



JUNEE SHIRE COUNCIL

NOTICE ORDINARY COUNCIL MEETING – 16 MAY 2023 COMMENCING AT 4:30PM IN THE COUNCIL CHAMBERS

OUR VISION

“Junee will be a great place to live, with a healthy civic pride. That will come about because the amenity of the Shire – social, recreational, cultural, environmental and visual – is the best quality possible given our circumstances. There will be an increase in population because of this, with the increase made up of people who are net contributors to the community.

“Junee will be prosperous and existing services and businesses will have been preserved and grown. The Shire will have economic development strategies recognising the different circumstances of urban and rural areas.

“Junee will be a place where innovative, responsive leadership and management occurs in all facets of community life.

“It will be an independent Local Government area with a strong sense of identity.”

OUR MISSION

The community and Junee Shire Council are to **Make Tracks** systematically and with determination towards the Shire **Vision.**”

OUR COMMUNITY VALUES

Proud and welcoming – we are proud of our Shire and as a friendly community we encourage and support new residents and business owners.

Innovative and progressive – we welcome new ideas and we seek to make changes that will improve the lifestyle of our community.

Inclusive – we have a perspective broader than the Shire boundary; our regional focus means we are tuned to the opportunities available through co-operation and partnerships.

Leadership and wisdom – we listen and act; we are prepared to take tough decisions in the best interests of the future of our people, our place and our economy.

HOW CAN A MEMBER OF THE PUBLIC SPEAK AT A COUNCIL MEETING?

Members of the public are welcome to attend meetings and address the Council. Registration to speak must be made by making application by 10:00am on the day of the meeting by filling out the Public Address Application Form found on the following link: [Public-Address-Application-Form-Council-Meetings](#)

AGENDA – 16 MAY 2023

COUNCIL MEETING OPENS

ACKNOWLEDGEMENT OF COUNTRY

APOLOGIES

CONFIRMATION OF MINUTES – 18 APRIL 2023

DECLARATION OF INTERESTS

MAYOR MINUTE

1. MAYORAL MINUTE – DAMAGING INCREASE IN EMERGENCY SERVICES LEVY COSTS
2. ANNUAL PERFORMANCE REVIEW

GENERAL MANAGER'S REPORT

3. DRAFT DELIVERY PROGRAM AND OPERATIONAL PLAN (DPOP)
4. COUNCIL INVESTMENTS AND BANK BALANCES
5. THIRD QUARTERLY BUDGET REVIEW
6. ADOPTION OF CONFLICT OF INTEREST POLICY FOR COUNCIL RELATED DEVELOPMENT
7. JUNEE TRAFFIC STUDY REPORT
8. DRAFT JUNEE SHIRE COUNCIL INFRASTRUCTURE DEFERRED PAYMENT POLICY

CORRESPONDENCE – Nil

COUNCIL COMMITTEE REPORTS - Nil

DELEGATES REPORTS

- Riverina Joint Organisation – 28 April 2023
- Riverina Eastern Regional Organisation of Councils – 28 April 2023

NOTICES OF MOTIONS – Nil

LATE BUSINESS (MATTERS OF URGENCY) - Nil

QUESTIONS/STATEMENTS WITH NOTICE

- Cr Halliburton

INFORMATION BOOKLET

GENERAL MANAGER'S CONFIDENTIAL REPORT – RECOMMENDATIONS OF COMMITTEE OF A WHOLE MEETING - Nil

ACKNOWLEDGEMENT OF COUNTRY *(Mayor)*

I would like to acknowledge the Wiradjuri people who are the Traditional Custodians of this land. I would also like to pay respect to Elders both past and present and extend that respect to other community members present.

COUNCIL MEETING AUDIO RECORDINGS *(Mayor)*

In accordance with Council's Code of Meeting Practice, this Council meeting is being recorded and will be placed on Council's webpage for public information.

All present at the meeting are reminded that by speaking you are agreeing to your view and comments being recorded and published.

I would also like to remind Councillors and staff that during all our discussions and deliberations, we should be respectful and mindful of others present. We should at all times listen without interrupting and use words that do not personalise an individual, nor should they be offensive in any way. Whilst discussion, debate and an open mind is encouraged, please let us all keep our discussions productive, civil and inclusive.

Junee Shire Council accepts no liability for any defamatory or offensive remarks or gestures during this Council Meeting.

OATH

I swear that I will undertake the duties of the office of Councillor in the best interests of the people of Junee and the Junee Shire Council and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the Local Government Act 1993 or any other Act to the best of my ability and judgment.

DISCLOSURE OF INTEREST

Pecuniary – An interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person or another person with whom the person is associated.

(Local Government Act, 1993 section 442 and 443)

A Councillor or other member of a Council Committee who is present at a meeting and has a pecuniary interest in any matter which is being considered must disclose the nature of that interest to the meeting as soon as practicable.

The Councillor or other member must not take part in the consideration or discussion on the matter and must not vote on any question relating to that matter. *(Section 451)*.

Non-pecuniary – A private or personal interest the council official has that does not amount to a pecuniary interest as defined in the Act. These commonly arise out of family or personal relationships, or out of involvement in sporting, social, religious or other cultural groups and associations, and may include an interest of a financial nature.

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter

If you have declared a non-pecuniary conflict of interest, you have a broad range of options for managing the conflict. The option you choose will depend on an assessment of the circumstances of the matter, the nature of your interest and the significance of the issue being dealt with. You must deal with a non-pecuniary conflict of interest in at least one of these ways.

- It may be appropriate that no action is taken where the potential for conflict is minimal. However, council officials should consider providing an explanation of why they consider a conflict does not exist.
- Limit involvement if practical (for example, participate in discussion but not in decision making or visa-versa). Care needs to be taken when exercising this option.
- Remove the source of the conflict (for example, relinquishing or divesting the personal interest that creates the conflict or reallocating the conflicting duties to another officer).
- Have no involvement by absenting yourself from and not taking part in any debate or voting on the issue as if the provisions in section 451(2) of the Act apply (particularly if you have a significant non-pecuniary conflict of interest).



JUNEE SHIRE COUNCIL

DISCLOSURE OF INTEREST AT MEETINGS

Name of Meeting: _____

Meeting Date: _____

Item/Report Number: _____

Item/Report Title: _____

I, _____ declare the following interest:
(name)

Pecuniary – Must leave Chamber, take no part in discussion and voting.

Non-Pecuniary – Significant Conflict – Recommended that Councillor/Member leaves Chamber, takes no part in discussion or voting.

Non-Pecuniary – Less than Significant Conflict – Councillor/Member may choose to remain in Chamber and participate in discussion and voting.

For the reason that:

Signed: _____ Date: _____

Council's Email Address – jsc@junees.nsw.gov.au



JUNEE SHIRE COUNCIL

CONFIRMATION OF MINUTES ORDINARY MEETING



MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 18 APRIL 2023.

PRESENT

Councillors N Smith, , R Asmus, M Austin, D Carter, A Clinton, M Cook, P Halliburton and M Knight.

STAFF

General Manager, Chief Financial Officer, Acting Director Planning and Community Development, Town Planner and Executive Assistant.

The meeting opened at 4.30pm.

LEAVE OF ABSENCE

01.04.23 **RESOLVED** on the motion of Cr M Knight seconded Cr P Halliburton that Councillor R Callow be granted a leave of absence from the 18 April 2023 Ordinary Council meeting.

CONFIRMATION OF MINUTES – ORDINARY MEETING HELD 21 MARCH 2023

02.04.23 **RESOLVED** on the motion of Cr D Carter seconded Cr M Cook that the minutes of the Ordinary Meeting held on 21 March 2023, copies of which had been supplied to each Councillor, be confirmed.

BUSINESS ARISING

Nil

DECLARATIONS OF INTEREST

Councillors were invited to disclose any Declarations of Interest related to the items of business in the report.

None were received.

PUBLIC FORUM

Nil

MAYORAL MINUTE

Nil

CHAIRPERSON: _____

GENERAL MANAGER: _____

MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 18 APRIL 2023.

GENERAL MANAGER'S REPORT

The General Manager presented a report which dealt with Items 1 to 6.

1[CFO] CREDIT CARD GUIDELINES AND POLICY

03.04.23 **RESOLVED** on the motion of Cr P Halliburton seconded Cr R Asmus that:

1. Council note the report on the credit card guidelines and the policy attached to this report.
2. Re-adopt the Corporate Credit Card and Fuel Card Policy as attached to this report.

2[GM] INDEPENDENT REVIEW OF THE DELIVERY OF THE INLAND RAIL PROGRAM

04.04.23 **RESOLVED** on the motion of Cr M Cook seconded Cr R Asmus that Council note the Independent Review of the delivery of the Inland Rail Program report.

05.04.23 **RESOLVED** on the motion of Cr D Carter seconded Cr A Clinton that Council write to the relevant Federal and State Government Ministers asking for assistance to fully fund the upgrade to the cross-town access caused by Inland Rails modification to the existing town's access with particular reference to the Kemp Street bridge and North Junee underpass.

3[MFBS] COUNCIL INVESTMENTS AND BANK BALANCES

06.04.23 **RESOLVED** on the motion of Cr P Halliburton seconded Cr A Clinton that Council notes the Investment Report as of 31 March 2023, including the certification by the Responsible Accounting Officer.

Councillor M Austin entered the meeting at 4.38pm.

4[TP] DEVELOPMENT APPLICATION 2023/10 – 4 WATERWORKS ROAD, JUNEE - NEW DWELLING

07.04.23 **RESOLVED** on the motion of Cr A Clinton seconded Cr M Cook that Development Application No. 2023/10 from Jindalee Constructions Pty Ltd for the construction of a new dwelling, located on Lot: 2, DP 1270953, known as 4 Waterworks Road, Junee be **APPROVED** subject to conditions of consent included in the s4.15 Assessment Report.

As required under Section 375A of the Local Government Act, the following is the record of voting for this planning matter.

FOR: Councillors R Asmus, M Austin, D Carter, A Clinton, M Cook, P Halliburton, M Knight and N Smith.

AGAINST: Nil

CHAIRPERSON: _____

GENERAL MANAGER: _____

MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 18 APRIL 2023.

5[TP] DEVELOPMENT APPLICATION 2022/90 – 14 DESALIS STREET, OLD JUNEE (NEW DWELLING)

08.04.23 **RESOLVED** on the motion of Cr M Cook seconded Cr R Asmus that Development Application No. 2022/90 from Tracey Menzies to construct a dwelling house on Lot 1, Section 18, DP758811, known as 14 Desalis Street, Old Junee, be APPROVED subject to conditions in accordance with s4.15 Assessment Report based on the following reasons:

1. An assessment of the proposal indicates the dwelling house is permissible with consent on the land in accordance with the provisions of the LEP.
2. The request for a variation to minimum building setback controls contained within the DCP are acceptable in this specific case.

As required under Section 375A of the Local Government Act, the following is the record of voting for this planning matter.

FOR: Councillors R Asmus, M Austin, D Carter, A Clinton, M Cook, P Halliburton, M Knight and N Smith.

AGAINST: Nil

6[TP] DEVELOPMENT APPLICATION 2022/72 – 659 OLD JUNEE ROAD, OLD JUNEE (NEW DWELLING)

09.04.23 **RESOLVED** on the motion of Cr M Cook seconded Cr M Knight that Development Application No. 2022/72 from Roel van de Paar to construct a dwelling house and install an ancillary shipping container on Lot 6, Section 25, DP758811, known as 659 Old Junee Road, Old Junee, be REFUSED for the following reasons:

1. The development is inconsistent with the objectives of the RUI Primary Production zone of the Junee Local Environmental Plan 2012.
2. The proposed development is inconsistent with the existing character and context of the rural locality.
3. The development is inconsistent with the setback controls of the Junee Development Control Plan 2021. The variation to the controls is not supported in this instance due to the proximity of another dwelling in this location.

