we are in a position now to issue work orders to get the works done, I will replace the Guyra No 5 Clear water pump with a new pump as it is not cost effective to overhaul that pump and I will overhaul the UNE pump, We had to get an overhaul done on 1 of the 2 "head of Works" pumps at the Armidale Water Treatment Plant the overhaul was done ahead of schedule due to the pump showing signs of failure.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Replace the Water Treatment Plant filters in response to Programmable Logic Controller (PLC's) expiring and no longer serviceable or replaceable	Joshua Fern	Complete	Complete	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is	Purchase and install a new pumping station at Boorolong Road/Weirs Road to	Ian Giblett	Progressing	Had to re-assess the preferred location due to availability of 3 phase electricity. Location selected and site survey to commence. Geotech to be	

	sustainably managed now and into the future	replace the need for a reservoir at Toadulla and to transition Raw Water customers on Dumaresq Dam Road			undertaken. Design work to recommence based on amended site	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Undertake compliance and safety upgrades at Puddledock Dam including: • Upgrade existing walkway, stairs and guard railing • Remove step irons from dam wall, install barriers and secure gate to prevent unauthorised access to dam wall and walkway • Complete dam wall erosion protection works and trunnion replacement	Ian Giblett	Progressing	Trunnion replacement is booked with council's diving contractor with the other works scheduled to be completed next year.	

F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Complete upgrades at the Armidale Water Treatment Plant including overhaul of ozone generators, replacement of dielectrics, and replacement of capacitors and air conditioning of ozone generators	Joshua Fern	Complete	Ozone upgrades are completed AC units, Main PLC upgrade and capacitors installed.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Implement an effective Project Management Framework across the organisation: Engineering Design Code Review	Lizzie Atwood	Progressing	The PMO team are committed to assisting with the customization and implementation of the Tech One, Project Management Framework module.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Implement the Project Management Framework through a software solution	Lizzie Atwood	Progressing	Council is transitioning to an integrated business solution, One Council by Tech One. The implementation of the Project Management Framework will be part of this transition. It is currently planned that the new projects for 2025/26 will be nominated in the new system in November 2024.	

S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Implement effective Project Management across the organisation	Lizzie Atwood	Progressing	Tech One are working with Council to get the software ready so that next year's projects can be nominated in the new system in November. The PMO team are committed to assist in the development of the new frameworks including commenting on workflow paths and trialling the system prior to roll out.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Provide internal investigations and design services to support capital works and maintenance activity	Simon Porter	Complete	23/24 Financial Year Design work completed	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Apply for grants that align with Council's strategic plans, to fund projects to support the facilities, infrastructure and lifestyle of the Local Government Area	Richard Armstrong	Progressing	Ongoing project to be delivered over an extended period of time.	
S2.2	Ensure that strategic directions are informed by, and with, the	Complete a design program for General, Water and	Simon Porter	Complete	23/24 Design work completed	

	community and are delivered in consideration of available resources	Sewerage Funds in preparation for works commencement or funding opportunities				
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Apply for grants that align with Council's strategic plans, to fund projects to support the facilities, infrastructure and lifestyle of the Local Government Area	Darren Schaefer	Complete	Complete	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Guyra Main Street upgrades	Darren Schaefer	On Hold	Steps are underway to take a fresh look at the Guyra CBD redevelopment and to then seek further funding to undertake works.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Deliver the Asset Management Framework in line with Council's polices and plans and community expectations	Richard Armstrong	Progressing	Project is currently under review and is progressing as anticipated.	

S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Review of Waste, Water and Sewerage charging and reserve provisions in line with infrastructure requirements and population growth targets	Sam Hills	Progressing	Waste, water and sewerage charges are reviewed annually by council. The finance team perform a monthly review council financial reserves to ensure we meet our compliance requirements. The Council's plans for population growth are taken into account when considering the balance of waste, water and sewer reserves.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Conduct Private Works including grading, driveway repairs and construction, and rural address signs	Mark Wilson	Complete	All requested works completed.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Coordinate Street Lighting payments including LED Lighting Upgrades and Essential Energy rates	Mark Wilson	Complete	Program completed to expectations.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Asset Management System investigation and potential implementation	Richard Armstrong	Progressing	Project is currently under review and is progressing as anticipated.	

S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Review of energy consumption within Water & Wastewater to optimise our usage and identify solutions to minimise costs	Mark Byrne	Not progressing	Required information has now been supplied to BECA HunterH2O which will see this project resume and be finalized.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Manage our assets responsibly to ensure greater lifespan and usability and to reduce financial burden	Richard Armstrong	Progressing	Project is currently under review and is progressing as anticipated.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Conduct and implement asset condition assessments and data improvement for more efficient financial management and improved understanding of asset performance	Richard Armstrong	Progressing	Ongoing project to be delivered over an extended period of time.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Land and buildings valuation	Darren Schaefer	Complete	Completed.	

S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Develop drainage strategies to identify priority works and ultimate stormwater management solutions for Armidale, Guyra and minor townships throughout the LGA	Simon Porter	Not progressing	Project is not progressing due to resourcing constraints.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Replace or dispose of Council plant, fleet and equipment cost-effectively and in line with Council resourcing requirements	Lachlan Hogg	On hold	Progress of the fleet replacement program has again been disrupted by continued loss of resourcing. The fleet replacement program is planned to recommence in October following successful recruitment. Critical fleet items not replaced in Financial Year 23/24 will be prioritized in the following year with remaining budget carried to support this procurement.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Operate a Plant and Fleet Program that ensures the most efficient and cost effective use,	Lachlan Hogg	Complete	The plant and fleet program has again been affected by resourcing issues in the 4th quarter. While strained, this hasn't affected the effective maintenance of council's fleet.	

		maintenance and replacement			External contractors have been engaged where required to ensure this service is delivered.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Licencing costs for the procurement of the Technology One 'One Council' cloud-based modules for improved systems integration and productivity.	Richard Cadet	Progressing	Information and Communications Technology are member of PCG and we are assisting the lead dept on the roll out	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Transform the current GIS (mapping) Datasets within our Oracle Spatial Database from the Geocentric Datum of Australia 1994 (GDA94) to Geocentric Datum of Australia 2020 (GDA2020).	Richard Armstrong	Complete	Completed.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading	Upgrade Council's records system (Content Manager 9 to Content Manager	Richard Cadet	Complete	Is Complete and no longer active	

	practices, systems, and technologies	10) and provide training to staff				
T1.2	Support existing businesses and local industries to grow, prosper, change and adapt	Prepare plans for the construction of the Saumarez Road Private Access in 2024/2025 as previously adopted by Council	Simon Porter	Complete	Completed.	

Council Initiative Code	Strategy (Community Plan)	Council Initiative (Delivery Program)	Responsible Department	Status	Comments	Indicator
K2A						
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Kempsey Rd - Location 3 Flying Fox Cutting upgrade	Alex Manners	Progressing	The Kempsey Armidale Road Restoration Project (K2A) team are preparing to mobilise to site to allow reasonable works to be completed within the funding guidelines including time limits. It is expected that the improvement works at Flying Fox will be completed prior to the commencement of the main contractor works on site expected to be early 2025.	
C.1.1	Build and maintain quality, safe, and accessible road transport infrastructure including roads, footpaths, kerbs, bus stops and parking facilities	Kempsey Road Main Recovery project	Alex Manners	Progressing	The Kempsey Armidale Road Restoration Project (K2A) team are preparing to mobilise to site to allow reasonable works to be completed within the funding guidelines including time limits. It is expected that the improvement works at Blackbird Flat will be completed prior to the commencement of the main	

					contractor works on site expected to be early 2025.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Engage Main Recovery Contractor for delivery	Alex Manners	Progressing	Council have made a funding application through TfNSW under the Disaster Recovery Funding Arrangements (DRFA) scheme and Council is currently awaiting approval of those funds. Pending security of funds from the DRFA scheme, Council are preparing to conduct a procurement process. Council has entered into a Tripartite funding deed which allows the access to funding to ensure Council remains cash positive supporting the project delivery.	

Council Initiative Code	Strategy (Community Plan)	Council Initiative (Delivery Program)	Responsible Department	Status	Comments	Indicator
Activation and Planning						
C1.2	Support the implementation and usage of active transport infrastructure across the region	Apply for grants for $700,000 for lighting of Council's bike paths and connected and enhanced public spaces	Thomas Bower	Complete	Construction to be complete before end of year.	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	University to City transport review	John Goodall	Complete	Improved services between the CBD and UNE Campus investigated as part of the 16 Cities initiative with TfNSW and have now been put in place with local transport provider. E-scooter trail extended for further 6 months.	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Partner with local business groups and industry bodies to develop initiatives to support local businesses	Annabelle Walsh	On hold	Still awaiting word from the Funding Body as to the 5.41 million dollars granted and whether it can be applied to the trail construction northbound.	

E1.3	Foster safety and security within our community and support the provision of basic needs	Delivery Stage 2 - the provision of solar street lighting to a portion of the primary pedestrian and bicycle route from the University to the Armidale (Niagara St).	Thomas Bower	Progressing	Tender completed, contractors announced and works to commence in July.	
E1.3	Foster safety and security within our community and support the provision of basic needs	Provide building and development certification and inspections services to the community in line with legislative obligations	Michael Clynch	Progressing	This is an ongoing operational stream that council undertakes as part of legislative requirements. Applications are received, lodged and then assessed for decision.	
E1.3	Foster safety and security within our community and support the provision of basic needs	Implement a Swimming Pool Compliance Program	Fredrick Mickerts	Progressing	Suitably qualified inspectors continue to carry out inspections as required and a response plan to the outcomes of the internal swimming pool audit has been actioned and the process continuing to evolve	
E1.3	Foster safety and security within our community and support the provision of basic needs	Deliver free microchipping and Companion Animal education days in partnership with Animal Welfare	Scott Goodhand	Progressing	Council Ranger conducted a successful Micro Chipping Day at Guyra in May, Council Rangers continue to offer the services of Free Micro Chipping to community members on	