As required under Section 375A of the Local Government Act, the following is the record of voting for this planning matter.

FOR: Councillors R Asmus, M Austin, D Carter, A Clinton, M Cook, P Halliburton, M Knight and N Smith.

CHAIRPERSON: _____

GENERAL MANAGER: _____

MINUTES OF THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD IN THE COUNCIL CHAMBERS, BELMORE STREET, JUNEE ON TUESDAY, 18 APRIL 2023.

AGAINST: Nil

COMMITTEE REPORTS

Nil

DELEGATES REPORTS

10.04.23 **RESOLVED** on the motion of Cr M Knight seconded Cr A Clinton that the report of the Take Charge Riverina Youth Leadership Forum held on 23 March 2023 be received.

11.04.23 **RESOLVED** on the motion of Cr P Halliburton seconded Cr M Austin that the report of the Riverina Regional Library meeting held on 29 March 2023 be received.

12.04.23 **RESOLVED** on the motion of Cr M Knight seconded Cr R Asmus that the report of the Junee Sports Committee held on 13 April 2023 be received.

NOTICE OF MOTION

Nil

LATE BUSINESS

Nil

QUESTIONS ON NOTICE

Nil

INFORMATION BOOKLET

The information booklet was received and noted.

There being no further business, the meeting closed at 4.50pm.

CHAIRPERSON: _____

GENERAL MANAGER: _____



JUNEE SHIRE COUNCIL

MAYORAL MINUTE



Item I MAYORAL MINUTE – DAMAGING INCREASE IN EMERGENCY SERVICES LEVY COSTS

Author Mayor

Attachments Nil

RECOMMENDATIONS:

- 1. That Council write to the Treasurer, the Minister for Emergency Services, the Minister for Local Government and local State Member(s):**
 - a) Expressing Council's strong opposition to the NSW Government's last minute decision to impose an enormous Emergency Services Levy (ESL) cost increase on councils for 2023/24 by scrapping the ESL subsidy for Councils and at a time after Council has publicly advertised its Operational Plan and annual budget to the community;**
 - b) Noting that as a consequence of the unannounced 73% increase in the State Emergency Service budget and an 18% increase in the Fire and Rescue NSW budget, means the annual rate peg increase for 2023/24 that is intended to maintain and provide for existing essential community services and infrastructure has been significantly eroded.**
 - c) Advising that the Government's decision may/will lead to a reduction in important local services and/or the cancellation of necessary infrastructure projects;**
 - d) Calling on the NSW Government to take immediate action to:**
 - i. restore the ESL subsidy in 2023/24**
 - ii. urgently introduce legislation to decouple the ESL from the rate peg to enable councils to recover the full cost**
 - iii. develop a fairer, more transparent and financially sustainable method of funding critically important emergency services in consultation with local government.**
 - 2. Council writes to the Chair of the Independent Pricing and Regulatory Tribunal (IPART) advising that Council's forced emergency services contribution is manifestly disproportionate to the 2023/24 rate cap, which has resulted in additional financial stress.**
 - 3. Council writes to the President of LGNSW seeking the Association's ongoing advocacy to bring about a relief in the burden of Councils' emergency services contribution.**
-

SUMMARY

I am calling on Councillors to support representations to the NSW Government in response to the highly damaging increase in the Emergency Services Levy (ESL) imposed on all councils without warning for the 2023/24 financial year.

BACKGROUND

The ESL is a cost imposed on councils and insurance policy holders to fund the emergency services budget in NSW. The majority is paid as part of insurance premiums, with a further 11.7 per cent funded by councils and 14.6% by the NSW Government. The ESL represents cost shifting at its worst, as it is imposed on councils without any mechanism for councils to recover costs.

The levy increase for the State's 128 councils in 2023/24 amounts to almost \$77 million, with the total cost imposed on the local government sector increasing from \$143 million in the current financial year to \$219 million next year. This represents a 53.1% increase, completely dwarfing the IPART baseline rate peg of 3.7% for 2023/24.

Reporting suggests that the increase in costs this year reflects a 73% increase in the State Emergency Service budget and an 18.5% funding increase to Fire and Rescue NSW. The impact of these large increases on councils' finances will be particularly severe in 2023/24 as a result of the NSW Government deciding to scrap the subsidy for council ESL payments.

For many councils, the unexpected cost hit will absorb almost all of their IPART approved rate rise for this year and in some cases absorb more than 100%. This is placing local government budgets under enormous pressure as they struggle from the combined impact of the pandemic, extreme weather events, high inflation and wage increases.

IPART approved rate rises are intended to compensate for the impacts of inflation and increases in council costs. Instead, the rate increase will have to be largely diverted to the significantly higher ESL payments this year. NSW councils will have no option other than to make cuts to infrastructure and services expenditure.

For Junee Shire Council, the ESL has increased from \$240,000 in 2019/20 to \$351,000 in 2023/24. The NSW Government introduced the ESL subsidy/rebate three years ago. Last year the ESL rebate was \$93,000. If the rebate is not reinstated the financial impact over the 10 year period is significant.

The increasing cost in delivering emergency services via the Rural Fire Service, NSW Fire Brigades and State Emergency Services are reflected in the annual council ESL contributions. If the ESL rebate is not reinstated the increase cost to Junee Shire Council for 2023/24 will be \$111,000 or 33%.

If the NSW Government's decision is not reversed, the potential impacts on Council's services, infrastructure maintenance and delivery may include:

- Maintenance and or renewal projects to the local road network
- Cleaning and planned maintenance of public building such as the Athenium Theatre, Recreation Centre, Library and Broadway Museum
- Reducing the levels of service cleaning and maintenance to parks and reserves across the shire including public toilets
- A review of service levels at the Junee Land Fill and rural transfer stations

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

The timing of this development is particularly challenging for councils as it comes so late in the local government budgeting cycle, well after IPART's rate determination for the coming financial year.

All councils strongly support a well-funded emergency services sector and the critical contribution of emergency services workers and volunteers (many of whom are councillors and council staff). However, it is essential that these services be supported through an equitable, transparent and sustainable funding model.

Local Government NSW has raised the serious concerns of the local government sector with the NSW Government and is seeking the support of councils across NSW in amplifying this advocacy.

CONCLUSION

This Mayoral Minute recommends that Council call on the NSW Government to take immediate action to:

- a. restore the ESL rebate
- b. decouple the ESL from the rate peg to enable councils to recover the full cost
- c. develop a fairer, more transparent and financially sustainable method of funding critically important emergency services.

The Mayoral Minute also recommends that Council write to IPART advising of the financial sustainability impacts on of the ESL.

Item 2 ANNUAL PERFORMANCE REVIEW

Author Mayor

Attachments Nil

RECOMMENDATIONS:

That Council nominate one Councillor to the General Manager's performance review panel.

EXECUTIVE SUMMARY

The General Manager's annual performance review is due for completion in June this year. Mr Warren Hart from Hart and Associates Pty Ltd has been reappointed to coordinate and conduct the assessment of the performance review process on behalf of Council. The review period will be for the previous 12 months from 1 May 2022 to 1 June 2023.

The Council Review Panel consists of the Mayor, Deputy Mayor, one Councillor appointed by the elected body and one Councillor of the General Manager's choice.

BACKGROUND

A formal performance review of the General Manager's performance is conducted annually by the Council review panel. The performance review panel includes up to four Councillors which provides a written report back to the next Council meeting following the review. The appointment of an independent facilitator who specialises in this field ensures good governance procedures are followed.

A proposed date for the review is Monday 19th June 2023. This date has been tentatively set aside.

FINANCIAL

The estimated expenditure of approximately \$5,500 is included in the budget.

CONCLUSION

The Council should now nominate one Councillor to the performance review panel.



JUNEE SHIRE COUNCIL

GENERAL MANAGER'S

REPORT



Item 3 DRAFT DELIVERY PROGRAM AND OPERATIONAL PLAN (DPOP)

Author Chief Financial Officer

Attachments Delivery Plan and Operational Plan 1/7/23 to 30/6/27
Workforce Plan

RECOMMENDATIONS:

- 1. That the Draft Delivery Program 2023-27 and Operational Plan 2023-24 be advertised for public comment for 28 days from the 18 May 2023.***
 - 2. The Workforce Plan 2023-2027 be advertised for public comment for 28 days from the 18 May 2023.***
-

SUMMARY

The Draft Delivery Program and Operational Plan (DPOP) are being presented to Council for adoption along with the associated Workforce Plan.

The DPOP is part of the Integrated Planning & Reporting Framework. It sets the outcomes and strategies to achieve those outcomes for Council over the next four years.

It shows a significant increase in spending on Road Maintenance, while all other service levels remain the same.

The DPOP depends on the Special Rate Variation (SRV) being approved. If it is not Council will need to re-cast the document with severe cuts to spending to offset the short-fall in revenue. When fully implemented the value of the SRV is approximately \$1.12 million per annum.

BACKGROUND

The Draft DPOP is presented by the Council under the Integrated Planning and Reporting Framework (IPR) mandated by the State Government. It has been prepared for public exhibition. Adoption must occur prior to 30 June 2023.

The strategies and actions in the Delivery Program are aligned with the outcomes in the Community Strategic Plan (CSP). The CSP was last reviewed in 2022, with the next review planned for new electoral term commencing in 2024/25.

Resourcing Strategy

The DPOP is supported by the Resourcing strategy which is comprised of the Long-Term Financial Plan (LTFP), Workforce Plan and the Strategic Asset Management Plan (SAMP).

The LTFP and SAMP were adopted in November 2022, as part of the SRV process and are on Council's website. Therefore, they do not need to be re-adopted.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

The Workforce Plan has been reviewed with minor updates and is attached to be exhibited with the DPOP.

CONSIDERATIONS

The DPOP is the document that will determine Council's direction for the next four years. It is in two parts. Part 1 contains the strategies and actions that Council will undertake over the next four years, while Part 2 details the finances that underpin those actions.

Part 2 of the Delivery Program includes the SRV of 17.5% (inc the rate peg) in 23/24 and 12.5% (inc the rate peg) in 24/25. The dollar value of the SRV is approximately \$610,000 in the first year and \$1.12 million in the second year and beyond.

It shows stable cashflows providing that the SRV is approved. With opening cash being \$8.6 million reducing to \$6.8 million over the term of the plan.

Sewerage charges will increase by 4% per annum as will Domestic Waste charges. Discretionary Fees and charges will generally increase between 4 to 5%. Exceptions to this are JJRAC and Planning Dept fees which have not been increased.

Total Operational expenditure will be \$16.4 million in 2023/24 rising to nearly \$18 million in 2026/27. All services have been retained at existing levels, with the exception of Road Maintenance which has been significantly increased from the currently \$1 million to \$1.57 million in 2023/24 and progressively increased to about \$1.94 million in 2026/27 in support of the proposed SRV.

The Capital Works program will amount to \$3.052 million in 2023/24 and \$14.4 million across the four years. In recent years, the Council has featured strong capital works programs on the back of a surge in State and Federal Programs aimed at stimulating the national economy in response to bushfires and the pandemic. In 2023/24 the spending will be more focused on rectifying flood damage.

Workforce Plan

The Workforce plan is a key part of Council's resourcing strategy. It addresses the present and future human resources required to achieve the outcomes identified in the Delivery Program.

It details strategies for filling critical positions, staff retention, Work Health and Safety, offering good working conditions and determining success.