		Organisations and local vets			benefits and are due to conduct another Free Micro Chipping Day in August & September.	
E1.3	Foster safety and security within our community and support the provision of basic needs	Deliver a feral cat trapping program in the ARC Local Government Area	Scott Goodhand	Progressing	The feral cat trapping program has recommenced and is being addressed on an individual basis and location. If Council receives a Customer Request in relation to the Feral cat issue this addressed on a one-to-one basis.	
E1.3	Foster safety and security within our community and support the provision of basic needs	Receive and action development, building, health and regulatory applications and approvals in line with relevant legislation	Fredrick Mickerts	Progressing	Regulatory Services officers continue to undertake regulatory controls that maintain community order and safety including building compliance and Development Applications as necessary and as required by incident or application	
E1.3	Foster safety and security within our community and support the provision of basic needs	Provide management and enforcement services for: parking and carparks, litter control, illegal dumping, livestock control, unsafe properties, abandoned vehicles and	Scott Goodhand	Progressing	The Park Officer has returned to full time work and there has been an increase in regular compliance with Council Carpark and surrounding CBD. There has been a substantial increase in in enforcement action and monitoring of School Zones. This has led to a substantial increase in revenue over the last three months	

		trollies, and water restrictions/misuse				
E1.3	Foster safety and security within our community and support the provision of basic needs	Provide Companion Animals management and enforcement services including: • Companion Animal Shelter • Barking, nuisance, menacing, stray, roaming or dangerous dogs • Microchipping and registration	Scott Goodhand	Progressing	Regular Patrols are continuing of the high-profile area along the Creeklands Walk & Cycle Way and surrounding reserves. Council Ranger are commencing high profile patrol of target area. Rangers continue to follow-up and act on Customer Service request in relation to Companion Animals. The Companion Animals Shelter is at maximum capacity 90% of the time and Shelter staff have an excellent rehome program.	
E1.3	Foster safety and security within our community and support the provision of basic needs	Provide Environmental Health advice, approvals and inspections	Fredrick Mickerts	Progressing	Suitably qualified officers are employed by council to provide Environmental Health advice, lodge and determine approvals and carry out inspections as required including food safety	
E1.3	Foster safety and security within our community and support the provision of basic needs	Provide environmental health services including: • Section 68 applications • Assessments/inspe	Fredrick Mickerts	Progressing	Suitably qualified council Officers continue to provide environmental health services including conditioning and determining Section 68 applications, carrying out assessments/inspections of food safety, health premises,	

		ctions of food safety, health premises, caravan parks, boarding houses, swimming pools, awnings, and on-site waste water management • Trade waste			caravan parks, boarding houses, swimming pools, awnings, and on-site waste water management and trade waste	
E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Community shared spaces review	Thomas Bower	Complete	On going collaboration particular groups is continuing.	
F1.1	Promote and support biodiversity protection and management	Crown Lands Management review	Annabelle Walsh	Progressing	All Plans of Management for Crown and Council Lands have been endorsed by way of Council report and submitted to the Crown for amendment/approval. Upon receipt of approval, they will be placed on public exhibition.	
F1.2	Protect and enhance our waterways, catchments and Creeklands	Work with key stakeholders to support the clean-up and remediation of creeks and waterways through agreed provisions and services	Thomas Bower	Complete	Ongoing support is being provided as required by Urban Rivercare and Southern New England Land Care	

F1.3	Foster collaborations that improve understanding and action to protect our natural environment	Support local environmental groups through in-kind and financial support, where agreed, to facilitate improved environmental outcomes	Renata Davis	Complete	Support delivered to Black Gully Festival, New England Garden Festival, Southern New England Landcare, Urban River Care Group in 2023-24	
F1.3	Foster collaborations that improve understanding and action to protect our natural environment	Sustainability Initiatives	John Goodall	On Hold	Project on hold owing to competing priorities including completion of the Local Strategic Planning Statement (LSPS) and Local Housing Strategy.	
F1.3	Foster collaborations that improve understanding and action to protect our natural environment	Partner with community groups to educate and promote urban sustainability initiatives	Thomas Bower	Complete	Support delivered to Black Gully Festival, New England Garden Festival, Southern New England Landcare, Urban River Care Group in 2023-24	
F2.1	Proactively adapt to and mitigate the local impacts of climate change	EcoARC sustainability actions	John Goodall	On hold	Currently not part of strategic team remit. Project Zero30 and Council's Renewable Energy Action Plan prioritised.	
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Complete Project Zero30 actions including: · Develop	Jesse Dick	Complete	Baseline carbon account established. Actions from Project Zero30 ongoing.	

		a baseline carbon account that will estimate emissions from all sectors of the LGA				
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Project Zero30 actions	John Goodall	On hold	Ecologically Sustainable Development (ESD) Policy drafted and placed on public exhibition. On hold until adoption of Local Strategic Planning Statement (LSPS) and Local Housing Strategy (LHS). Will review in 2024-25 OP to finalise and put back to Council for adoption.	
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Maintain Council's commitment to the Climate Emergency Declaration and promote further community-led action	John Goodall	On hold	No further action by strategic team this quarter, climate change initiatives being reviewed as part of a holistic approach as part of the Project Zero30 and Council's Renewable Energy Action Plan.	
F2.1	Proactively adapt to and mitigate the local impacts of climate change	Seek partnership opportunities with local groups to promote sustainability	Jesse Dick	Not progressing	Not progressing at this stage due to competing priorities.	
F2.2	Promote and increase use of renewable resources	Meet with NSW Government and other Councils in	Daniel Boyce	Progressing	Council continues to meet with EnergyCo and other Councils (via COREM) in the Renewable	

	and alternative energy sources	the Renewable Energy Zone (REZ) to advocate of local renewable energy deal			Energy Zone (REZ) to advocate for enduring benefits for our region.	
F2.2	Promote and increase use of renewable resources and alternative energy sources	Develop community energy projects and negotiate funding with proponents of State Significant and Regionally Significant Energy Developments	Daniel Boyce	Progressing	Renewable Energy Action Plan identifies Community Projects. Council negotiated approximately $41 million in benefit sharing arrangements with Renewable Energy Generators.	
F2.4	Create a cleaner, healthier environment with good air quality	Develop a Healthy Winter Air business case, and apply for funding to: • Educate on the harms to human health from air pollution • Provide subsidies for home energy efficiency measures and installation of cleaner forms of heating	Fredrick Mickerts	Progressing	Regulatory Support Officer has begun preliminary meetings with stakeholders aligned with the University of Tasmania to deliver pilot wood heater replacement program in Armidale	

F2.4	Create a cleaner, healthier environment with good air quality	Investigate options to link to NSW Government monitoring	Fredrick Mickerts	Progressing	Council has included the cleaner air program in operational planning and has purchased solar power supplies for monitors and is currently importing purple air monitors for distribution	
F2.4	Create a cleaner, healthier environment with good air quality	Advocate for NSW Government real time and publicly accessible monitoring of the Armidale air quality during the winter months	Fredrick Mickerts	Progressing	Council is in the process of importing purple air monitors from the USA and devising a strategy for the installation of those monitors along with previously purchased solar power supplies	
F2.4	Create a cleaner, healthier environment with good air quality	Reinstall Council's Purple Air Monitors (or equivalent) and make their real-time air quality data accessible.	Fredrick Mickerts	Progressing	Council is in the process of importing purple air monitors from the USA and devising a strategy for the installation of those monitors along with previously purchased solar power supplies	
F2.4	Create a cleaner, healthier environment with good air quality	Advocate for NSW Government assistance to develop a Clean Air Strategy and deliver an education program on the	Fredrick Mickerts	Progressing	Regulatory Services Support Officer liaising directly with representatives of the University of Tasmania to begin implementation of wood heater replacement project in Armidale	

		causes, impacts and ways to improve air quality in the Armidale Region				
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Complete a perimeter fence at the Guyra Dam to assist with water quality	Michael Frost	Progressing	Still a couple of landowners to get in touch with before I take fencing contractors out to quote on works	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	• Grease trap scanning and mapping system to service traps • Service septics • Monitor trap trade waste	Peter Doyle	Complete	Tracking system ongoing. All trade waste inspections complete for 2023-2024 year.	
F2.5	Ensure the community is provided with safe and accessible water and that our water availability is sustainably managed now and into the future	Provide new sewerage connections services	Peter Doyle	Complete	Sewer connections as required by application 107 new connections for 2023-2024 financial year.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Develop a 10 year strategy for Armidale, Guyra and Rural	Thomas Bower	Progressing	On going collaboration with the asset team to align our strategy in maintenance, upkeep and forward planning of all facility assets. This is consistent with	

		Cemeteries in the Armidale Region.			the asset management plans. A future cemetery strategy has been identified as a need in the next financial year.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Construction of concrete plaque beams within the lawn cemetery section – continuing program 2023/24	Thomas Bower	Complete	Completed	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Erect naming signs and entry signs to ensure Council compliance with legislation at rural cemeteries	Thomas Bower	Complete	Completed	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Replace the roofing on the Guyra Civic Administration and Library Building including ceiling tiles	Justin Hu	On hold	Carried over to the 24/25 Financial Year	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Complete the facilities renewals planned for 2022/23	Justin Hu	Progressing	Facility renewals projects were mostly complete with the disability upgrade to Nicholii House, Community Recycling Centre Improvements and Waste Transfer Centre Upgrades complete. The Guyra Library roof	

					upgrade was rolled over to the 24/25 Financial Year.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Salto building access system expansion with remote access capabilities	Justin Hu	Complete	Rolagas sports ground, Water treatment plant and waster water treatment plant Salto projects been completed.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Provide a replacement and renewal program for standard furniture requirements organisation wide.	Justin Hu	Complete	All outcomes completed for this financial year.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Complete the 23/24 renewal program for Community Facilities	Justin Hu	Progressing	Followed up with all the request facilities team can do.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Complete the 23/24 renewal program for Community halls	Justin Hu	Complete	Hillgrove Hall kitchen utilities have been upgraded. Dangarsleigh hall fridge replaced.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Complete the 23/24 renewal program for Council Services	Thomas Bower	Progressing	The service level expectation will align with the internal staff restructure process to be undertaken by ARC in early 2025. Currently the team are meeting	

					the expectations of the community and have implemented more technologically based booking systems and security enhancements to make community facilities more attractive to a wider demographic.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Complete the 23/24 renewal program for Rental Properties	Justin Hu	Complete	Projects on the Rental properties of Financial Year 23/24 been completed.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Complete the 23/24 renewal program for Show Ground - Crown Lands	Justin Hu	Progressing	Show ground trafficable service points completed. Electric cabling project still on going. Upgrading the poultry shed is not completed yet.	
L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Provide grounds and building maintenance, along with interments, at all village and urban cemeteries	William Hyde	Complete	Successfully provided appropriate facilities that allow people to meet, congregate and learn.	
L1.1	Provide appropriate, planned and maintained community facilities that	Integrate Australian Sports Commissions 'Game Plan	Thomas Bower	Complete	Council's initiative to assist local groups and advocate on behalf of the community to seek grants is an ongoing commitment. This	

	allow people to meet, congregate and learn	Platform' to assist sporting groups improve their capability, key areas of club administration and club development whilst identifying their unique strengths and areas for improvement.			quarter ARC focused on supporting Norths United Football Club and Guyra United Football Club apply for the Federal Government's 'Play our way' grant which looks to upgrade facilities to be more female inclusive. Both clubs put in submissions for female changerooms at their home ground to attract more female players to their clubs and provide a safe place to change for all.	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem	Deliver Stage 1 of the Creeklands Masterplan through Public Spaces Legacy Program funding including removal of woody weeds, revegetation, new park facilities toilet, BBQ, picnic tables, cycleway extension and shade for skate park - design only	Thomas Bower	Progressing	Concerns have been raised on this project since the change in land classification to an Aboriginal Place (AP). A Review of Environmental Factors (REF) cannot be completed until it has signoff on an unresolved land claim within the AP by the Local Aboriginal Land Council (LALC). The LALC has not be in operation since the start of the year. Ongoing requests for assistance with the Local, Zone and State Land Council have not been able to resolve this matter until the LALC is operational once more. Design is complete and	