With the aging workforce and challenges of attracting staff to rural Australia, this document is more important than ever.

It was last reviewed in June 2022, the strategies are still relevant. Minor demographic amendments have been made to the latest version.

CONCLUSION

The DPOP is the most important document that Council will adopt this year. It is recommended that Council have these documents publicly advertised for a period of 28 days.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 3

16 MAY 2023





DRAFT

**DRAFT COMBINED DELIVERY
PROGRAM
AND
OPERATIONAL PLAN
2023 - 2027**





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DRAFT

Acknowledgement of

Junee Shire Council acknowledge the traditional custodians of the land, the Wiradjuri people, and pays respect to Elders past, present and future. We are honoured to recognise our connection to Wiradjuri Country, history, culture, and spirituality through these locations, and strive to ensure we operate in a manner that respects and honours the Elders and Ancestors of these lands.



MAYOR AND GENERAL MANAGER MESSAGE

Council is delighted to share with you our aspirations, planned activities and projects for the year ahead. Council plays a significant role as one of several stakeholders ensuring the community enjoys life and feels supported.

Council recognises the financial support from the State and Federal Government via grants in helping to deliver projects and services across the Shire. Rural councils heavily rely on Government grants each year to supplement funding community infrastructure and programs that would otherwise be out of reach.

The works program priorities for this financial year return to Shire-wide rural road repairs from two years above average rainfall and adverse storm event in August and September 2022. The feature of major roads renewals will also occur at River Road and Old Cootamundra Road which will both receive significant upgrades. The Lord Street bridge near the Junee Silos is also to be widened.

The Athenium Theatre will receive an upgraded back-of-stage area and a new audio system to attract more regional performances. The change rooms to the Recreation Centre will also be renovated to modern standards. Community notice boards are to be erected in Old Junee, Illabo, Bethungra and Wantabadgery in support of each village improvement plan.

A proposed Special Rate Variation if approved by IPART will commence from the 1 July 2024. The community consultation for the Special Rate Variation was held in September and October 2022 with the Council endorsing an application in November 2022. Background Information and the community survey results are available on Council website or the IPART website.

We also thank and acknowledge groups like CanAssist, The Community Kitchen, Junee RSL sub-branch and the many other community groups working tirelessly to provide care and rewarding experiences right across the Shire.



Councillor Neil Smith
(Mayor)



James Davis
General Manager



INTRODUCTION

VISION

Junee Shires community vision:

“Junee will be a great place to live, with a healthy civic pride. That will come about because the amenity of the Shire – social, recreational, cultural, environmental and visual – is the best quality possible given our circumstances. There will be an increase in population because of this, with the increase made up of people who are net contributors to the community.

Junee will be prosperous and existing services and businesses will have been preserved and grown. The Shire will have economic development strategies recognising the different circumstances of urban and rural areas.

Junee will be a place where innovative, responsive leadership and management occur in all facets of community life. It will be an independent Local Government area with a strong sense of identity.”

VALUES

When planning for our future, the community developed the following values which carry forward to achieve the community vision.

PROUD AND WELCOMING

We are proud of our Shire and as a friendly community we encourage and support new residents and business owners.

INNOVATION AND PROGRESSIVE

We welcome new ideas and we seek to make changes that will improve the lifestyle to our community.

INCLUSIVE

We have a perspective broader than the Shire boundary; our regional focus means we are tuned to the opportunities available through co-operation and partnerships.

LEADERSHIP AND WISDOM

We listen and act; we are prepared to take tough decisions in the best interest of the future of our people, our place and our economy.



STRATEGIC DIRECTION

This document contains four themes as set out in the Community Strategic Plan 'Making Tracks' 2035. Two objectives were identified under each theme and strategies developed under each objective which provides the structure for the Delivery Program and Operational Plan.

LIVEABLE

Strategies focus on our community being healthy and active, being a great place to live, catering for our ageing population, creating opportunities and valuing people with disability and supporting our youth.

PROSPEROUS

Strategies are focused to grow our economy and be a resilient community able to adapt for the future. This theme and objectives recognise the strengths and opportunities for our economy to grow around tourism and business sector opportunities in the region. Strategies address planning our land resources and infrastructure for a growing population. The strategies within this theme also acknowledge the need to adapt to a rapidly changing future.

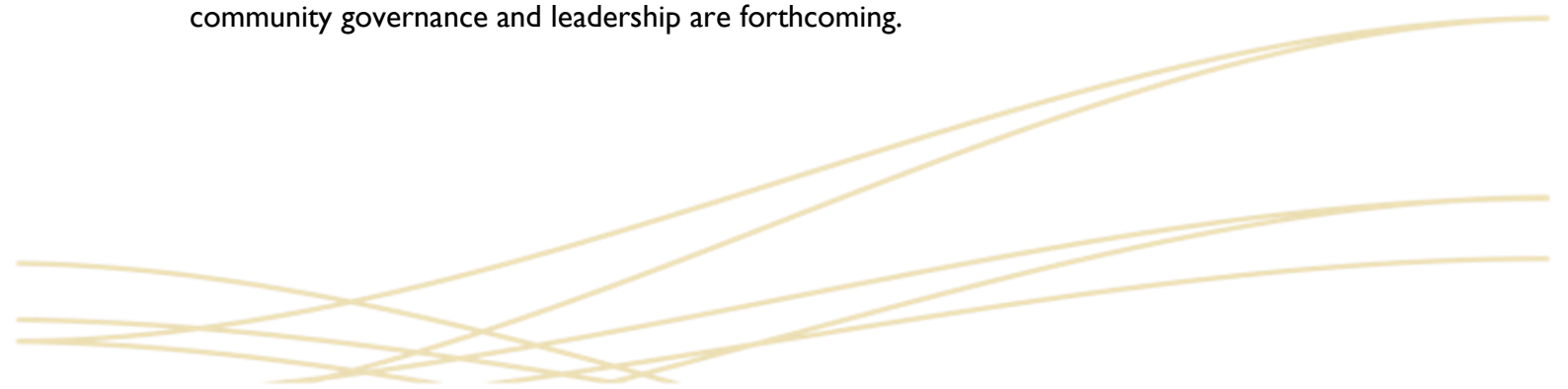
SUSTAINABLE

Strategies within this theme focus on an objective of ensuring harmony with our built and natural environment. Strategies that manage our human, built and financial resources wisely. The strategies talk specifically to being accountable and financially sustainable and embracing energy efficiency.

COLLABORATIVE

Strategies concerned with keeping the community engaged and connected and working together to achieve the goals and aspirations we have planned together. The strategies include communication and information, the importance of volunteers and working in partnership. This theme also includes a strategy to ensure representative, responsive, and accountable community governance and leadership are forthcoming.

DRAFT





OUR COUNCILLORS



Councillor Neil Smith
(Mayor)



Councillor Matt Austin
(Deputy Mayor)



Councillor Robin Asmus



Councillor Bob Callow



Councillor David Carter



Councillor Andrew Clinton



Councillor Mark Cook



Councillor Pam Halliburton



Councillor Marie Knight

DRAFT



OUR COUNCILLORS Cont.

ROLE OF MAYOR

- To be the leader of the Council and a leader in the local community.
- To advance community cohesion and promote civic awareness.
- To be the principal member and spokesperson of the governing body, including representing the views of the Council as to its local priorities.
- To exercise, in cases of necessity, the policy-making functions of the governing body of the Council between meetings of the Council.
- To preside at meetings of the Council.
- To ensure that meetings of the Council are conducted efficiently, effectively and in accordance with this Act.
- To ensure the timely development and adoption of the strategic plans, programs and policies of the Council.
- To promote the effective and consistent implementation of the strategic plans, programs and policies of the Council.
- To promote partnerships between the Council and key stakeholders.
- To advise, consult with and provide strategic direction to the General Manager in relation to the implementation of the strategic plans and policies of the Council.
- In conjunction with the General Manager, to ensure adequate opportunities and mechanisms for engagement between the Council and the local community.
- To carry out the civic and ceremonial functions of the Mayoral Office.
- To represent the Council on regional organisations and at inter-governmental forums at regional, State and Commonwealth level.
- In consultation with the Councillors, to lead performance appraisals of the General Manager, to exercise any other functions of the Council that the Council determines.

ROLE OF COUNCILLORS

As a member of the governing body of the Council:

- To be an active and contributing member of the governing body.
- To make considered and well-informed decisions as a member of the governing body.
- To participate in the development of the integrated planning and reporting framework.
- To represent the collective interests of residents, ratepayers, and the local community.
- To facilitate communication between the local community and the governing body.
- To uphold and represent accurately the policies and decisions of the governing body.
- To make all reasonable efforts to acquire and maintain the skills necessary to perform the role of a Councillor.
- A Councillor is accountable to the local community for the performance of the Council.



OUR EXECUTIVE MANAGEMENT

The Management Team consists of the General Manager and Directors who provide leadership and strategic management to the organisation while ensuring effective, efficient and accountable operations. Their key activities are:

- Management of strategic relationships with stakeholders.
- Ensuring Council's interests are well protected at all levels of government.
- Ensuring decisions of Council are carried out expeditiously.
- Ensuring the provision and delivery of direct services to the community are aligned to real community needs; and
- Development of financial strategies that provide options and set priorities for service delivery.

ROLE OF GENERAL MANAGER

- To conduct the day-to-day management of the Council in accordance with the strategic plans, programs, strategies and policies of the Council.
- To implement, without undue delay, lawful decisions of the Council.
- To advise the mayor and the governing body on the development and implementation of the strategic plans, programs, strategies, and policies of the Council.
- To advise the mayor and the governing body on the appropriate form of community consultation on the strategic plans, programs, strategies, and policies of the Council and other matters related to the Council.
- To prepare, in consultation with the Mayor and the governing body, the Council's Community Strategic Plan, Community Engagement Strategy, Resourcing Strategy, Delivery Program, Operational Plan and Annual Report.
- To ensure that the Mayor and other Councillors are given timely information and advice and the administrative and professional support necessary to effectively discharge their functions.
- To exercise any of the functions of the Council that are delegated by the Council to the General Manager.
- To appoint staff in accordance with the organisation structure and the resources approved by the Council.
- To direct and dismiss staff.
- To implement the Council's Workforce Management Strategy.
- Any other functions that are conferred or imposed on the General Manager by or under this or any other Act.



ORGANISATIONAL STRUCTURE



James Davis
General Manager

Enterprise Risk Management
Fraud Control
Economic Development
Council Relationships
Lobbying and Advocacy



Heinz Kausche
Director Engineering
Services

Parks and Gardens
Sporting Fields
Cemeteries
Road Maintenance and
Construction
Stormwater Management
Infrastructure
Management
Street Cleaning
Biosecurity
Gravel Pits
Contracted Works
Waste Operations
Sewer Operation
Emergency Services



Lloyd Hart
Acting Director Planning
&
Community Development

Community Transport
Youth Service
Caravan Park
Facilities Management
June Junction Recreation
& Aquatic Centre
Athenium Theatre
Library
Town Planning
Contaminated Land
Public Health
Companion Animals
Impounding
Tourism



Luke Taberner
Chief Financial Officer

Information Technology
Customer Service
Records Management
Financial Accounting
Human Resources
Governance
Work Health & Safety
Rates
Insurance
Internal Audit
External Audit
Long Term Financial
Planning
Policy Administration
Contract Administration

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ABOUT THIS DOCUMENT

INTEGRATED PLANNING AND REPORTING FRAMEWORK

This document is the Combined Delivery Program and Operational Plan and is required to be produced by Council as part of the Integrated Planning and Reporting requirements under the Local Government Act 1993.