					documents ready to go to tender (with the exception of the REF) once the LALC sign off on the unresolved land claim	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem	Partner with environmental, Land Care and business groups to promote local environmental, biodiversity and agricultural events and programs	Thomas Bower	Complete	Partnerships are continuing with Land Care, progress associations and relative community groups to deliver outcomes for the region. Examples include, Bradley Street Car Park Upgrade with the Guyra Progress Association, WW2WW Project with Southern New England Land Care, North Hill Tennis Club vegetation removal project and the Multi purpose tennis courts at Hillgrove with the Hillgrove Progress Association. Mall Vibrancy Projects are ongoing with an illuminating of the Central and East Mall to be "lit up" with improvements that will see eight trees wrapped with fairy lights and more festoon lights.	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy,	Provide city maintenance and services in accordance with	William Hyde	Complete	Successfully enhanced public spaces and natural landscapes and provide beauty, vibrancy, community connection and healthy ecosystem	

	community connection and healthy ecosystem	service levels including: · Mall and CBD maintenance of furniture, trees, mall paving, mall lighting and waste · Road closures for mall markets and Farmers Markets · Maintenance of all urban public toilets · Urban street sweeping · Roundabout and car park vegetation maintenance				
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem	Conduct the Urban Forest Tree Management Program including tree inspection and maintenance, and urban planting program.	Thomas Bower	Complete	Ongoing requests being actioned by council's tree specialist.	✓
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and	Provide parks and recreation administration and support including:	Thomas Bower	Complete	Ongoing business as usual operations supported by the Sports Officer, Supervisor Parks	✓

	provide beauty, vibrancy, community connection and healthy ecosystem	· Urban/village park and playground operations · Cemeteries operations · Sports fields operations and leases · Grazing licences · Community group activities such as Urban Rivercare and Bushcare · Parks and sportsfields security			and Manager Parks and Facilities.	
L1.2	Enhance the public spaces and natural landscapes that are a part of our region's identity and provide beauty, vibrancy, community connection and healthy ecosystem	Maintain parks and reserves, in accordance with the current adopted service level plan including: · Mowing urban and village parks, walkways and walking tracks · Mowing urban roads	William Hyde	Complete	All public spaces and natural landscapes have been completed to provide beauty, vibrancy, community connection and healthy ecosystem for the community.	

		· Maintaining all park buildings, toilets and park furniture, fences, public memorials · Removing waste				
L1.3	Foster towns and villages that are vibrant, well serviced and supported to achieve their localised priorities	Prepare master plan for villages. Prepare plans of management for community lands and buildings	Jesse Dick	Deferred	Village Master Plans to be developed post adoption of the LSPS & LHS.	
L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events	Construct off street car parking in the Armidale Sportsground. This will facilitate all weather parking for the public for major events at the ground. The creation of the car parking will eliminate maintenance costs associated with maintaining grassed areas used for parking, will	Thomas Bower	Progressing	Construction phase to commence within the next month.	

		improve amenity by providing compliant disability parking on site and improve safety by separating vehicle and pedestrian access. (LRCI phase 4 provisional sum)				
L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events	Replace the 50+ year old wire security fencing for Armidale's precinct with up to date galvanised steel perimeter fencing. This is consistent with premier sporting precincts in other regions (LRCI phase 4 provisional sum)	Thomas Bower	Progressing	Included in the capital program for the 24/25 financial year. Focus is on the Sports Ground Car Park and reseeding program first, which should all be complete by March 2025.	
L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and	Undertake the Sports Council Administration program including:	Thomas Bower	Complete	Ongoing commitment that is being facilitated year on year.	

	to entice regional, state, and national events	· Administering the Sports Council Committee and Sports Development Program · Administrating the Small Grants Program ($10,000) · Managing Sports Council capital projects and liaison with local clubs				
L1.4	Enhance and maintain sporting facilities to meet the needs of our local community and neighbouring regions, and to entice regional, state, and national events	Maintain public sportsfields including mowing and infrastructure maintenance (clubhouses, fences, field lighting, irrigation) as defined by service levels	William Hyde	Complete	Successfully maintained sporting facilities to meet the needs of our local community and neighbouring regions,	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Repair and refurbish the asset, whilst maintaining the heritage uniqueness of the suspension style	Thomas Bower	Progressing	Tender process has been completed and a contractor appointed to commence works in early 2025.	

		bridge.(LRCI phase 4 provisional sum)				
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Upgrade the shelter, BBQ and picnic tables at the Guyra Skate Park	Thomas Bower	Progressing	Budget has been confirmed to complete a master plan for the Guyra Recreational Precinct in the 24/25 financial year. This will provide a detailed staged approach to enhance the facility which will become the jewel in Guyra's crown for Sport and Rec.	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Complete the 23/24 renewal program for Recreational Facilities	Thomas Bower	Complete	Ongoing operational requirements are progressing with each site assessed to meet community and safety expectations.	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Replace deteriorated playground equipment, paved or softfall surfaces and ancillary facilities as per Council resolution	Thomas Bower	Complete	Ongoing requirements, maintenance and assessments are completed as required.	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Consider and implement the YMCA report on the optimisation of our aquatic facilities including future	Thomas bower	Progressing	Armidale Regional Council has added this scope of works to the Local Small Commitments Allocation – Nominated Community Project – LSCA579 for consideration by the grant	

		viability enhancements. Receive and present a report on aquatic facilities to Council and commit to an operational model for continuing years of the Delivery Program			body (NSW Premier's Department). This process will now be funded appropriately to complete an operational audit and recommendation report, updated feasibility study for a hydrotherapy/warm water pool consideration and a precinct plan for not only Monckton Aquatic Centre but the surrounding Sport and Recreation assets.	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Aquatic Centre Asset Renewals	Thomas Bower	Not progressing	As discussed previously. Amenities block internal upgrade is not required and a refocus on the upgrades required there is underway.	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Receive and present the YMCA report on aquatic facilities to Council and commit to an operational model for continuing years of the Delivery Program - tender for Concept Design	Thomas Bower	Progressing	Operational audit and feasibility study to now be included in a grant funded planning project for the Monckton Precinct Plan. Funded by NSW Government's Local Small Commitments Allocation – Nominated Community Project – LSCA579	

		including project management				
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Install a recreational fishing jetty in compliment to the Dumaresq Dam Recreational Area Upgrade project	Thomas Bower	Complete	Completed	
L1.5	Enhance and maintain recreation spaces to offer quality of life, entertainment and family-friendly activities to residents and visitors	Extend the Armidale Creek lands Playground features including disability inclusive swing, additional feature side, tiered supervision seating, BBQs and additional shelters, drinking fountain, safety fencing & lighting of the facility. (LRCI phase 4 provisional sum)	Thomas Bower	Progressing	Concept designs have gone out for public exhibition and will now enter the detailed design phase following feedback from the community before going out to request for tender and construction.	
L2.1	Plan for and enable growth that supports a	Prepare and implement an airport and airside	Renata Davis	Progressing	Invest Armidale Region website upgrade underway along with content review of water and	

	sustainable local economy	precinct economic activation package			economic activation documents and digital assets, expected implementation in late 2024 and as opportunities arise.	
L2.1	Plan for and enable growth that supports a sustainable local economy	Update the Invest Armidale website - the current website is Airside only, needs to expand and include other opportunities	Denise Palmer	Progressing	The Invest Armidale website redevelopment is in progress, to be launched in 2024.	
L2.1	Plan for and enable growth that supports a sustainable local economy	Prepare an airport and airside precinct economic activation package	Denise Palmer	Not progressing	Airport activation brochures have been prepared and utilised for marketing and government relations. Airside Stage 2 financials have been prepared for Executive and Council for future discussion.	
L2.2	Ensure adequate and available land and housing to meet community needs	Prepare a Housing Strategy to identify housing land based on a number of population scenarios, identify where new housing will be accommodated and what type of housing Council needs to encourage	John Goodall	Not progressing	Draft Local Housing Strategy (LHS) endorsed for public exhibition at OCM on 26 June 2024. Currently on exhibition until 24 July 2024. Proposed to be included in ECM in August for Council adoption of Strategy.	

		as part of its changing demographics and household makeup				
L2.4	Protect prime agricultural land and support future innovations and industries	Future Rural Land Use Strategy development	John Goodall	Not progressing	Not progressing this financial year due to current work loads.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Property Divestment Program	Annabelle Walsh	Progressing	Options of potential lands for development have been provided to the strategic planning team for consideration regarding the housing strategy. Council currently has 1 Compulsory Acquisition Application and the closure of three Road Reserves on foot to be developed. Leases and licenses are being reviewed and updated so that they are legally binding and so that the building and lands are being charged appropriately with the correct usage.	
S2.3	Manage public resources responsibly and efficiently	Manage property services including land registers,	Annabelle Walsh	Progressing	Leasing and Licensing of Crown Land is still under review on an as due basis. Aboriginal Land	

	for the benefit of the community	leasing and licensing of Council or Crown Land, residential tenancies management, and property disposal and purchase			Claims (ALC) proposed are being actioned and process documented so that proof can be provided to the ALC when requested regarding use and a Land Claim.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Create a Facilities Masterplan that plans for the future upgrades and usage of ARC's facilities	Justin Hu	Progressing	Working with Asset team to create a masterplan.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Upgrade high use bins with smart solar bins that are self compactable and can hold six times the amount, and are smart tech fitted to alert staff when they are nearing capacity	Thomas Bower	Complete	Smart Bins are now on a trial period in prominent places around Armidale and Guyra. Following feedback from staff, JR Richards and the community will determine whether they are placed in their current positions permanently and whether a further four will be ordered.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Prepare and implement a water security and economic activation package	Renata Davis	Complete	Activation packages were successfully produced for executive level briefing and ministerial campaigns. These will require review and updating	

					as water strategy progresses (e.g. progression of Oaky Dam)	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Regularly review Council's property portfolio for functionality and seek opportunities for development or divestment	Annabelle Walsh	Progressing	Continuing to work on projects that assist landowners and stake holders and identifying opportunity for development.	
T1.1	Attract new job creating investment to the region	Deliver a targeted industry attraction package for engine industries including protected horticulture, renewables, small manufacturing, and education	Denise Palmer	Complete	Industry attraction packages continue to be used across marketing initiatives and in communication with State Government.	
T1.1	Attract new job creating investment to the region	Deliver a promotion package focused on our region's lifestyle proposition to encourage people to relocate to our region	Denise Palmer	Complete	Promotion in Q4 included Winter fold out calendar of events, Regional Lifestyle magazine advertisement, ads for the Big Chill in Coffs Harbour and Port Macquarie Focus magazine and promotion of events via Visit Armidale website and social media.	
T1.1	Attract new job creating investment to the region	Coordinate activation initiatives to:	Renata Davis	Complete	Council has completed a number of initiatives to enhance Regional Activation including:	

		• Provide regional business support, engagement and optimisation • Provide strategic planning input into economic and commercial decision-making for deployment of ARC resources, such as developing a Renewable Energy Action Plan and Policy • Facilitation of government and private investment into the region and business precincts, such as Renewable Energy Initiatives, New England Rail Trail (NERT) as well as commercial enterprises into the CBDs of Guyra and Armidale • Lead CBD activation via			review of the Invest Website to encourage business investment into region; outlined future actions for regional activation in the Local Strategic Planning Statement; facilitated renewable energy agreements and investment; facilitated the progression of the New England Rail Trail; monitoring grant opportunities for unused spaces such as the Old Court House and other assets; and continued to progress the Armidale Airside development. Service is ongoing to business facilitation and introduction to third parties such as real estate, landlords and supporting businesses.	

		encouraging new businesses into the precinct • Redraft and refresh the ARC Economic Development Strategy to include updated metrics and targets				
T1.1	Attract new job creating investment to the region	Support Project GONZO - World Class Mountain Bike Facilities by assisting with promotion	Denise Palmer	Complete	Completed	
T1.2	Support existing businesses and local industries to grow, prosper, change and adapt	Deliver the ARC Tourism Strategy initiatives	Denise Palmer	Complete	Key tourism strategy initiatives delivered include sports tourism (rugby, gymnastics, world endurance mountain biking (WEMBO) and plans in place for Q1 2024/25 for Australian Orienteering Championships. Council worked with Destination Country and Outback NSW to deliver Visitor Economy Forum with indigenous focus, held at Aboriginal Cultural Centre and Keeping Place in May 2024. ARC	

					attended and displayed information at the UNE Open Day in May 2024. Council liaised with UNE to plan Light Festival event in Q1 2024/25 to coincide with UNE Winter Graduation.	
T1.3	Plan and enable sustainable job and economic growth	Monitor and respond (as appropriate) to NSW Government planning initiatives	Jesse Dick	Complete	Changes to Agritourism implemented in Council's Local Environmental Plan (LEP). Rural Workers Accommodation clauses being considered for LEP implementation. Digital LEP transition completed. LSPS and LHS Completed.	✓
T1.3	Plan and enable sustainable job and economic growth	Prepare a 20-year planning vision for the region through the Local Strategic Planning Statement	John Goodall	Complete	Local Strategic Planning Statement (LSPS) adopted by Council at its OCM in April 2024.	✓
T1.3	Plan and enable sustainable job and economic growth	Implement relevant Local Strategic Planning Statement (LSPS) planning and administrative actions	John Goodall	Complete	LSPS publicly exhibited February/March 2024 and adopted by Council at its OCM in April 2024.	✓
T1.3	Plan and enable sustainable job and economic growth	Review the Local Environmental Plan in response to proposed changes	Jesse Dick	Complete	Action completed. See comments on item T1.3.2.2	✓

		the zoning of land, additional permitted uses on certain land or amended development standards				
T1.3	Plan and enable sustainable job and economic growth	Review the Local Environmental Plan to ensure industries and land uses that are compatible with the region's vision are welcomed in.	Jesse Dick	Complete	Planning proposals undertaken within 23-24 Financial Year completed.	
T1.3	Plan and enable sustainable job and economic growth	Implement actions from the Koala Management Plan Implementation Strategy including making appropriate changes to the Local Environment Plan and the Development Control Plan	John Goodall	Not Progressing	Not progressing this financial year due to current work loads.	
T1.3	Plan and enable sustainable job and economic growth	Support the UNE Smart Region Incubator by providing an	Renata Davis	Complete	Council continued to engage in its ongoing arrangement with Smart Regional Incubator in 2023-2024 including providing	

		appropriate facility within the Old War Memorial Library			the building facilities and collaborating on business and industry initiatives.	
T1.5	Foster a culture of lifetime education and ensure local education services meet the needs of our community	Investigate future entertainment, attractions and lifestyle infrastructure that would enhance the region's offering	Renata Davis	Progressing	Council has been actively seeking grants and an partnership opportunities to enhance the region's offering, including grants to support the redevelopment of the Old Court House and other underutilised assets. Council will be developing its Destination Management Plan in late 2024, and this will identify the opportunities that Council will focus on to enhance our region's entertainment, attraction and lifestyle infrastructure offering.	
T2.1	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Develop CBD Activation Plans	Renata Davis	Progressing	Minor upgrades in lighting, tree and festoons have been completed in the Mall and CBD. East Mall upgrade plans have been developed and communicated with local business for feedback. Council will now seek finalisation and funding opportunities to deliver the upgrades. Events program	

					and mall stakeholder engagement is an ongoing process with successful events such as Book Week, Halloween, Christmas Markets, PCYC Markets (monthly) and Autumn Festival all programmed around the CBD and Mall with input from retailers. Council is currently reviewing the spread, delivery and ongoing program of events.	
T2.1	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Seek funding for the New England Rail Trail from Ben Lomond to Armidale	Annabelle Walsh	Progressing	Still awaiting word regarding the outcome of the RPPP application that was submitted on 29 February 2024 and keeping an eye out for any future opportunities regarding appropriate Grant Funding.	
T2.2	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Market the Armidale region to NSW and Southern Queensland to promote visitation with a strong emphasis on nature, culture and history and sporting events including: • Journalist Famils	Renata Davis	Complete	Council continues its partnership with New England High Country and associated Councils to develop and deliver coordinated tourism promotion. Council is currently reviewing its approach to tourism and its social media strategy to achieve greater reach and influence. Regular journalist family, editorials and advertising	

		• Attract events through third party promoters • Collaborate New England High Country campaigns • Create a digital marketing strategy for Armidale • Attract, support and promote sporting events • Attract and support conferencing to the region			continue to promote our region's liveability and visitor offering.	
T2.2	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Organise and deliver the Big Chill Festival	Maddie Fleming	Complete	The Big Chill Festival was very successfully delivered by Armidale Regional Council in May 2024, attracting 3,800 ticket holders, with approximately 30% of ticket holders being from outside a 100km radius of our region. The economic value of those visitors was measured as $1.3 million in direct economic spend, and $2.6 million in indirect economic benefits. The Festival was a massive success,	

					despite a number of challenges including having to change locations one-week out from the festival. A big top tent was hired at the new location and was the key to the festival remaining open during poor weather and created an incredible festival vibe. Plans have now begun for The 2025 Big Chill Festival.	
T2.3	Provide attractions and events that enhance our region's offering to locals and tourists	Provide planning and business concierge services for engine industries	Daniel Boyce	Progressing	Council provides a dedicated planning concierge service for employment generating development. This service is evolving into a dedicated position to drive the delivery of the Jobs Precincts identified in the Local Strategic Planning Statement endorsed by Council in April 2024.	
T2.3	Provide attractions and events that enhance our region's offering to locals and tourists	Annual events and promotions activities	Denise Palmer	Complete	Q4 saw the Winter Calendar launched. Events delivered include the Big Chill Festival including the Chilly Dip at Dumaresq Dam, Sunday Markets live music in the mall and UNE 70th Anniversary celebrations.	

T2.3	Provide attractions and events that enhance our region's offering to locals and tourists	Assist local businesses to develop their skills and online presence	Denise Palmer	Complete	Local businesses were assisted throughout the 12 months through partnerships and programs with Council.	
T2.3	Provide attractions and events that enhance our region's offering to locals and tourists	Provide an events and promotions program that: • Stimulates the local economy through events and activation. This includes creating, attracting and marketing events that promote visitation and overnight stays, as well as activating precincts such as the Armidale Mall and CBD • Celebrate significant dates and occasions in the community calendar (Christmas, New Year, and Autumn) as well as hosting	Camille Jones	Complete	The Big Chill Festival held over the weekend of 18-19 May 2024 was a successful event that saw 3,800 tickets sold and saw $2.3m total economic impact. The inclusion of external activations for the festival this year saw the mall come alive with the Beardy Street Bazaar and the Chilly Dip at Dumaresq Dam which was a sellout event. The team also completed successful events including Halloween, Christmas, Pride Markets and Culture Fest throughout 2023-2024.	

		citizenship ceremonies and other commemorative events				
T2.3	Provide attractions and events that enhance our region's offering to locals and tourists	Community focused event to celebrate the Christmas holiday period and to support local retailers. Event includes reindeer feature in Armidale and Guyra and Christmas tree lighting launch	Renata Davis	Complete	Armidale's Christmas in the Mall 2023 was a significant success for both community, retailers and stall holders with the largest crowd seen in recent times. Armidale Regional Council also supported Guyra Rotary in managing the Guyra Christmas Festival with discounted stall fees if suppliers attended both events.	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	New Portable Stage	Denise Palmer	Progressing	Variation to original grant has been approved. Construction of a permanent stage planned at Hillview or Wollomombi. Completion estimated March 2025.	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Grant funded, Vivid-inspired light show to attract locals and visitors to the Armidale Mall in Winter. Event was	Renata Davis	Deferred	Grant Funding was not achieved in 2023-2024. Council is working on other grant funding opportunities.	

		held 2017, and will be re-established as an annual event.				
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Continue to partner with neighbouring Councils to leverage the broader area, via New England High Country campaigns	Denise Palmer	Complete	Council continues to be part of the New England High Country group of councils. The group has completed tourism marketing and promotion including campaigns in FOUND Regional, Australian Traveller, Australian Cyclist, representation at Caravan and Camping supershows, and social media campaigns. The year concluded with the clarification of Tenterfield as a continuing member.	

Council Initiative Code	Strategy (Community Plan)	Council Initiative (Delivery Program)	Responsible Department	Status	Comments	Indicator
Corporate and Community						
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Develop a new Airport Masterplan for runway extension and facility upgrade	Angela Garvey	Progressing	Consultant engaged; work commenced.	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Remediate water damaged track with gravel to provide access for boundary inspections.	Angela Garvey	Complete	Complete	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Runway reseal in line with compliance inspections and recommendations.	Angela Garvey	Progressing	Method of works plan (MOWP) finalised. Working in accordance with MOWP. Stakeholders advised. Ongoing consultation with Council Engineers.	

C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Complete asset repair and maintenance	Angela Garvey	Complete	Installation of windsocks will be completed before July 31 2024.	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Mower and tractor (Inc attachments) to be reviewed as fit for purpose and upgraded	Angela Garvey	Complete	Zero turn electric mower purchased - delivery due before June 30 2024.	
C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Complete design concepts and plan for the following: • Terminal bathroom upgrade ($20,000) • General Aviation Hangers ($20,000) • Taxiway Bravo ($20,000)	Angela Garvey	Progressing	Roll over to next year's budget.	