The Integrated Planning and Reporting framework allows NSW Councils to draw their plans together, to understand how they interact and inform each other, and to get the maximum benefit from their efforts by planning holistically for the future.

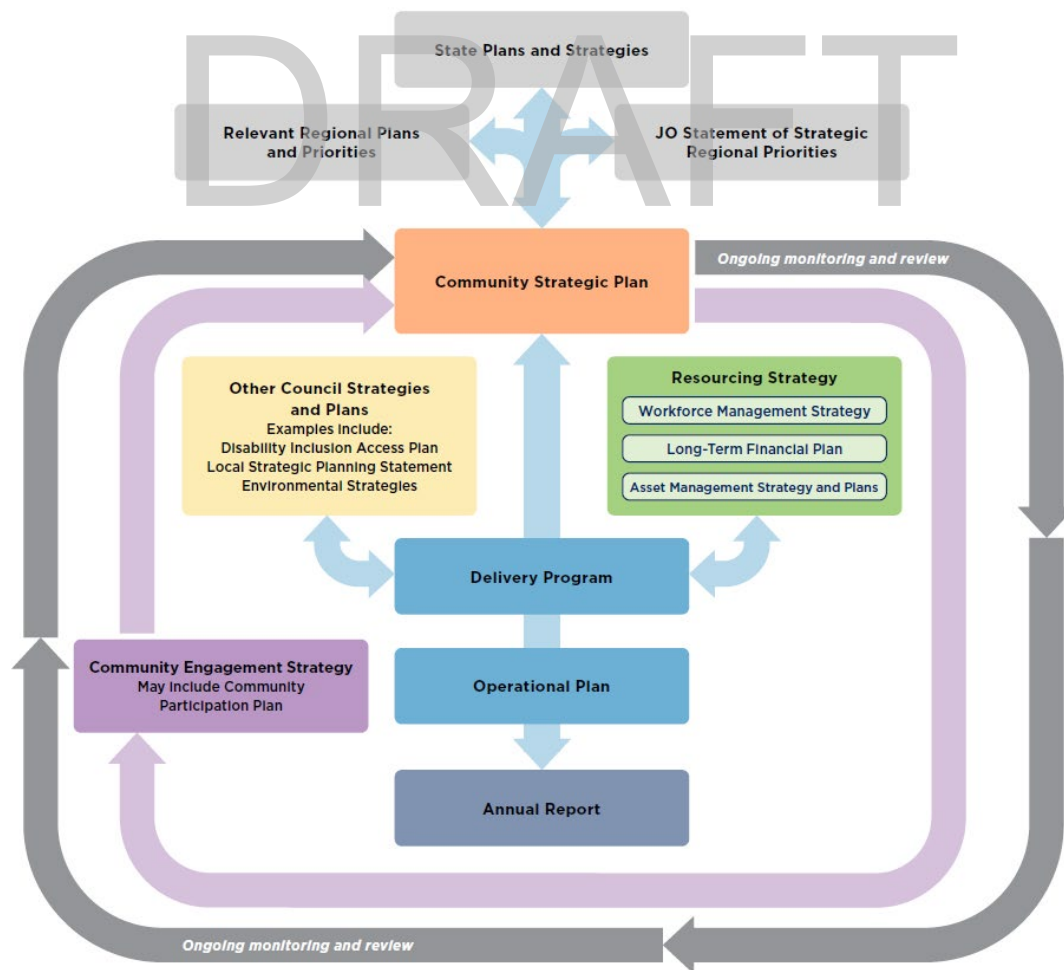


Figure: Integrated Planning & Reporting (IP&R) Framework



ABOUT THIS DOCUMENT Cont.

RELATIONSHIPS BETWEEN PLANS AND RESOURCING

Junee's Community Strategic Plan, "Making Tracks", identifies the community's main priorities and aspirations for the future and outlines strategies to achieve these goals over the next **ten plus years**. While the Council prepares and monitors the Plan's progress on behalf on the community its success is dependent on range of stakeholders and group.

The Delivery Program is a statement of commitment to the community from each newly elected council and translates the community's strategic goals into clear actions for the **usual four year term** of Council.

The Operational Plan is Council's action plan for achieving the community priorities outlined in the Community Strategic Plan and the Delivery Program. The Operational Plan outlines the projects, programs and activities council will conduct to achieve the commitments in the Delivery Program **each year** within available resources.

Council's resourcing strategy consists of three key components:

1. Long-Term Financial Planning
2. Workforce Management Planning
3. Asset Management Planning.

The Resourcing Strategy articulates how the council will allocate resources to deliver the objectives under its responsibility. The community's aspirations which are outlined in the Community Strategic Plan cannot be achieved without sufficient resources (time, money, assets and people) to carry them out.

MONITORING ORGANISATIONAL PERFORMANCE

As part of Council's performance reporting framework, the Delivery Program and Operational plan are monitored throughout the year and reviewed annually. Council monitors the effectiveness of the delivery program and operational plan by reviewing the 'outputs' (the things we did) and 'outcomes' (the results of what we did). Council provides updates every six months in the form of performance reports and annual reports which are reported to Council and available on Council's website.



ABOUT THIS DOCUMENT Cont.

HINTS ON HOW TO READ THIS DOCUMENT

The following tables in this Delivery Program 2023/24 to 2026/27 have been designed to link the major themes and strategies listed in the Community Strategic Plan with activities the Council aims to deliver over the next four years and actions to be undertaken in each year.

The Delivery Program outlines the four-year **activities** Council will undertake that contribute to achieving the objectives of the Community Strategic Plan. The Operational Plan outlines the **actions** Council will undertake in the financial year that contribute to achieving the commitments of the Delivery Program and Community Strategic Plan.

Importantly, primary responsibilities for each activity and action are spread throughout the executive team of council and their service areas which work together, with relevant stakeholders in many instances, to ensure the best outcome possible given the available resourcing strategy.

The performance measures are sourced from a range of data including community surveys, the Australian Bureau of Statistics and other reliable sources. Council uses these measures to report on progress in implementing the plan.

DRAFT



Delivery Program
DRAFT
&
Operational Plan

TI: Liveable

I: To be healthy and active

I.1: Have in place the right health services

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Advocate for facilities in Junee township for health and medical service providers to meet the community's needs	Periodically assess the needs of the Junee community to ensure appropriate health and medical services are available	Y		Y	
	Provide advice and information to the Junee Health Advisory Committee upon request	Y	Y	Y	Y
Provide in the health sector and advocate for appropriate facilities and services	Interact with the relevant stakeholders, such as Junee Inter-Agency Forum, Junee Aged Hostel Community, Junee Community Centre and Lawson House	Y	Y	Y	Y
Provide a Community Transport service	Provide Community Transport to eligible community members	Y	Y	Y	Y

I.2: Encourage and enable healthy and inclusive lifestyle choices

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Provide safe, fit for purpose active and passive recreation facilities	Maintain sports grounds and associated infrastructure in line with agreed levels of service, maintenance program and budget.	Y	Y	Y	Y
	Work with local law enforcement to apply for funding for increased CCTV coverage in public areas including sports grounds and recreational areas	Y	Y		
	Maintain parks, gardens, open spaces and associated infrastructure in line with agreed levels of service, maintenance programs and budget	Y	Y	Y	Y
	Maintain the Sandy Beach and Bethungra Dam Reserves and associated infrastructure in line with agreed levels of service, maintenance programs and budget	Y	Y	Y	Y
	Maintain the Junee Skate Park and associated infrastructure in line with agreed levels of service, maintenance programs and budget	Y	Y	Y	Y

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Provide safe, fit for purpose active and passive recreation facilities	Deliver capital and renewal works for Parks, Gardens, Sports Facilities and Open Space in line with the annual works program and budget	Y	Y	Y	Y
	Implement Bethungra Dam and Sandy Beach Reserve Improvements in line with program and budget	Y		Y	
Provide safe and accessible pedestrian and cycle infrastructure	Maintain the pedestrian network in line with agreed levels of service, maintenance program and budget.	Y	Y	Y	Y
	Deliver pedestrian network capital and renewal works in line with the annual works program and budget	Y	Y	Y	Y
Assist Community Events	Advocate and support community events which provide physical and mental stimulation	Y	Y	Y	Y

I.3: Provide the right places, spaces and activities

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Develop, renew and maintain active and passive recreation spaces	Review provision of shade to public spaces in the Junee Shire and seek grant funding where appropriate.	Y			
Utilise Natural Recreation Assets	Support local Landcare Groups	Y	Y	Y	Y
	Develop a Plan of Management for Rocky Hill	Y			
Enable people to move around our towns and villages safely	Provide animal control services	Y	Y	Y	Y
Manage the Junee Junction Recreation & Aquatic Centre	Develop and implement programs and activities that encourage young people, older people and people with a disability to attend	Y	Y	Y	Y
	Develop and implement programs to encourage increased use of the Stadium and Gym	Y	Y	Y	Y
	Ensure the Recreation Centre offers a range of recreational opportunities to meet the needs of its community	Y	Y	Y	Y
	Ensure the Recreation Centre operates within its allocated budget	Y	Y	Y	Y
	Provide a recreational/leisure facility that is accessible	Y	Y	Y	Y

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Manage the Junee Junction Recreation & Aquatic Centre	Provide aquatic services that maintain public health and safety	Y	Y	Y	Y
	Survey members and users for feedback leading to improvement at Junee Junction Recreation and Aquatic Centre	Y		Y	
	Participate in meetings with the Junee Sports Committee	Y	Y	Y	Y
Provide Library services	Operate the Library and its spaces to meet the information, education, recreation, cultural and resource needs of the community	Y	Y	Y	Y
	Provide services and activities to members and patrons (e.g. Storytime, holiday activities, promote Imagination Library)	Y	Y	Y	Y
	Provide WiFi and computers for public use	Y	Y	Y	Y
	Survey Library users for feedback on Library services		Y		Y

2: To be a great place to live

2.1: Enable viable localities and villages

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Facilitate growth in our localities and villages outside of Junee township	Assist community groups on proposed silo art applications	Y	Y		
	Install community notice boards in villages	Y			
	Progressively implement village improvement plans in accordance with approved budgeted expenditure	Y	Y	Y	Y
	Facilitate development through appropriate land use initiatives that may lead to population growth in Village consistent with planning and regulatory guidelines	Y	Y	Y	Y
	Support the development and hosting of new events and tourism activities in the villages and localities	Y	Y	Y	Y

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Facilitate growth in our localities and villages outside of Junee township	Maintain village parks and open spaces in line with agreed service levels, maintenance program and budget	Y	Y	Y	Y
	Advocate for improved telecommunications and general equity in services across the Shire	Y	Y	Y	Y
Increase the profile of our localities and villages	Feature our localities and villages in the local newspaper and/or through social media	Y	Y	Y	Y
	Promote community activities and events to the wider LGA community	Y	Y	Y	Y

2.2: Build on our heritage, creativity and cultural expression

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Provide fit for purpose open spaces	Maintain Cemeteries in line with agreed levels of service, maintenance program and budget	Y	Y	Y	Y
	Ensure continued compliance with the Cemeteries and Crematoria Act	Y	Y	Y	Y
	Provide customer service to community members during times of loss	Y	Y	Y	Y
	Maintain Cemeteries in line with agreed service levels, maintenance program and budget	Y	Y	Y	Y
Improve the public's access to historical information held by the Council	Maintain public access to cemetery mapping/database	Y	Y	Y	Y
Use the historic character of Junee in a way that promotes tourism and local celebration	Progressively action items from Tourism Plans in line with program and budget	Y	Y	Y	Y
	Provide support to Festivals	Y	Y	Y	Y
	Support tourism activities associated with historical, creative and cultural themes across the Shire	Y	Y	Y	Y
	Attract and book shows for the Athenium Theatre	Y	Y	Y	Y
	Facilitate the hire of the theatre and generate revenue	Y	Y	Y	Y
	Apply for grant funding opportunities as they arise to complete the upgrade in line with Athenium Master Plan	Y	Y	Y	