C2.1	Provide access to public and private transport services that link our community to our local towns and villages, other regions, our local attractions, and lifestyle infrastructure.	Operate the Armidale Regional Airport including: • Maintain regulatory compliance • Facilitate ongoing regular transport services • Manage airport security • Manage leases and tenancies and future developments • Support General Aviation productivity, growth and development	Angela Garvey	Progressing	Airport Staffing Operations Team now complete. Airport Aerodrome Manual submitted to CASA. Airport regulatory compliance complete with tracking and self-auditing measures in place. Airline contracts to be reviewed and negotiated. Stakeholder - Airport Conditions of Use (COU) to be developed and implemented.	
E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	Administer the Community Health Related Transport program that includes driver payments for patient care (over 65yrs) and transport to medical	Aimee Hutton	Complete	This service was delivered in line with funding guidelines for the entirety of the 2023/24 financial year.	

		appointments across the region: Tingha, Guyra and Armidale				
E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	Operate Home Support Services (HSS) in Guyra through the Commonwealth Home Support Program, providing services for Over 65, including group social support (craft activities, exercise, etc.) transport, Meals on Wheels and individual social support	Aimee Hutton	Complete	Home Support Services operated for the entirety of the 2023/24 financial year, in line with funding guidelines.	
E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	• Provide day care, pre-school, after school and holiday care services • Balance community childcare needs with the enrolment capacity	Felicity Williams	Complete	The operation of the Guyra Preschool and Long Day Centre commenced throughout this period in line with the Childcare Quality Standards. We were also successful in recruiting a new Preschool Coordinator, Flick Williams to this role. This will provide	

		• Implement service policies • Provide professional development for staff as per annual program • Deliver School Holidays program to children aged 6-12 • Complete annual facility maintenance program			stability to the staff and families of the Preschool.	
E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	Implement the Year 2 Actions of the Disability Inclusion Action Plan	Aimee Hutton	Complete	Year 2 actions from the Disability Inclusion Action Plan were addressed this financial year with support of the Access Advisory Committee.	
E1.1	Ensure health and community service provision meets the needs of our growing and ageing population	Finalise the business case and seek funding for a new Early Childcare and Learning Centre (ECLC)	Felicity Williams	Progressing	Council have approved the release of an EOI in relation to the operation of the Preschool. This will help Council determine the best way to secure Preschool services for Guyra and ensure they are sustainable into the future.	

E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Implement Child Safety Framework and Initiatives across Council in collaboration with People and Culture and Governance	Aimee Hutton	Progressing	Council wide training needs to be undertaken to implement the Child Safety Framework and initiatives.	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Provide support for community initiatives that support community cohesion and promote diversity and inclusion across our region.	Aimee Hutton	Complete	Council continues to support community initiatives across our region. This quarter, Community Small Grants were awarded to a number of small community groups to support local initiatives.	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Promote events, training, and job opportunities for young people through Council's information channels	Aimee Hutton	Complete	Council continues to support local youth services and youth initiatives happening throughout the region. Community Services staff attend the Youth and Family interagency to keep up to date with all local activities.	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Support community homelessness initiatives in our region including increasing the supply of available land in the LGA as	Aimee Hutton	Complete	This action is complete, with the transition of Council owned low income housing being transferred to Homes North for management.	

		part of the Housing Strategy. Better management of Council housing facilities in Guyra with transition of Management to Homes North (April 2023).				
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Fund and deliver Youth Development Activities such as Youth Week	Aimee Hutton	Complete	An annual program of Youth events was delivered including school holiday programming, utilising funding from Regional Youth NSW. And in April 2024, Youth Week activities were also delivered across the Local Government Area.	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Deliver Youth Week activities in line with funding guidelines	Aimee Hutton	Complete	2024 Youth week activities were delivered in line with funding guidelines. This included a youth week awards ceremony held within Youth Week.	
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Administer and support the NSW Government-funded Tablelands Community Transport program for people over 65 years who need to	Aimee Hutton	Complete	This service was delivered in line with funding guidelines for the entirety of the 2023/24 financial year.	

		travel out of the local government area for appointments				
E1.2	Recognise and support the diverse and changing needs of our community, including those who are disadvantaged	Support Settlement Services International and Mosaic Multicultural Services in Refugee Resettlement Program and migrant settlement.	Aimee Hutton	Complete	The community services team has continued to support Settlement Services International and Mosaic Multicultural Services in relation to the refugee resettlement program and migrant settlement throughout the year.	
E1.3	Foster safety and security within our community and support the provision of basic needs	Develop a program of initiatives in line with the Social Cohesion Framework for Local Governments	Aimee Hutton	Deferred	This action is currently on hold due to competing priorities and will be reviewed in the 2024/25 financial year.	
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	Develop an updated Arts and Cultural Strategic Plan for the next 4 years that focuses on enhancing and celebrating the unique character of our region while building a connected, creative	Sarah Reddington	Deferred	Museum staff focused on the grant funded building works, so Arts and Culture Strategic Plan has remained deferred.	

		and dynamic place to live and visit				
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	Provide the following contributions and sponsorships: • Annual financial contribution to Arts North West to build community cultural capacity and generate creative opportunities in the Armidale Regional Council LGA • Annual financial support for New England Regional Arts Museum (NERAM) in accordance with the Memorandum of Understanding	Sarah Reddington	Complete	The annual Arts North West contribution has been paid in full. Contributions to NERAM are paid in quarterly instalments throughout the year.	✓
E2.1	Support artistic endeavours, events, and celebrations, creating a thriving arts and culture scene	Collaboration with local arts, culture and heritage organisations to promote arts,	Sarah Reddington	Complete	Staff have facilitated painting of a new street art mural. Staff worked with a local not-for-profit to create the grant funded artwork highlighting water resilience and reliance in the	✓

		culture and heritage across the region			Armidale Region at no cost to Council. Staff have collaborated with local experts at the University of New England to research and identify significant and rare objects within Council's museum collections. This process has helped improve our knowledge of our local heritage.	
E2.2	Providing public access to facilities that enhance our learning, social and culture fulfilment	Collection purchasing budget to develop library collection in line with Library Collection management Policy.	Elizabeth Thomas	Complete	Library collection is being developed in line with community demand and our Collection Development Policy.	
E2.2	Providing public access to facilities that enhance our learning, social and culture fulfilment	Support the Northern Tablelands Cooperative Library Service (NTCLS) through the purchase and distribution of materials throughout the region	Elizabeth Thomas	Complete	Armidale Library continues to administer the Northern Tablelands Cooperative Library Service in line with the current agreement in place with partner libraries.	

E2.2	Providing public access to facilities that enhance our learning, social and culture fulfilment	Operate thriving and relevant library services in Armidale and Guyra that include: • Programming and events such as books clubs, story time, school holiday activities and entertainment • Community Outreach Programs - liaising with schools and community groups, sharing resources, and delivering programs • Promotion and preservation of the collection • Providing access to technology such as computers, iPads, daisy players, and support the community in the	Elizabeth Thomas	Complete	A range of engaging activities and programs have been run this quarter, including weekly Storytime and monthly book clubs at both branches. The Sydney Writers Festival livestream was run over three days and gave access to authors like Trent Dalton, Julia Baird, Celeste Ng and Bonnie Garmus. The school holidays program included the Reptiles on the go - live animal show, UNE Discovery Paleo Puzzles, CSI Crime Scene Investigations, VR, Craft, Lego, Newspaper challenges and picture book writing. National Simultaneous Storytime was a big hit with guest readers Mayor Sam Coupland at Guyra Library with over 140 children in attendance and Cr Deb O'Brien reading at Armidale Library. Guyra Library has introduced a toy collection and Armidale a Manga collection - both are proving popular with the community. Tech Help sessions are being run fortnightly at Armidale Library, Home library	

		use of this technology • Deliver actions from the Library Strategic Plan to enhance the library experience, services, and community contribution			Service is being delivered to members in Armidale and Guyra.	
E2.3	Celebrate our local Aboriginal history and traditions, and support cultural understanding and development	Draft and adopt a Reconciliation Action Plan in line with Closing the Gap initiatives	Aimee Hutton	Progressing	A draft reconciliation action plan has been created and a round of community consultations will be planned from August 2024 to further inform the draft document before it is submitted to Reconciliation Australia and Council for formal adoption.	
E2.3	Celebrate our local Aboriginal history and traditions, and support cultural understanding and development	Support Aboriginal community development through: • NAIDOC Week activities (grant funded) • Aboriginal Advisory	Aimee Hutton	Complete	A draft reconciliation action plan has been created and a round of community consultations will be planned from August 2024 to further inform the draft document before it is submitted to Reconciliation Australia and Council for formal adoption.	

		Committee Coordination • Aboriginal Interagency meetings facilitation • Promote and support Reconciliation Week activities and events within the community • Delivery of cultural awareness training to Council staff				
E2.4	Celebrate our rich regional history and heritage	Support the operation of the Armidale Folk, Hillgrove and Railway Museums to enable the promotion and preservation of our historical collections	Sarah Reddington	Completed	Armidale Folk Museum and Hillgrove Museum are maintaining current hours with only minor disruptions when volunteers or staff are unavailable. The Railway Museum continues to be open by appointment. Staff have created a virtual tour of the Railway Museum which has been made available online to viewers everywhere.	

E2.4	Celebrate our rich regional history and heritage	Refurbishment of Armidale Folk Museum to include accessible entrance, toilets, kitchenette and relocate office and storage.	Sarah Reddington	Progressing	Staff are undergoing the process to create a detailed scope of works with an architect and guided by the accessibility and heritage report. Once the Scope is complete, staff will be ready to progress to the tender process. The tender process will require approval of Council, therefore will have to await the appointment of the new Council in October 2024.	
E2.4	Celebrate our rich regional history and heritage	Implement online access of digital museum collection	Sarah Reddington	Complete	Staff continue to digitise the museum photograph collection and have created a display of digitised photos in the Folk Museum. Staff have created a virtual tour of the Armidale Bicentennial Railway Museum. Further actions will be completed in 2024/2025 including further purchasing through secured grant funding.	
E2.4	Celebrate our rich regional history and heritage	Operate an Armidale Visitors Information Centre that promotes the Armidale Region to	Kath Brazier	Complete	Complete	

		visitors with the aim to extend visitation and overnight stays by enticing them to explore the many varied attractions in the area				
E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Community Support Initiatives	Aimee Hutton	Complete	This quarter, plans for the Armidale Regional Council Steve Austin Accessibility Award were made. Nominations should open early in the 2024/25 financial year. All local businesses will be eligible.	
E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Administer the Community Assistance Grants s356 program that is traditionally offered in two separate rounds per year to support local not-for-profit organisations from across the local government area	Aimee Hutton	Complete	All Community Small Grants funding has been allocated for the 2023/24 financial year.	
E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Support the health and community service advocacy and initiatives	Aimee Hutton	Complete	The Enriched Region Key Pillar Working Group has moved on from health initiatives, leaving community stakeholders to	

		developed through the Enriched Region Key Pillar Working Group.			continue facilitating regular meetings to keep communication open. Currently these meetings are being facilitated by the Primary Health Network.	
E2.5	Creating an inclusive and cohesive community that celebrates differences and similarities	Provide contributions to the Armidale Neighbourhood Centre operations in line with Council resolution	Aimee Hutton	Complete	The 2023/24 financial contribution to the Armidale Neighbourhood Centre has been made.	
E2.6	Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life	Operate the Armidale Volunteer Referral Service and celebrate volunteer contributions in the community.	Aimee Hutton	Complete	The Armidale Volunteer Referral Service was delivered in line with funding guidelines.	
E2.6	Encourage, support, and promote community groups and volunteers in their invaluable contributions to community life	Library service to participate in a council-wide volunteer program that will allow community members to assist with appropriate library activities	Elizabeth Thomas	Complete	The Volunteer Management Policy has been approved and the volunteer program is on track to roll out in 2024. There are library volunteering opportunities that will be advertised as part of this process.	

L1.1	Provide appropriate, planned and maintained community facilities that allow people to meet, congregate and learn	Repairs of box gutters on Terminal Building to weather-proof building	Angela Garvey	Complete	Completed	
L1.3	Foster towns and villages that are vibrant, well serviced and supported to achieve their localised priorities	Provide Local Area Committee Grants as per Council policy	Aimee Hutton	Complete	Local Area Committee Grants have been allocated this financial year.	
S1.1	Help the community to be informed and have input into decisions about its region and future	Promote the Customer Service Promise and embed across the organisation to ensure consistent customer service to all customers	Kate Shannon	Progressing	The Customer Service Promise has been adopted by Council. The Customer Service team is about to commence presentations across all Council departments to promote the new Customer Service Promise and support the business in improving overall Customer Experience when members of the public are interacting with Council.	
S1.1	Help the community to be informed and have input into decisions about its region and future	Adopt updated Customer Experience Strategy including actions to improve service to both external and internal customers	Kate Shannon	Progressing	The commencement of the Customer Experience Strategy was awaiting the adoption of the Customer Service Promise, which in early 2024. The Customer Experience Strategy will involve community consultation to understand how	

					Council can improve their overall Customer Experience.	
S1.1	Help the community to be informed and have input into decisions about its region and future	Review and improve booking systems for all council facilities in collaboration with Manager Activations and Precincts and Manager Parks and Facilities	Kate Shannon	Progressing	Council has purchased the Bookable system which will allow the community to review and book all Council facilities online. The new system will provide a consistent experience across Council, when booking Council facilities, and will allow Council to track the use of Council facilities and the revenue they generate.	
S1.1	Help the community to be informed and have input into decisions about its region and future	Develop and implement online bookings capabilities to generate operational efficiencies	Richard Cadet	Complete	Has been replaced with One Council project	
S1.1	Help the community to be informed and have input into decisions about its region and future	Implement Pathway UX and provide training for users across the organisation	Richard Cadet	Complete	No Longer being worked on	

S1.1	Help the community to be informed and have input into decisions about its region and future	Complete accessibility upgrades to the Customer Service counters in the Armidale and Guyra administration buildings	Kate Shannon	Progressing	The Armidale customer service area has received some minor adjustments to improve accessibility. There are plans under review to rework the customer service spaces in both Guyra and Armidale. These improvements will be delivered in order of priority, as budget allows.	
S1.1	Help the community to be informed and have input into decisions about its region and future	Integrate new cemetery management system in collaboration with external service providers, Parks and Facilities team and IT.	Kate Shannon	Progressing	All cemetery has been transferred into a new digital cemetery management platform, Chronicle. Staff are currently working through a data cleanse to ensure all information has been transferred to the new system accurately. Once staff are assured the data is correct and reliable, and all staff are well trained in the use of the new system, the customer portal will be launched and available to the public via Council's website.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Develop Phase 1 of a Records Management Strategy including	Cally Earl Smith	Progressing	Works with the consultant engaged to provide input into Council continues to be paused. Armidale Regional Council will	

		information architecture, strategy development and roadmap			reengage at the appropriate time for architecture build. TechOne One council project Team established and currently meeting monthly. Information Management Strategy in progress. Decision to migrate from Content Manager into TechOne ECM underway - will be presented to ELT at Sept Long Table.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Commence pre-election preparation as per Office of Local Government guidelines	Stacey Drew	Progressing	Project is on track and is progressing as anticipated.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Preparation for the September 2024 local government elections	Stacey Drew	Progressing	Project is on track and is progressing as anticipated.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Manage the engagement of legal practitioners for matters that are not standard conveyancing or planning advice matters which are	Aimee Hutton	Completed	For the 2023/24 financial year, legal engagements were managed as per policy and in line with budget estimations.	

		managed by Planning & Activation Division.				
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Implement the recommendations from the September 2020 Governance review, delegations register, Pecuniary Interest Disclosures, complaints management, Government Information Public Access Act, Public Interest Disclosure Report, Code of Conduct Reporting, Internal Audit	Stacey Drew	Complete	Completed	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Manage risk and safety through a Risk Management Framework and a program of continuous improvement	Aimee Hutton	Progressing	Implementation of the risk management framework continues to be challenged by resourcing constraints. More also needs to be done to engage all stakeholders and actively manage risk across the organisation.	

S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Support the Audit, Risk and Improvement Committee to review the following aspects of Council's operations: compliance, risk management, fraud control financial management, governance, implementation of IP&R strategies, and collection of performance measurement data	Aimee Hutton	Complete	Audit and Risk Improvement Committee functioned as planned this quarter, with a meeting held in June 2024. The next meeting is scheduled for September 2024.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Undertake climate change risk assessment - an expectation of Council by its insurer and in line with Councils commitments under the Renewable Energy Action Plan,	Aimee Hutton	Complete	A Climate Change Risk Assessment was completed in March 2024 and presented to Council's Audit and Risk Improvement Committee in April 2024.	

		Climate Change Emergency declaration and Enterprise Risk Management implementation.				
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Review and implement a Risk Management software solution	Aimee Hutton	Progressing	A Corporate Risk Register system will be integrated into the rollout of One Council. It is expected that this new functionality will be available by early 2025.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Conduct a Community Satisfaction Survey to measure progress from November 2021 survey	Michaella Giandomenico	Complete	Completed November/December 2023 and results reported to Council's executive team.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Implement the Integrated Planning and Reporting Framework (IP&R) including to: • Report regularly to Councillors and the community on the progress towards the goals, strategies	Michaella Giandomenico	Progressing	All statutory requirements for Integrated Planning and Reporting have been met within requirements.	

		and activities of the IP&R documents • Prepare an Annual Report • Conduct Service Reviews in line with IP&R Guidelines				
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Develop a Youth Advisory Committee to represent the needs of our young people	Aimee Hutton	Progressing	A proposal for the re-establishment of a Youth Council will be presented to the new Councillors elected in 2024.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Complete service reviews for two areas of the business as per Integrated Planning and Reporting (IP&R) Guidelines to be delivered by external provider for independence	Michaella Giandomenico	Progressing	Council has engaged a consultant to complete the Community Services and Plant/Fleet/Depot Service Reviews. Service Reviews for these two departments will commence July 2024 with completion date set for the end of September 2024.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Organisation-wide service planning program	Michaella Giandomenico	Progressing	All service planning is now complete. We are currently awaiting the results of the first service reviews, being conducted in Community Services as well as Plant, Fleet & Depots, before determining the	

					timeframe and schedule for the remaining teams. The first service reviews are due to be completed in September 2024.	
S2.2	Ensure that strategic directions are informed by, and with, the community and are delivered in consideration of available resources	Develop schedule for service reviews	Michaella Giandomenico	Complete	Service Reviews for 2024 have been established (Community Services and Plant, Fleet and Depots). The reviews are scheduled for July-September	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Provide front facing services to the public including phone, counter and online enquiries, administration in both Armidale and Guyra, and promote customer service excellence across the organisation	Kate Shannon	Complete	Front facing customer service facilities have been provided in both Guyra and Armidale during this quarter.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	• Maintain Council insurance portfolio • Manage the insurance renewal process • Manage public liability claims and complex whole of	Stacey Drew	Complete	Council's annual insurance was renewed during this quarter. All other insurance related matters are on track and progressing as usual.	

		Council insurance claims • Support Property and fleet in routine claims management				
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Prepare the IT Strategy documentation to guide the Council	Hannu Akerman	Progressing	Draft strategy and operational plans sent to Information and Communications Technology Steering committee for approval	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Maintain records in line with the State Records Act 1998 no .17 to ensure the preservation and management of official and non-official records; and: • Conduct disposal program • Complete backlog of merger catalogue and destruction.	Cally Earl Smith	Complete	BAU Item - remove from Operational Plan	

S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Maintain and upgrade information technology systems	Hannu Akerman	Complete	Completed.	
	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Migration to Microsoft 365 for all Council users	Nathan Smith	Complete	Project is complete. All staff are now licenced for M365. Outdoor staff mailboxes have completed migrating to Exchange online and are licenced with F3 Licences.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Develop a Cyber Security Strategy in response audit concerns and to manage risk	Hannu Akerman	Progressing	Cyber Security draft strategy document sent to Information and Communications Technology Steering Committee waiting for comment and adoption	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Implement an IT Customer Service Management Software solution (SYSAID) including IT help desk ticketing system and self-service portal for users	Hannu Akerman	Complete	Completed.	

S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Citrix Endpoint Management to MS Intune migration for mobile	Hannu Akerman	Complete	Intune MDM in place and working	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Part of the phased transition to MS365. Test environment for MS365 set up throughout May 2023, with the view to transition by June 30 2023. MSTeams will be phased in as part of this transition.	Nathan Smith	Complete	All Staff are now licenced and have access to Microsoft Teams. Usage across the organisation is slowly increasing as people and departments find uses to improve collaboration.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Replacement and upgrades of IT hardware as required	Hannu Akerman	Progressing	Ongoing hardware spending, on track	
T2.1	Promote a regional approach to tourism that grows our reputation as a destination of choice in NSW	Make tourist information available at other front facing Council locations such as libraries, museums	Kath Brazier	Complete	All tourist information is being updated and maintained at Council outposts.	

		and Council Admin buildings				

Council Initiative Code	Strategy (Community Plan)	Council Initiative (Delivery Program)	Responsible Department	Status	Comments	Indicator
General Manager's Office						
L1.3	Foster towns and villages that are vibrant, well serviced and supported to achieve their localised priorities	Continue to support the Guyra Precinct Group to deliver initiatives that benefit the Guyra and surrounding communities	Jessica Bower	Complete	ARC is working well with the Guyra Progress Association, with meetings held to discuss a number of initiatives including Bradley Street carpark vegetation works, tourism signage, footpath cleaning.	✓
S1.1	Help the community to be informed and have input into decisions about its region and future	Determine Council's preferred online engagement platform for financial savings in-line with the proposed development of a new external website.	Joanna Harrison	Complete	Completed for the 23/24 financial year. This is an ongoing action.	✓
S1.1	Help the community to be informed and have input	Deliver communications and engagement	Joanna Harrison	Complete	Communications actioned completed for the 23/24 financial year.	✓

	into decisions about its region and future	initiatives to ensure the community is well informed and heard, including through newsletters, editorials, advertorials, merchandise, signage, website maintenance and licences, engagement events, advertising, subscriptions, brand and reputation management				
S1.1	Help the community to be informed and have input into decisions about its region and future	Engage with staff to determine preferred method of communication. In line with OPARC outcomes.	Joanna Harrison	Complete	Survey completed.	
S1.1	Help the community to be informed and have input into decisions about its region and future	ARC Style Guide	Jessica Bower	Complete	Completed	