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Maintain a Heritage Conservation Area	Retain a Heritage Area and maintain in accordance with Junee Development Control Plan	y	y	y	Y

2.3: Cater for the ageing population

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Provide safe and accessible pedestrian and cycle infrastructure	Improve community awareness on equitable sharing of path network - pedestrians, cyclists and mobility scooters	Y	Y	Y	Y
Provide a Community Transport service	Provide Community Transport to eligible aged community members	Y	Y	Y	Y
Provide Library services	Ensure that access to the library and its services are appropriate for older people	Y	Y	Y	Y
Provision of events for the aged community	Facilitate Seniors Week	Y	Y	Y	Y
Access for the aged community to Junee Junction Recreation & Aquatic Centre	Ensure older people are able to access the Recreation Centre for appropriate activities, events and sessions.	Y	Y	Y	Y

2.4: Create opportunities for and value people with a disability

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Implement the Junee Shire Disability Inclusion Action Plan	Implement the Junee Shire Disability Inclusion Action Plan (DIAP) in accordance with program and budget	y	y	y	Y
	Include images that represent the diversity of our community in publications	Y	Y	Y	Y
	Promote occasions that celebrate ability and diversity (eg Mental Health Month, International Day of people with a disability)	Y	Y	Y	Y
	Support funding for community groups and services to improve accessibility	Y	Y	Y	Y
	Publicise the availability of accessible facilities	Y	Y	Y	Y
	Conduct bi-annual consultation both internally and externally to monitor councils progress in delivering commitments outlined in the Inclusion Action Plan	Y		Y	

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Provide a Community Transport service	Provide Community Transport to eligible community members with a disability	Y	Y	Y	Y
Provide disability access to Junee Junction Recreation & Aquatic Centre	Provide accessible and appropriate activities, events and facilities for people with a disability	Y	Y	Y	Y
Provide Library services to people with disability	Ensure access to the library and its services is appropriate for people with a disability	Y	Y	Y	Y
Provide Library services to people with disability	Provide home-bound service (re Library Act)	Y	Y	Y	Y

2.5: Support and create opportunities for youth

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Advocate for more attention on youth issues	Develop and Implement a Youth Development Program	Y	Y	Y	Y
	Actively seek funding to support Children and Young peoples wellbeing	Y	Y	Y	Y
	Support mental health initiatives in the community for young people	Y	Y	Y	Y
	Engage with schools/health organisations in the Shire and support any programs being provided	Y	Y	Y	Y
Coordinate programs for our youth	Coordinate Youth Council meetings	Y	Y	Y	Y
	Coordinate School Holiday programs	Y	Y	Y	Y
	Work with Sporting Associations to engage youth in continued sporting activities and community events	Y	Y	Y	Y
Provide Library services	Maintain relevant collection and access to youth activities	Y	Y	Y	Y
	Provide access to youth activities during school holidays	Y	Y	Y	Y

T2: Prosperous

3: To grow our local economy

3.1 : Plan for, develop and maintain the right assets and infrastructure

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Develop, renew and maintain the road network	Maintain the road network in line with the agreed levels of service, maintenance program and budget	Y	Y	Y	Y
	Deliver road network capital and renewal works in line with the program and budget	Y	Y	Y	Y
	Maintain function and support of the Local Traffic Committee	Y	Y	Y	Y
	Deliver road safety programs, projects and infrastructure in partnership with TfNSW and in line with program and budget	Y	Y	Y	Y
	Carry out Flood Recovery work across the Shire assigned to the LGA National Disaster Declaration	Y			
Develop, renew and maintain the sewer network & effluent reuse scheme	Operate and maintain the sewer collection system and treatment plant in accordance the licence conditions, maintenance program and budget. Manage and respond to system failures in a timely manner minimising negative environmental impacts	Y	Y	Y	Y
	Deliver sewer network capital and renewal works in line with the program and budget	Y	Y	Y	Y
Develop, renew and maintain the stormwater network	Maintain the stormwater network in line with agreed levels of service, maintenance program and budget	Y	Y	Y	Y
	Deliver stormwater network capital and renewal works in line with the works program and budget	Y	Y	Y	Y
Enabling efficient infrastructure delivery by others	Support utility providers in their own long term and strategic planning activities	Y	Y	Y	Y
	Undertake a review of asset management plans and service levels in line with Councils Sustainability objectives	Y	Y	Y	Y
	Asset management plans for roads, drainage, sewer and buildings to be progressively updated.		Y		Y
Develop, renew and maintain Council owned buildings	Maintain Council's Administration Building in line with the agreed maintenance program and budget	Y	Y	Y	Y

3.2: Support our business sector

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Provide support and assistance to existing employers to grow their businesses	Work with Business Stakeholder groups to implement strategic projects/programs to support economic activity	Y	Y	Y	Y
	Work with larger businesses in Junee to support and build the local economy	Y	Y	Y	Y
	Advocate for and/or provide training opportunities that assist business growth	Y	Y	Y	Y
	Conduct food and skin penetration premises inspections	Y	Y	Y	Y
To provide and/or facilitate business and commercial expansion for the economic benefit of Junee Shire	Provide information packs to new residents providing directory of local businesses and services	Y	Y	Y	Y
	Maintain virtual marketing material for business attraction	Y	Y	Y	Y
	Build internal and external marketing/promotion collateral to promote business attraction	Y	Y	Y	Y
	Maintain marketing materials promoting inward investment opportunities	Y	Y	Y	Y
	Monitor the availability of space in the commercial precincts of Junee and advocate/facilitate opportunities		Y		Y
Leverage and seize the economic advantages for Junee Shire resulting from its proximity to Wagga Wagga, the largest inland city in NSW	Maintain access to published materials relevant to local economy to support consideration of business investment in Junee Shire	Y	Y	Y	Y
Enable and promote economic growth opportunities for the Shire	Development Application and Complying Development Certificate approval times be monitored to improve turn around times	Y	Y	Y	Y

3.3: Grow our tourism sector

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Support and recognise tourism volunteers	Develop and Implement a volunteer attraction program	Y	Y	Y	
Provide a Visitor Information service	Maintain Tourism and Visitor Information materials for distribution to tourism stakeholders	Y	Y	Y	Y
	Review Visitor Information services	Y		Y	
Promote the Athenium Theatre as a local and regional tourism and cultural facility	Seek funding opportunities for improved facilities and amenity at the Athenium Theatre	Y	Y		
	Promote and market the use of the Athenium Theatre. Provide and facilitate the hire of the Athenium including the provision of administration support, equipment and marketing for performances, ceremonies, events and activities.	Y	Y	Y	Y
Support local tourism businesses	Work with tourism operators and proprietors to identify and develop products and services that appeal to visitors to the shire, and to co-ordinate the promotion of our attractions	Y	Y	Y	Y

3.4: Promote our community as a place to visit and stay for longer

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
To foster and promote Junee as a destination for visitors	Maintain Junee Visitor Information Services in line with program and budget	Y	Y	Y	Y
	Support major tourism events in Junee	Y	Y	Y	Y
	Work with neighbouring Shires to promote regional tourism	Y	Y	Y	Y
Market Junee as a destination for visitors	Review entry signs to the Shire with a view to incorporating cultural awareness	Y			
	Review and maintain contemporary tourism webpages and social media	Y	Y	Y	Y
	Update Junee Visitor Guide		Y		Y

3.5: Plan our land resources for the future

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Provide advice and information to applicants and industry	Distribute information to developers and builders relating to changes in legislation and guidelines	Y	Y	Y	Y
	Provide pre-lodgement advice and assistance to applicants	Y	Y	Y	Y
Provide development assessment services	Assess and determine complying development applications, development applications, and construction certificates in line with legislation and Council policy	Y	Y	Y	Y
	Provide certification inspection services	Y	Y	Y	Y
	Undertake swimming pool compliance program	Y	Y	Y	Y
Maintain contemporary development controls	Undertake Review of the Junee Local Environmental Plan		Y		
	Undertake consultative works in relation to updating LEP	Y	Y		
Plan for future growth	Undertake Strategic planning for re-zoning for growth.	Y	Y		

4: To be a resilient community ready to adapt for the future

4.1: Build the capacity and skills of our community to meet, innovate and lead change

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
The Council is a socially responsible employer	Implement Workforce Plan to provide for local employment capability	y	y	y	Y
Facilitate a resilient community/strengthen the community	Develop and maintain partnerships with the business community with the objective of staying on top of emerging issues and opportunities	Y	Y	Y	Y
	Implement a program of community engagement with the objective of staying on top of emerging issues and opportunities		Y		Y
Council lead by example with innovative technologies and processes	Actively seek and educate staff on new and innovative practices/processes including new technologies	Y	Y	Y	Y

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Council lead by example with innovative technologies and processes	Facilitate education sessions with the community around new technologies and change (e.g. energy efficiency, environmental sustainability)	Y	Y	Y	Y

4.2: Prepare and transition to the economy of the future

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Our community has ready access to local, regional, national and global information	Advocate for improved mobile reception across the Shire	Y	Y	Y	Y
Seek out business opportunities to support our economy into the future	Advocate for enhanced Rail sector presence in Junee	Y	Y	Y	Y
	Participate in the Inland Rail Project consultation	Y	Y	Y	Y
	Implement visitor economy programs that grow the tourism potential within the Shire	Y	Y	Y	Y
	Support the Agricultural sector in the development and use of emerging technologies	Y	Y	Y	Y
	Work with local businesses to support new sector based initiative that grow the local economy	Y	Y	Y	Y
Provide employment opportunities for young people	Continue to support and employ School based trainees within Council	Y	Y	Y	Y
	Work with local business and industry to grow opportunities for employment opportunities for younger people	Y	Y	Y	Y
Maintain community values and interests as we transition towards a digital economy	Advocate for social and medical service provision to allow for local people to continue to live and age in place	Y	Y	Y	Y
	Promote Junee as an attractive and desirable community to live in	Y	Y	Y	Y

T3: Sustainable

5: For our community to be in harmony with its built and natural environment

5.1: Encourage respectful planning, balanced growth and good design

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Protect the natural environment through appropriate regulation and policy	Carry out Council regulatory obligations effectively	Y	Y	Y	Y
Encourage and support community sustainability and environmental projects	Provide environmental and sustainability advice and education	Y	Y	Y	Y

5.2: Plan and respond to our changing environment

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Respond to emergencies within our Shire	Support the activities of the Local Emergency Management Committee (LEMC) and maintain a local Emergency Operations Centre (EOC)	Y	Y	Y	Y
Prepare our community for a changing climate	Develop Recycled Water Management Plan	Y			

5.3: Protect, conserve and maintain our natural assets

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Protect and conserve the natural environment	Tender for the agricultural agistment of non public areas of Bethungra Reserve				Y
	Support the management and control of weeds in line with the agreed program and budget.	Y	Y	Y	Y
	Actively engage with and support the Weed Management Committee.	Y	Y	Y	Y
	Manage roadside environments in line with the relevant guidelines and legislation	Y	Y	Y	Y

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
	Monitor, manage and protect public waterways in partnership with the relevant agencies and in line with the relevant guidelines and legislation	Y	Y	Y	Y
Protect and conserve the natural environment	Manage and operate the Junee waste facility in line with the relevant guidelines and licence conditions	Y	Y	Y	Y
	Deliver waste services in line with the agreed levels of service, programs and budgets	Y	Y	Y	Y
	Review waste fees and charges annually in line with Councils sustainability objectives	Y	Y	Y	Y
	Protect and manage threatened species populations and endangered ecological communities	Y	Y	Y	Y
	Deliver a community waste education program aimed at improving recycling, reducing waste to landfill and reduced littering	y	y	y	Y
	Progressively develop and implement Plans of Management for Crown Lands managed by Council on behalf of the community	y	y	y	

6: To use and manage our resources wisely (human, financial and built assets)

6.1: Council is recognised by the community as being financially responsible

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Prepare, review and update corporate documents in consultation with the community to meet NSW Government Integrated Planning & Reporting requirements	Delivery Program and Operational Plan advertised for public exhibition each year	Y	Y	y	Y
	Update the Long Term Financial Plan (LTFP) each year	y	y	y	Y
	Undertake a review of asset service levels in line with Councils Sustainability objectives	Y			Y
Complete required corporate reporting to meet NSW Government Integrated Planning & Reporting requirements	Publish half yearly monthly Council performance reports	Y	Y	Y	Y
	Publish the Annual Report	Y	Y	Y	Y
	Publish the End of Term Report		y		

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Operate a sustainable infrastructure portfolio	Advocate for a more sustainable infrastructure funding model for local government infrastructure	Y	Y	Y	Y
	Report quarterly on capital works program as part of the quarterly budget review process	Y	Y	Y	Y
Undertake entrepreneurial activities	Consider Residential Land Development where economically viable.	Y	Y	Y	Y
	Consider entrepreneurial opportunities where appropriate	Y	Y	Y	Y
	Maintain the Roads Maintenance Council Contract with TfNSW	Y	Y	Y	Y
	Review Councils capability and capacity to actively pursue external contracting work as a supplementary revenue source	Y	Y	Y	Y
Manage Council's finances	Financial management reporting meets compliance frameworks	Y	Y	Y	Y
	Provide sound financial management of Council's investments and borrowings	Y	Y	Y	Y
	Develop annual budgets in the Operational Plan that are financially sustainable or meet sector performance ratios over the 10 year financial planning cycle	Y	Y	Y	Y
	Review Council's investment policy	Y		Y	
	Prepare and report Quarterly Budget Statement Reviews (QBRs)	Y	Y	Y	Y
	Half yearly review of Council's rating revenue to reduce aged debtors	Y	Y	Y	Y
	Implement Electronic Rates notification	Y	Y		
	Implement Text messaging for rates due	Y	Y		
	Implement a Fraud Control Plan in line with program and budget	Y		Y	
	Build in controls against external creditor fraud.	y	y	y	Y
	Undertake a service review on JJRAC operations	Y			
	Undertake a service review on Library operations	Y			

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Manage Council's finances	Undertake a service review on Waste operations		Y		
	Undertake a review of Parks and Garden operations		Y		
	Annual outstanding rate arrears reduced to 5% by 2025	Y	Y		
	Support and facilitate the Audit Risk and Improvement Committee.	Y	Y	Y	Y

6.2: Embrace energy efficiency and industrial ecology principles

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Reduce the Council's Greenhouse Footprint	Progressively implement recommendations contained in the Renewable Energy Action Plan in line with program and budget	y	y	y	Y
Facilitate opportunities for energy efficiency gains by community and business	Facilitate industry to look for opportunities to help each other to reduce waste generation and increase resource recovery at the source	Y	Y	Y	Y
	Undertake advocacy activities to further the opportunities for the Council and community to work together on community renewable energy generation	Y	Y	Y	Y

6.3: Manage our built assets with asset management plans

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Manage our assets	Implement asset management improvement actions in line with Councils asset management plans and sustainability objectives	Y	Y	Y	Y

6.4: Reduce, reuse and recover waste

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Manage Solid Waste Management	Maintain watching brief on waste revenue market opportunities. Eg Scrap metal	Y	Y	Y	Y
	Provide waste management services	Y	Y	Y	Y

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Improve community understanding of reduce, reuse, recycle	Implement community awareness campaign for reduce, reuse and recycle	Y		Y	

T4: Collaborative

7: To be a socially, physically and culturally engaged and connected community

7.1: Encourage an informed and involved community

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Welcome new residents	Maintain and distribute information packs to new residents	Y	Y	Y	Y
	Support 'Welcome to Junee' functions for new residents	Y	Y	Y	Y
Distribute a regular Community Newsletter	Provide content in Junee Independent newspaper	Y	Y	Y	Y
	Manage social media platforms and content	Y	Y	Y	Y
	Draft and review communication material	Y	Y	Y	Y
	Promote what Council has achieved in accessibility in the community through Council News and online.	Y	Y	Y	Y
Mandatory Public Information is accessible to the public	Attend village and community meetings	Y	Y	Y	Y
	Process formal and informal Government Information Public Access and Privacy and Personal Information Act applications.	Y	Y	Y	Y
	Maintain Council websites and social media with current information	Y	Y	Y	Y
Customer Service is made available in a variety of forms Delivery Program Activity	Provide first point of customer contact - telephone, internet and in-person	Y	Y	Y	Y
	Facilitate front-line services for Council - payments, applications, enquiries	Y	Y	Y	Y
	Facilitate front-line services on behalf of other Government Agencies e.g. Service NSW, Centrelink	Y	Y	Y	Y

7.2: Enable broad, rich and meaningful engagement to occur

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Develop volunteers' network	Support or maintain volunteer registers that community stakeholders can access	Y	Y	Y	Y
	Participate in the Riverina Eastern Regional Organisation of Councils (REROC) Take Charge Forum (Youth volunteering)	Y	Y	Y	Y
	Provide access to volunteer training for community members	Y	Y	Y	Y
	Recognise volunteers throughout Council publications and media	Y	Y	Y	Y
	Host annual celebration of volunteers (coordinate with National Volunteering Week)	Y	Y	Y	Y
Assist local community organisations to develop community capacity	Assist Not for Profit (NFP) event organisers with traffic management plans	Y	Y	Y	Y
	Assist Not for Profit (NFP) organisations with regulatory approval applications	Y	Y	Y	Y
	Provide assistance to Not for Profit (NFP) organisations with funding submissions	Y	Y	Y	Y

7.3: Build on our sense of community

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Strengthen the networks which bind the community together	Athenium Theatre building is well maintained and marketed to attract regional scale events	Y	Y	Y	Y
	Conduct regular meetings of the Local Emergency Management Committee	Y	Y	Y	Y
Strengthen the networks which bind the community together	Junee Junction Recreation and Aquatic Centre provide contemporary leisure services to the Shire	Y	Y	Y	Y
	Library provides and/or organises recreation space for community gatherings	Y	Y	Y	Y
	Library to maintain relevant up to date resources for the public to use	Y	Y	Y	Y
Instill a sense of pride in the community by advocating for and supporting community initiatives	Council supports community initiatives and events within available resources	Y	Y	Y	Y
	Facilitate local Australia Day nominations and awards	Y	Y	Y	Y
	The Mayor and Councillors makes themselves available for community and civic purposes	Y	Y	Y	Y

8: To work together to achieve our goals

8.1: Build strong relationships and shared responsibilities

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Strengthen the networks which bind the community together - to keep a cohesive community	Councillors or council staff attend community progress association meetings	Y	Y	Y	Y
Council provides resources to support identified committees and structures	Australia Day - host and provide leadership and support to the public event	Y	Y	Y	Y
	Provide administrative support to the Junee Liquor Accord	Y	Y	Y	Y
	Member participant of the District Emergency Management Committee	Y	Y	Y	Y
	Junee Interagency Forum - Council services participate in this forum and events	Y	Y	Y	Y
	Junee Youth Council - host and provide leadership and support to promote the voice of young people via citizenship activation	Y	Y	Y	Y
	Senior Citizens Committee - the annual event to proceed and support activities for our aging residents	Y	Y	Y	Y
	Support local volunteer drivers in the Junee Community Transport scheme	Y	Y	Y	Y
	Provide administration support to Committees of the Council	Y	Y	Y	Y

8.2: Work in partnership to plan for the future

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Maintain proactive working relationship with community groups and associations	Meet with members of the business community to support business and community events	Y	Y	Y	Y
	Meet with Junee Sports Committee to improve and maintain sporting assets across the shire	Y	Y	Y	Y

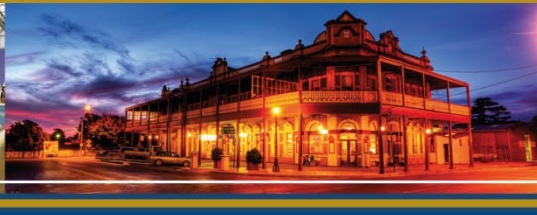
Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Work in partnership with neighbouring councils and government agencies in regional promotion, policy development and service provision.	Support membership of the Riverina Eastern Regional Organisation of Councils (REROC)	Y	Y	Y	Y
	Work collaboratively with the NSW Roads and Maritime Services to maintain a safe and fit for purpose highway network	Y	Y	Y	Y
	Work collaboratively with the NSW Rural Fire Service to mitigate bush fire hazard across the Shire	Y	Y	Y	Y
State & Federal Government relationships	Invite Local Federal Member of Parliament to meet with elected body	Y	Y	Y	Y
	Invite Local State Member of Parliament to meet with elected body	Y	Y	Y	Y
	Meet with State and Federal Agencies to advocate for local and regional interest	Y	Y	Y	Y
	Support the NSW Electoral Commission in conducting the Local Government Election in 2024.		Y		

8.3: Provide representative, responsive and accountable community governance and leadership

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Implement the Community Strategic Plan	Develop Council's Delivery Program and Operational Plan in response to the Community Strategic Plan	y	y	y	Y
Report to the community in accordance with the NSW State Government's Integrated Planning & Reporting framework	Prepare a Quarterly Budget Review Statement within two months of the close of each quarter.	Y	Y	Y	Y
	Ensure Financial Statements are completed and lodged in accordance with statutory requirements	Y	Y	Y	Y
Appropriate governance and leadership are in place to ensure appropriate level of accountability and transparency	Maintain an appropriate suite of Policies to guide Council's activities	Y	Y	Y	Y
	Maintain an Enterprise Risk Management (ERM) system	Y	Y	Y	Y
	Public information is readily accessible on council websites for public viewing	Y	Y	Y	Y

Delivery Program Activity	Operational Plan Action	FY24	FY25	FY26	FY27
Appropriate governance and leadership are in place to ensure appropriate level of accountability and transparency	Community Surveys carried out to help identify community satisfaction expectations in service delivery areas	Y	Y	Y	Y
	Maintain Council's Records Management systems inline with compliance guidelines and standards	Y	Y	Y	Y

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PART 2: FINANCIAL ESTIMATES

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Comprising:

- Commentary on Delivery Program & Operational Plan
- Income Statements, Cash Flow Statements
- Capital Expenditure Plan
- Revenue - Rating Structure



COMMENTARY ON DELIVERY PROGRAM & OPERATIONAL PLAN

In this commentary the key features of the Delivery Program and Operational Plan are outlined. The budget is constructed on a number of assumptions and they are set out in this section of the Delivery Program and Operational Plan.

This four-year budget, in simple terms, sees the maintenance of existing service levels and a substantial capital program, while maintaining a tight but sustainable cash position. It is reliant on normal sources of funding plus funding from an SRV, for which an application has been made but the outcome unknown.