S1.1	Help the community to be informed and have input into decisions about its region and future	Ensure website resources are made available to the public, removing friction from obtaining information, completing transactions (forms&/or payments) and providing feedback. The additional feature of an overarching community calendar with filters for business, tourism and general information.	Joanna Harrison	Progressing	Expected go live in November 2024	
S1.2	Create partnerships between our community, levels of government and businesses that contribute to our growth and development	Operate the six Key Pillar Working Groups to deliver initiatives from the Advancing Our Region Community Plan	Jessica Bower	Complete	With the conclusion of this term of Council, the Key Pillar Working Groups have been winding up. Activities will recommence during the new term of Council.	
S1.2	Create partnerships between our community, levels of government and	Liaise with the UNE regarding regional enhancement	Jessica Bower	Complete	ARC continues to work with UNE on a number of partnership initiatives, including a recent	

	businesses that contribute to our growth and development	partnership opportunities and consider an agreed initiative through the Strong Region Key Pillar Working Group			Museum Collaboration Project Zero30, recruitment/HR and SRI Nova. The Mayor has also attended a number of UNE events.	
S1.2	Create partnerships between our community, levels of government and businesses that contribute to our growth and development	Prepare an Advocacy Strategy to foster constructive relationships with State and Commonwealth representatives and agencies	Jessica Bower	Deferred	Workshops were held with Councillors, however the decision was made to defer the item to the new Council commencing in late 2024.	
S1.3	Empower the community and our leaders to make positive change and to unify the region	• Provide administration support to the General Manager, Councillors and Mayor. • Prepare and distribute council agendas and meeting minutes	Jessica Bower	Complete	This is ongoing as part of business as usual.	

		• Organise functions and events • Records and correspondence management				
S1.3	Empower the community and our leaders to make positive change and to unify the region	Councillor information system review	Jessica Bower	Complete	Review determined that existing platform is sufficient and cost and time required to change platform outweighs any likely benefits. Alternative providers looked at also did not have additional features worthy of the change.	✓
S1.3	Empower the community and our leaders to make positive change and to unify the region	Implement service standards in line with Councillor request procedure. Provide the facilities, equipment and support to Executive and Councillors required to carry-out their roles including: • Access to council information readily	Jessica Bower	Complete	This is ongoing as part of business as usual, with planning underway for the new Term of Council.	✓

		available through Councillor Portal • Provide and manage electronic hardware and access cards • Effective coordination of meetings and agendas				
S1.3	Empower the community and our leaders to make positive change and to unify the region	Councillor professional development	Jessica Bower	Complete	This is ongoing as part of business as usual, with planning underway for the new Term of Council.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Delivery of cultural awareness training to Council staff	Annie Harris	Complete	Completed	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Build the capability of supervisors with leadership training	Annie Harris	Complete	Council was able to deliver a wide variety of supervisor training programs across the year, including leadership and operational focused training. In addition, we were able to offer on the job training and learning experiences through the use of higher duties and secondments. This has seen an increase in internal movements for a	

					number of staff, in particular our outdoor workforce.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Finalise the review and implementation of the Salary System Review	Annie Harris	Complete	The Salary System review project has been completed and we are now continuing consultation towards implementation.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Embed a Performance Capability Framework into the P&C lifecycle functions, including recruitment, performance management and development	Annie Harris	On hold	Due to other priorities in the early part of 2024, this project will need to be deferred for completion in 24/25 year. This will ensure alignment with current work being completed (eg Salary System).	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Develop and integrate a Succession Planning program which addresses corporate knowledge transfer and skill retention	Annie Harris	Deferred	Due to under resourcing, we were unable to complete this project within the 2023/24 year. It has been picked up as a project by the People and Culture team for completion within the 2024/25 year in line with previous commitments and focus.	
S2.1	Provide a strong, transparent, sustainable,	Implement Human Resources Management	Annie Harris	Complete	The use of the recruitment module in CiA has been transitioned and we are looking	

	and responsive governance for our region	System – Technology One – to provide an all-in-one online platform to support HR and Payroll functions for employee and workforce management			forward to utilising more of the OneCouncil modules to streamline human resource processes.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	• Implement a transformational change management program that motivates, sustains and rewards growth within an inspiring organisational culture • Develop and implement a learning and organisational development program • Develop an employee incentive	Annie Harris	Complete	We have successfully implemented a transformational change management program that fosters motivation, sustains growth, and rewards achievements. Additionally, we continue to develop a comprehensive learning and organizational development program to enhance skills and knowledge. Our employee incentive and wellbeing program is developing, in line with the salary system review, with the review of the health and wellbeing policy now underway to improve and promote health and engagement. Finally, we	

		and wellbeing program • Provide recruitment, on boarding and human resources support			have provided robust recruitment, onboarding, and human resources support, ensuring seamless integration of new employees and continuous support for all staff.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Close out items from the StateCover self-audit	Annie Harris	Complete	Complete	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Contractor Management Review	Annie Harris	Complete	Council has completed the review of contractor management and developed a Contractor Safety Compliance Strategy.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Develop specific tools and strategies to increase engagement with staff creating a greater culture and awareness of WHS.	Annie Harris	On Hold	Due to a need to re-prioritize our commitments and allocate resources more effectively, we were unable to complete the action as originally planned. This adjustment was necessary to ensure focus on the most critical tasks, and we will revisit this action when resources allow.	
S2.1	Provide a strong, transparent, sustainable,	Develop specific tools and strategies to achieve	Annie Harris	Deferred	Due to a need to re-prioritize our commitments and allocate resources more effectively, we	

	and responsive governance for our region	sufficient levels of trust in WHS			were unable to complete the action as originally planned. This adjustment was necessary to ensure focus on the most critical tasks, and we will revisit this action when resources allow.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Transfer to electronic WHS hazard management and training system in CI Anywhere	Annie Harris	Deferred	Due to a need to re-prioritize our commitments and allocate resources more effectively, we were unable to complete the action as originally planned. This adjustment was necessary to ensure focus on the most critical tasks, and we will revisit this action when resources allow.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Develop and implement a Developing Future Leaders program developing internal leadership and managerial skills within our workforce	Annie Harris	Complete	Council delivered the complete Phase 4 of the Culture development program . We extended this to including additional coaching for staff who has recently been appointed to more senior positions, or those who needed some additional support.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Develop and implement a whole-of-council Employment-based	Annie Harris	Complete	Council has committed to creating different pathways to employment for a broad range of roles. This will be supported by	

		Training Strategy to bring apprentices, trainees and graduates into our organisation, particularly in skills shortage areas			the governments increased subsidies for apprentices and trainees and will ensure that we are adequately set up to support career development.	
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Continue to develop and support the 'Restore and Thrive' culture journey	Annie Harris	Complete	The Restore and Thrive culture journey was delivered in it's entirety for the Phase 4 delivery program. The recent completed Pulse Survey demonstrated the success of the program, with staff highlighting that the culture, internal communication, collaboration, communication perception and staff morale and engagement was all improved.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Develop a schools education resource for tours of the sewer and water treatment plants and Council Governance	Joanna Harrison	Deferred	Has been deferred for completion in the 24/25 financial year.	
S2.4	Make open and transparent decisions that are informed by	Contract for Graphic Design to	Joanna Harrison	Complete	Completed for the 23/24 financial year.	

	stakeholders, leading practices, systems, and technologies	offset staff shortages				
T1.2	Support existing businesses and local industries to grow, prosper, change and adapt	Enhance signage, visitor information and traffic direction through our regional city, town, and villages	Joanna Harrison	On Hold	This project is on hold, awaiting further funding and roll-out advice	
T1.4	Champion local employers to provide employment and training opportunities	Participate in the Elsa Dixon Aboriginal Employment Program – a NSW Government funded initiative for Aboriginal School-based traineeships from the NSW Department of Industry and Training Services	Annie Harris	Complete	Council completed it's commitment to ongoing support for the Elsa Dixon trainees and looks forward to continuing this program.	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Community and civic events, including Citizenship Ceremony, breakfast at Ben Lomond, Guyra flag	Joanna Harrison	Complete	Complete.	

		raising and ceremony, and Armidale presentation ceremony. Some funding is received from the Australia Day Council.				
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Community event including street parade and stage entertainment celebrating community groups and our unique seasonal beauty	Joanna Harrison	Complete	Completed.	

Council Initiative Code	Strategy (Community Plan)	Council Initiative (Delivery Program)	Responsible Department	Status	Comments	Indicator
Finance						
S2.1	Provide a strong, transparent, sustainable, and responsive governance for our region	Effectively manage procurement services such as contract management and administration, tender services and goods and materials storage	Anthony McCarthy	Complete	Amendments made and additional attachments now completed. Presented to Council in May 2024 Council Meeting which was followed by Public Consultation. Was then presented and endorsed to Council in July 2024 Council Meeting. Communications now commenced for awareness sessions throughout Council areas via Team meetings or appointment	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Undertake financial services to support organisational function and health, and future planning	Sam Hills	Progressing	Financial resources for cost centre managers are being developed as part of the review of Council financial systems and processes.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Manage the operation of Council's works depots	Lachlan Hogg	Complete	Council's depots have been successfully managed with no outstanding safety or compliance issues while	

					remaining within budget for Financial Year 23/24.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Design and implement (a more automated) monthly cash restrictions reporting	Sam Hills	Progressing	Monthly cash reporting is provided to the General Manger via the Chief Financial Officer. This report is included with the monthly Investment Report presented to each Council meeting.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Design & implement (a more automated) Grant report to facilitate timely monthly grant reporting	Sam Hills	Progressing	The grants register is currently in the process of being transitioned into our current business processes and information systems.	
S2.3	Manage public resources responsibly and efficiently for the benefit of the community	Complete revenue efficiency and software projects, to combine multiple rates and water bills into one electronic file, saving on postage costs	Sam Hills	Complete	Completed.	