KEY FEATURES

- The consolidated operating result for 2023/24, including Capital Grants is a deficit of \$103,000. This is made up of a surplus in General Fund of \$146,000 and a deficit of \$249,000 in the Sewer Fund.
- If Capital grants are not included in the operating result, the consolidated deficit would be \$576,000 with \$327,000 of that being due to General Fund and \$249,000 being due to sewer.
- General rates will increase by 17.5% in 2023-24, which includes the rate cap of 3.8% and the SRV of 13.7%. In 2024-25, which is the second year of the SRV an increase of 12.5% (including the assumed rate cap of 2.5%) has been applied. In subsequent years a 2.5% increase has been allowed for.
- The value of the SRV component of the rate increase is about \$610,000 in the first year and \$523,000 in the second year. If the SRV is not approved Council will need to re-cast its budget.
- It has been assumed that untied Financial Assistance Grants will be increased by 2.0% per annum in each year of the plan.
- Residential sewer charges see an increase of 4% in each year of the four-year plan.
- Waste charges will see an increase of 4% in each year of the four-year plan.
- The primary purpose of the SRV is to ensure Council's Long Term Financial Sustainability, as well as maintaining service levels and enabling Council to undertake a viable Capital Works Program.
- Assuming the SRV is approved there is a big increase in Road Maintenance during the life of the DPOP. It will increase from \$1 million to \$1.57 million in 2023/24 and progressively increase to about \$1.94 million in 2026/27.
- Capital Spending will amount to \$3.052 million in 2023/24 and \$14.4 million across the four years of the DPOP.



Junee Sewage Treatment Plant

- Employee salaries have been budgeted to increase at 2.5% per annum. They will be governed by the new award which is currently being negotiated.
- Expenses generally have been budgeted to increase at 2% per annum.
- No reduction to services have been made.

CASH FLOW

Over the four-year timeframe of the delivery program Council's consolidated cash and investments balance will decrease from an opening balance at 1/7/23 of \$8,601,000 to \$6,883,000 at 30/6/27. Most of the decrease will be in the General Fund which will decrease from \$7,767,000 to \$6,533,000. Sewer Fund will reduce from \$834,000 to \$350,000 by the end of the four-year period.

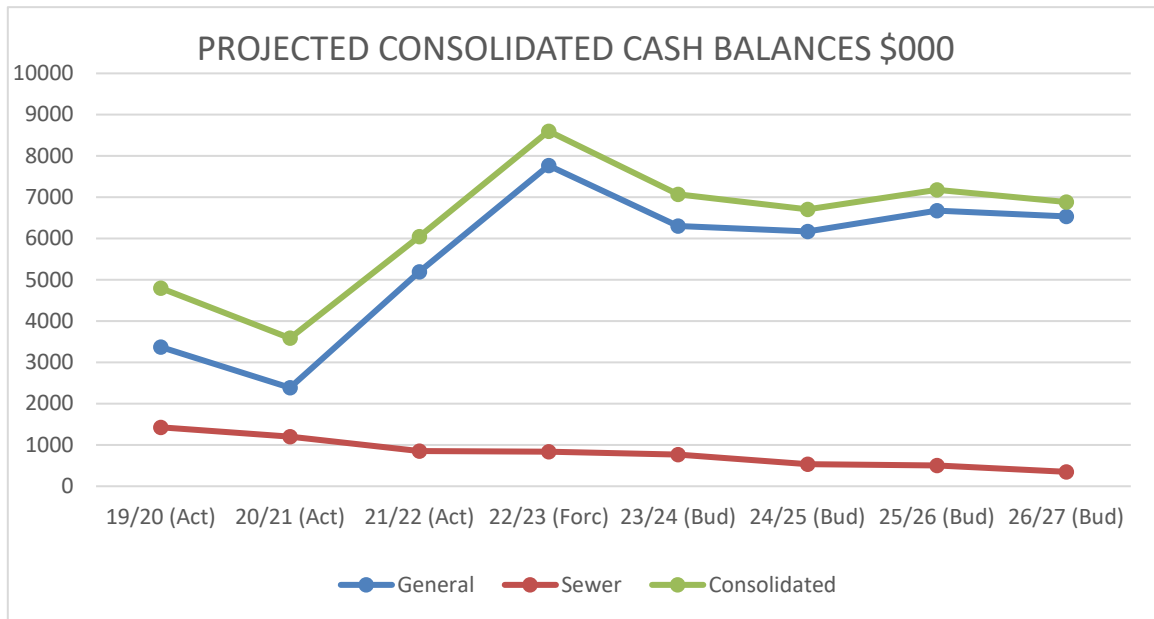
General Fund's cash will decrease significantly in the first year due to the spending of several roads grants which have been paid in advance. Keeping an adequate cash balance is reliant on the SRV being implemented.

Junee Shire continues to be diligent in the management of its tight cash position. Much of the cash received is restricted in use. That is, cash received must be spent on a particular item or area of operation. These restrictions limit the Council's ability to have enough free cash to fund unplanned events, demands for services and capital improvements.

During 2023/24 Council will create a reserve consisting of money collected from Developer Contributions. Levied under Section 7.12 of the Planning and Development Act. The amount collected has been budgeted at about \$180,000 per annum. Money taken from this reserve will be used to fund Community capital works and services in future years as adopted in the 7.12 Contributions Plan.

Through careful cash management, the four-year Delivery Program is still able to deliver improvements in infrastructure through our maintenance and capital programs as well to continue to service the needs of the community and meet loan commitments.

The estimated opening cash position in 2023/24 is based on projected end of year figures for 2022/23 following the review of the revenue and expenditure in the March 2023 Quarterly Budget Review.



CAPITAL EXPENDITURE

The planned Capital Expenditure program for the period 1 July 2023 to 30 June 2024 is set out below.

Capital expenditure will total \$3,052,000 during 2023/24.

The major areas of capital expenditure are as follows:

- Regional Roads \$426,000
- Rural Sealed Roads \$747,000
- Rural Unsealed Roads \$292,000
- Urban Sealed Roads \$551,000
- Parks and Reserves \$90,000
- Community Facilities \$50,000
- Corporate Buildings \$324,000
- Plant and Equipment \$298,000
- Pool and Fitness Centre \$98,000
- Information Technology \$35,000
- Sewer \$141,000

The anticipated funding for capital projects is as follows:

• General revenue	\$1,540,000
• Grants and Contributions	\$1,060,000
• Reserves	202,000
• SRV	250,000

SEWER FUND

The sewer fund is showing accounting losses over the three years of the delivery program but is still in a strong financial position over the longer term.

This is because it has growing cash flows and will require low expenditure on Capital Works over the term of the Delivery Program and beyond due to the new Sewerage Treatment Plant being completed in 2021. The focus of the capital works program during the term of this plan will be on re-lining aging sewer mains.

Income is expected to grow at about \$40,000 per annum while borrowing costs will reduce as the loan that was taken out to fund the new Sewerage Treatment Plant in 2019 is repaid.

Depreciation is being charged at about \$530,000 per year, and capital spending has been budgeted to average \$300,000 per annum. During the term of the Delivery Program cash will moderately reduce. Beyond this timeframe the sewer fund will start to generate cash surpluses as income continues to increase due to price increases and population growth, and loan repayments decrease.

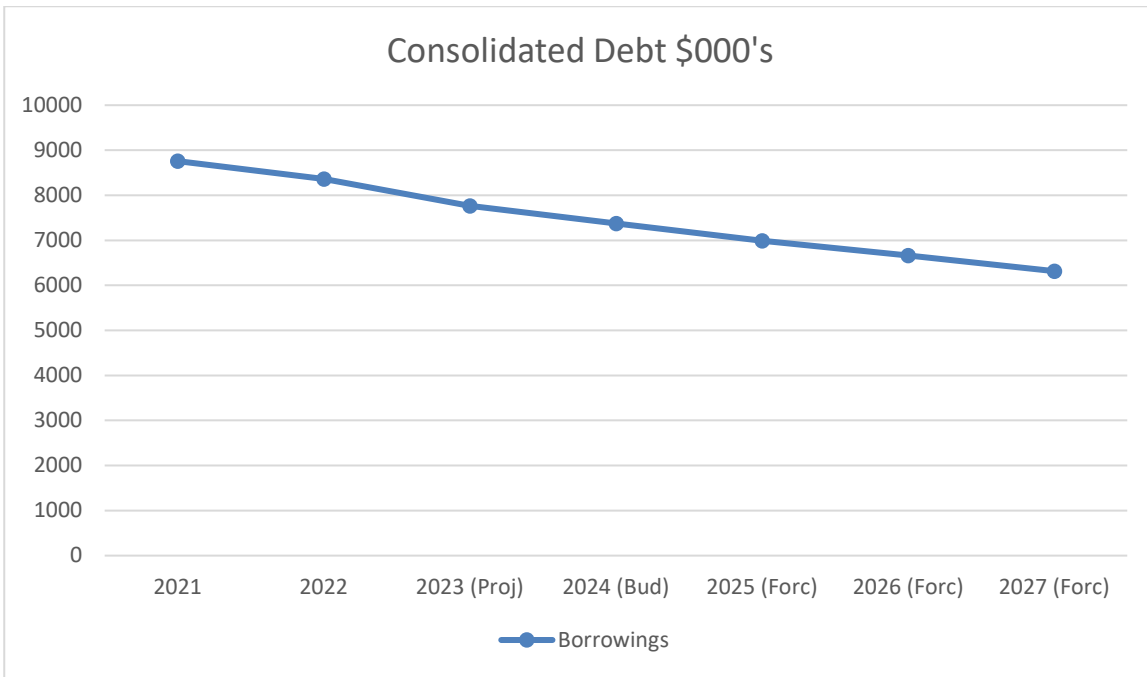
BORROWINGS

Borrowings are funds that Council may obtain from external and internal sources either by overdraft, loan or other means approved by the minister. There are no scheduled external borrowings for the four years of the DPOP.

Although Council is not budgeting to take out any new external loans over the four years of the plan, it will investigate the refinancing of all its loans in the coming year.

During 2023/24 Council has budgeted to repay \$387,000 in principal and \$363,000 in interest on loans (including sewer). This will reduce the outstanding balance on Council's existing loans and Leases to \$7,376,000.

Over the four years, Council will repay \$2,908,000 in principal and interest. The projected balance of borrowings at 30 June 2027 is \$6,316,000.