S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Deliver the TechOne CiAnywhere module	Paul Hawkins	Progressing	User training for CiAnywhere to be provided	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Transition the Asset Register to TechOne	Paul Hawkins	Progressing	Asset migration and update to OneCouncil in progress.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Develop a TechOne Cloud Readiness Transition Plan and costings	Paul Hawkins	Complete	Completed.	
S2.4	Make open and transparent decisions that are informed by stakeholders, leading practices, systems, and technologies	Review of costing systems for financial management	Sam Hills	Progressing	Council finance systems and processes continue to be reviewed, with the intention to make them more user friendly but to maintain the controls needed for financial probity.	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Community market in summer and spring, conducted at least three times per year, aimed at	Catherine Creagan	Complete	The Twilight Markets were distributed over three community events including Book Week, Pride in the Park along with Head space and a cross collaboration with UNE for	

		attracting activity to Armidale Mall			Culture Festival. All events had high engagement and positive feedback from attendees and community groups. The Activation and Precincts team facilitated these events to build community engagement. Cross partnerships included education to build capacity for our partnering community groups with the aim to deliver their own events with confidence moving forward. The Armidale Light Festival is being planned for August 2024.	
T2.4	Encourage locals to shop in the region, and make our region the choice for shopping in the broader New England area	Large community participation event to celebrate Halloween - held successfully for the first time in October 2022 and attracted significant participation	Catherine Creagan	Complete	Halloween was a successful event with over 4000 attendees despite the weather. The Old Courthouse was transformed into a haunted house with 10 haunted volunteers from local support group, headspace in a spooktacular evening! Great community connection and engagement was achieved through ongoing emails, touch points and a window display competition.	

30/11/2024

K2A Project Background

1 Context

The Kempsey to Armidale Road connects Kempsey with Wollomombi, passing through the communities of Willawarrin and Bellbrook in the Kempsey Shire and Lower Creek in the Armidale Regional Council (ARC) local government area (LGA). It is the most direct route between Kempsey and Armidale (194km). The nearest alternative routes between Armidale and Kempsey are the Waterfall Way to the north (251km) and the Oxley Highway to the south (281km).

The road is expected to provide access to the Oven Mountain Pumped Hydro Scheme, a planned 900 MW 8-hour pumped hydro energy storage facility at Carrai. Additionally, it is the only means for primary producers along the road to access suppliers and markets for sale of their products. It is relied upon by local residents for access to essential services in the two regional centres.

The road is mostly unpaved between Bellbrook and Wollomombi and in some areas, it is very winding and/or steep. Much of the road does not currently comply with modern engineering standards. The nature of the alignment and local geology make the road prone to drainage and pavement damage as well as regular landslips and washouts.

2 Damage to the Road

The road was severely damaged by prolonged drought followed by bushfires at the end of 2019, and flooding in 2020 and 2022. The following natural disasters affecting the road were formally declared:

- AGRN 871 – Bushfire, NSW bushfires: 31 August 2019 onwards
- AGRN 898 – Storm and Flood, NSW storms and floods: 15 January 2020 onwards
- AGRN1012 - Natural Disaster Event AGRN1012 Kempsey to Armidale Road in the Armidale Regional Council LGA. This is the currently active reference for the Road.

The geometry of the road suffered significant damage during these disaster events, leading to partial road washouts, reduction in road formation width, and loss of drainage networks.

Emergency works were undertaken immediately following each of the natural disasters to open the road to local residents and emergency services.

Due to the accumulated damage, the road is currently closed between the Kempsey Shire boundary and Styx River Forest Way. An exception to the road closure exists for residents and emergency services. Since December 2020, the road has also had mass and length restrictions in place. Movements up to 10 tonne and 12.3m in length are unrestricted, loads between 10 and 20 tonne are permitted but require pre and post inspections of the road, and loads greater than 20 tonne are completed by escort only.

3 The Kempsey to Armidale Road Restoration (K2A) Project

3.1 Project Objectives

The project aims to restore to pre-disaster conditions:

- 43km of the Kempsey-Armidale Road between the Kempsey Shire boundary and Styx River Forest Way, and
- 5.1km of Lower Creek Road

This will involve completing any remaining emergency works and conducting the Essential Asset Reconstruction (EPAR) works. Separately, the K2A Team are also facilitating Improvement works as funding streams become available.

3.2 Works

The program can be split into four work streams:

1. Emergency Works
2. Immediate Reconstruction Works
3. Essential Public Asset Reconstruction Works
4. Improvement Works

The works to re-open the road in 2022 were a combination of items 1 and 2 above.

3.2.1 Emergency Works

The emergency works started as soon as possible after the natural disasters and involved the temporary restoration of Kempsey-Armidale Road, to enable it to support the immediate recovery of the community.

3.2.2 Immediate Reconstruction Works

Armidale Regional Council carried out immediate reconstruction work, alongside emergency work, to further rebuild damaged sections of Kempsey-Armidale Road to allow it to operate at an appropriate level until reconstruction works could be completed.

3.2.3 Essential Public Asset Reconstruction Works

The final stage of rebuilding Kempsey-Armidale Road requires more complex delivery methodology and will take several years to complete. Council's goal is to restore Kempsey-Armidale Road to its previous condition before the natural disasters. The EPAR works are required to be completed in accordance with the provisions of the Disaster Relief Funding Arrangements (DRFA) and the NSW Natural Disaster Public Asset Restoration Guidelines.

The design for the Natural Disaster EPAR works project is based on the following five key elements:

- Upslope works to ensure safety during construction, and
- Drainage design and culvert restoration to provide for 1 in 50-year storm event,
- Downslope remediation and treatments to restore road formation width,

- Pavement rehabilitation,
- Bridge foundation scour repairs.

3.2.4 Improvement Works

In addition to the reconstruction works, Armidale Regional Council has secured funding under the Fixing Local Roads and Fixing Country Roads programs to undertake improvement works to several locations along Kempsey-Armidale Road. These works are being conducted in the 2024/25 financial year.

3.3 Expected Benefits

The Kempsey to Armidale Road Restoration Project delivers significant regional development outcomes aligned with both Council's Community Strategic Plan and the New England North West Regional Plan 2041. Key impacts include:

Economic Development

- Restored freight efficiency supporting agricultural and manufacturing sectors
- Restored access to markets for regional producers
- Reduced vehicle operating costs for transport operators
- Restored regional business connectivity between coastal and inland regions
- Support for tourism growth through access to regional attractions

Community Benefits

- Restored accessibility to health services, particularly for rural communities
- Access to schools for local school students
- Strengthened connections between Armidale, Kempsey and the intervening communities
- Better emergency services access
- Reduced travel times for regional commuters due to removal of hazards

Investment Attraction

- Enhanced regional investment appeal through restored infrastructure
- Support for new business establishment along the corridor, including the Oven Mountain Pumped Hydro project
- Improved competitiveness for regional businesses due to the lifting of road restrictions

Regional Resilience

- Strengthened transport network redundancy
- Enhanced disaster response capabilities
- Improved climate adaptation through infrastructure delivered to current engineering standards
- Restored connectivity during extreme weather events
- Reduced isolation risk for remote communities

Strategic Growth Support

- Restored capacity for future regional expansion

3.4 Funding Arrangements

Various elements of the overarching program will be delivered through different funding streams, including:

- Reconstruction Works
  - Essential Public Asset Restoration (EPAR) under DRFA,
- Improvement Works
  - Fixing Country Roads (FCR), and
  - Fixing Local Roads (FLR).

3.4.1 Reconstruction Works Funding

Following the February 2020 disaster, Council received $222.5 million in funding through the Commonwealth Disaster Recovery Funding Arrangements (EPARW) for 2020-21, which is aimed at restoring public assets to their pre-disaster condition. The EPARW funding is provided by the National Emergency Management Agency (NEMA) through the NSW Reconstruction Authority (NRA), which delivers the funding to Council via an administering agency – Transport for NSW (TfNSW). Each agency adds in eligibility criteria and administration controls.

The need for additional restoration funding arose as a result of the February-March 2022 severe weather event. In response, Council established an independent estimate of the revised works, which underwent an Independent Technical Review (ITR). Based on the information available at the time, the estimate of the recovery works was $408 million. An application to increase the funding to fully cover the increased cost of the project was then made. Approval for the $408 million has been received, and a tripartite agreement related to the funding between Council, TfNSW and NRA has recently been signed.

In late 2022 Council awarded an Early Contractor Involvement (ECI) tender to produce to a project methodology, specifications, 30% design, delivery timeline, and target budget. The contract was awarded to Seymour Whyte Constructions (SWC).

The ECI works resulted in an estimate being produced in early 2024 for the total cost of the project which significantly exceeded the funding approved to date. Due to the gap between available funding and the updated estimate for total cost of the project, Council resolved to not progress with the design and construct (D&C) works until additional funding could be assured.

Note: To avoid detrimental influence on the outcomes on future procurement for the design and construction works, the current estimate of the total cost of the works is confidential will not be provided in open reports to Council.

3.4.2 Improvement Works Funding

Natural Disaster funding does not allow for betterment, which is improvement beyond pre-disaster condition. To increase the resilience of the road to similar future events, Council has also applied for and received funding under the Fixing Local Roads (FLR) and Fixing Country Roads (FCR) programs to conduct improvement works at Blackbird Flat, Flying Fox and Big Hill.

Council has utilised contractors to undertake some of the works and has opted to utilise its Road Maintenance Council Contract (RMCC) crew to complete the improvement works, which are progressing well. Completion of the improvement works is expected by December 2024.

3.4.3 Funding Amounts

As of September 2024, Council has received the following grant funding for the project.

Program	Approved Funding Excl. GST
NDRA AGRN 1012	$418,530,592
NDRA AGRN 898	$9,435,337
Total NDRA	**$427,965,929**
FLR (2) – Flying Fox & Blackbird Flat	$4,984,930
FLR (3) – Blackbird Flat	$2,996,000
FCR	$4,671,083

NDRA = Natural Disaster Recovery Arrangements
AGRN = Australian Government Refence Number (for natural disasters)
FLR (#) = Fixing Local Roads (Round #) (Improvement Works) TfNSW Funded
FCR = Fixing Country Roads (Improvement Works) Infrastructure NSW Funded
Each AGRN incorporates: Emergency Works (EW), Immediate Reconstruction Works (IRW), and Essential Public Asset Reconstruction Works (EPA-RW).

3.5 Project Governance

The complexity of both the project's development and delivery necessitate the integration and involvement of a number of key external stakeholders within the program. A multi-tier governance model is appropriate to oversee planning, execution, and risk. In particular, the project is integrated within existing organisational, management and oversight structures, including:

- The NSW Gateway Assurance process, including the Infrastructure NSW (iNSW) Investment Assurance Framework, the NSW Cost Control Framework for the Infrastructure Program, and the Oversight Framework for the NSW Infrastructure Program.
- NSW Disaster Assistance Guidelines.
- The Commonwealth Government Disaster Recovery Funding Arrangements

- Council's Organisational Structure. The project falls within the Assets and Services Division, one of the three divisions within Council.
- Council's Audit, Risk, and Improvement Committee
- Council's Project Management Framework

The Project Governance Structure (Figure 1) provides an overarching outline of the practical governance roles for the project.

All key decisions associated with the project go through the governance structure.

3.5.1 Steering Committee

The K2A project has been established by Council and is overseen by a steering committee comprised of the following ex-officio members:

- General Manager - Armidale Regional Council (Chair)
- Mayor - Armidale Regional Council
- (Acting) Chief Officer Assets & Services Armidale Regional Council
- Chief Financial Officer Armidale Regional Council
- TfNSW Representatives

Figure 1 - Kempsey to Armidale Road Restoration (K2A) Project Governance Structure