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Financial statements 2023-2027 (DPOP)

Income Statement - Consolidated

	Budget 2023/24 \$	Forecast 2024/25 \$	Forecast 2025/26 \$	Forecast 2026/27 \$
Income from continuing operations				
Rates and annual charges	7,223,000	7,956,000	8,187,000	8,427,000
User charges and fees	2,624,000	2,589,000	2,652,000	2,717,000
Other revenue	494,000	501,000	508,000	516,000
Grants and contributions provided for operating purposes	5,191,000	5,211,000	5,310,000	5,397,000
Grants and contributions provided for capital purposes	473,000	793,000	363,000	593,000
Interest and investment revenue	125,000	125,000	125,000	125,000
Other Income	199,000	200,000	201,000	202,000
Net gains from the disposal of assets	-	-	-	-
Total income from continuing operations	16,329,000	17,375,000	17,346,000	17,977,000
Expenses from continuing operations				
Employee Benefits and on-costs	5,689,000	5,820,000	5,935,000	6,052,000
Materials and services	6,253,000	6,429,000	6,638,000	6,823,000
Borrowing Costs	363,000	360,000	363,000	373,000
Depreciation, amortisation and impairment for non-financial assets	3,759,000	3,744,000	3,754,000	3,763,000
Other expenses	368,000	368,000	369,000	369,000
Net losses from the disposal of assets	-	-	-	-
Total expenses from continuing operations	16,432,000	16,721,000	17,059,000	17,380,000
Operating result from continuing operations	(103,000)	654,000	287,000	597,000
Net operating result for the period before grants and contributions provided for capital purposes	(576,000)	(139,000)	(76,000)	4,000

Financial statements 2023-2027 (DPOP)

Income Statement - General Fund

	Budget 2023/24 \$	Forecast 2024/25 \$	Forecast 2025/26 \$	Forecast 2026/27 \$
Income from continuing operations				
Rates and annual charges	6,289,000	6,981,000	7,172,000	7,370,000
User charges and fees	2,271,000	2,236,000	2,300,000	2,364,000
Other revenue	494,000	501,000	508,000	516,000
Grants and contributions provided for operating purposes	5,191,000	5,211,000	5,310,000	5,397,000
Grants and contributions provided for capital purposes	473,000	793,000	363,000	593,000
Interest and investment revenue	110,000	110,000	110,000	110,000
Other Income	199,000	200,000	201,000	202,000
Net gains from the disposal of assets	-	-	-	-
Total income from continuing operations	15,027,000	16,032,000	15,964,000	16,552,000
Expenses from continuing operations				
Employee Benefits and on-costs	5,161,000	5,281,000	5,385,000	5,491,000
Materials and services	5,833,000	6,010,000	6,217,000	6,402,000
Borrowing Costs	249,000	249,000	256,000	269,000
Depreciation, amortisation and impairment for non-financial assets	3,320,000	3,300,000	3,305,000	3,310,000
Other expenses	318,000	318,000	319,000	319,000
Net losses from the disposal of assets	-	-	-	-
Total expenses from continuing operations	14,881,000	15,158,000	15,482,000	15,791,000
Operating result from continuing operations	146,000	874,000	482,000	761,000
Net operating result for the period before grants and contributions provided for capital purposes	(327,000)	81,000	119,000	168,000

Financial statements 2023-2027 (DPOP)

Income Statement - Sewer Fund

	Budget 2023/24 \$	Forecast 2024/25 \$	Forecast 2025/26 \$	Forecast 2026/27 \$
Income from continuing operations				
Rates and annual charges	934,000	975,000	1,015,000	1,057,000
User charges and fees	353,000	353,000	352,000	353,000
Other revenue	-	-	-	-
Grants and contributions provided for operating purposes	-	-	-	-
Grants and contributions provided for capital purposes	-	-	-	-
Interest and investment revenue	15,000	15,000	15,000	15,000
Other Income	-	-	-	-
Net gains from the disposal of assets	-	-	-	-
Total income from continuing operations	1,302,000	1,343,000	1,382,000	1,425,000
Expenses from continuing operations				
Employee Benefits and on-costs	528,000	539,000	550,000	561,000
Materials and services	420,000	419,000	421,000	421,000
Borrowing Costs	114,000	111,000	107,000	104,000
Depreciation, amortisation and impairment for non-financial assets	439,000	444,000	449,000	453,000
Other expenses	50,000	50,000	50,000	50,000
Net losses from the disposal of assets	-	-	-	-
Total expenses from continuing operations	1,551,000	1,563,000	1,577,000	1,589,000
Operating result from continuing operations	(249,000)	(220,000)	(195,000)	(164,000)
Net operating result for the period before grants and contributions provided for capital purposes	(249,000)	(220,000)	(195,000)	(164,000)

Financial statements 2023-2027 (DPOP)

Cash Flow - Consolidated

	Budget 2023/24 \$	Forecast 2024/25 \$	Forecast 2025/26 \$	Forecast 2026/27 \$
Cash flows from operating activities				
<i>Receipts:</i>				
Rates and annual charges	7,117,000	7,829,000	8,203,000	8,408,000
User charges and fees	2,620,000	2,588,000	2,652,000	2,717,000
Interest received	121,000	121,000	124,000	124,000
Grants and contributions	4,630,000	5,872,000	6,106,000	5,884,000
Other	690,000	698,000	708,000	715,000
<i>Payments:</i>				
Payments to employees	(5,946,000)	(5,930,000)	(6,019,000)	(6,158,000)
Payments for materials and services	(6,311,000)	(6,414,000)	(6,619,000)	(6,806,000)
Borrowings costs	(363,000)	(360,000)	(363,000)	(373,000)
Other	(391,000)	(363,000)	(359,000)	(359,000)
Net cash from operating activities	2,167,000	4,041,000	4,433,000	4,152,000
Cash Flows from Investing Activities				
<i>Payments:</i>				
Purchase of IPPE	(3,052,000)	(3,834,000)	(3,518,000)	(4,039,000)
Net cash flows from investing activities	(3,052,000)	(3,834,000)	(3,518,000)	(4,039,000)
Cash Flows from Financing Activities				
<i>Payments:</i>				
Repayment of borrowings	(387,000)	(386,000)	(323,000)	(351,000)
Principal component of lease payments	(260,000)	(181,000)	(123,000)	(57,000)
Net cash from financing activities	(647,000)	(567,000)	(446,000)	(408,000)
Net change in cash and cash equivalents	(1,532,000)	(360,000)	469,000	(295,000)
Cash and cash equivalents at beginning of year	8,601,000	7,069,000	6,709,000	7,178,000
Cash and cash equivalents at end of year	7,069,000	6,709,000	7,178,000	6,883,000
Details of restrictions				
External restrictions - included in liabilities				
Employee leave entitlements - Sewer and waste	200,000	200,000	200,000	200,000
Specific purpose unexpended grants - General	2,250,000	2,125,000	2,000,000	1,875,000
Specific purpose unexpended grants - General (Council Commitment)	300,000	400,000	500,000	600,000
External restrictions - included in liabilities	2,750,000	2,725,000	2,700,000	2,675,000
External restrictions - other				
Asset Management - Vehicle replacement fund (Community Transport)	61,000	45,000	29,000	13,000
Developer Contributions - General	358,000	464,000	587,000	727,000
Domestic waste management	40,000	1,000	-	-
Sewer fund	764,000	535,000	502,000	350,000
Stormwater and Drainage Fund Reserve	124,000	119,000	164,000	159,000
External restrictions - other	1,347,000	1,164,000	1,282,000	1,249,000
Total external restrictions	4,097,000	3,889,000	3,982,000	3,924,000
Internal allocations				
Asset Management - General Fund	250,000	350,000	550,000	650,000
Asset Management - Plant and vehicle replacement	527,000	441,000	415,000	350,000
Bethungra Dam Reserve	49,000	76,000	103,000	130,000
Employee leave entitlement	650,000	700,000	700,000	700,000
Martel Memorial Trust Fund	4,000	4,000	4,000	4,000
Rehabilitation of gravel pits	23,000	30,000	40,000	50,000
Total internal allocations	1,503,000	1,601,000	1,812,000	1,884,000
Total restricted cash	5,600,000	5,490,000	5,794,000	5,808,000
Total unrestricted cash	1,469,000	1,219,000	1,384,000	1,075,000

Financial statements 2023-2027 (DPOP)

Cash Flow - General Fund

	Budget 2023/24 \$	Forecast 2024/25 \$	Forecast 2025/26 \$	Forecast 2026/27 \$
Cash flows from operating activities				
<i>Receipts:</i>				
Rates and annual charges	6,243,000	6,903,000	7,200,000	7,358,000
User charges and fees	2,268,000	2,236,000	2,300,000	2,365,000
Interest received	106,000	106,000	109,000	109,000
Grants and contributions	4,630,000	5,872,000	6,106,000	5,884,000
Other	690,000	698,000	708,000	715,000
<i>Payments:</i>				
Payments to employees	(5,418,000)	(5,391,000)	(5,469,000)	(5,597,000)
Payments for materials and services	(5,891,000)	(5,994,000)	(6,199,000)	(6,386,000)
Borrowings costs	(250,000)	(250,000)	(256,000)	(269,000)
Other	(341,000)	(313,000)	(309,000)	(309,000)
Net cash from operating activities	2,037,000	3,867,000	4,190,000	3,870,000
Cash Flows from Investing Activities				
<i>Payments:</i>				
Purchase of IPPE	(2,911,000)	(3,493,000)	(3,307,000)	(3,673,000)
Net cash flows from investing activities	(2,911,000)	(3,493,000)	(3,307,000)	(3,673,000)
Cash Flows from Financing Activities				
<i>Payments:</i>				
Repayment of borrowings	(328,000)	(324,000)	(258,000)	(283,000)
Principal component of lease payments	(260,000)	(181,000)	(123,000)	(57,000)
Net cash from financing activities	(588,000)	(505,000)	(381,000)	(340,000)
Net change in cash and cash equivalents	(1,462,000)	(131,000)	502,000	(143,000)
Cash and cash equivalents at beginning of year	7,767,000	6,305,000	6,174,000	6,676,000
Cash and cash equivalents at end of year	6,305,000	6,174,000	6,676,000	6,533,000

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Financial statements 2023-2027 (DPOP)

Cash Flow - Sewer Fund

	Forecast 2023/24	Forecast 2024/25	Forecast 2025/26	Forecast 2026/27
	\$	\$	\$	\$
Cash flows from operating activities				
<i>Receipts:</i>				
Rates and annual charges	874,000	926,000	1,003,000	1,050,000
User charges and fees	352,000	352,000	352,000	352,000
Interest received	15,000	15,000	15,000	15,000
Grants and contributions	-	-	-	-
Other	-	-	-	-
<i>Payments:</i>				
Payments to employees	(528,000)	(539,000)	(550,000)	(561,000)
Payments for materials and services	(420,000)	(420,000)	(420,000)	(420,000)
Borrowings costs	(113,000)	(110,000)	(107,000)	(104,000)
Other	(50,000)	(50,000)	(50,000)	(50,000)
Net cash from operating activities	130,000	174,000	243,000	282,000
Cash Flows from Investing Activities				
<i>Payments:</i>				
Purchase of IPPE	(141,000)	(341,000)	(211,000)	(366,000)
Net cash flows from investing activities	(141,000)	(341,000)	(211,000)	(366,000)
Cash Flows from Financing Activities				
<i>Payments:</i>				
Repayment of borrowings	(59,000)	(62,000)	(65,000)	(68,000)
Principal component of lease payments	-	-	-	-
Net cash from financing activities	(59,000)	(62,000)	(65,000)	(68,000)
Net change in cash and cash equivalents	(70,000)	(229,000)	(33,000)	(152,000)
Cash and cash equivalents at beginning of year	834,000	764,000	535,000	502,000
Cash and cash equivalents at end of year	764,000	535,000	502,000	350,000

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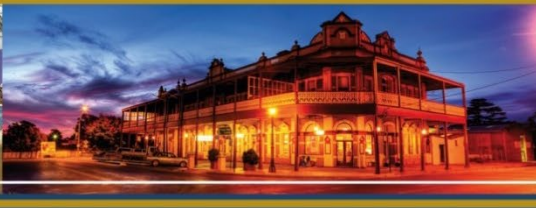


Capital Works Program

	Budget 2023/24	Forecast 2024/25	Forecast 2025/26	Forecast 2026/27
	\$	\$	\$	\$
Category				
Regional Roads	426,000	426,000	426,000	426,000
Rural Sealed Roads	747,000	1,062,000	1,078,000	1,257,000
Rural Unsealed Roads	292,000	300,000	307,000	315,000
Urban Sealed Roads	551,000	662,000	724,000	785,000
Parks and Reserves	90,000	155,000	30,000	125,000
Community Facilities	50,000	50,000	-	-
Corporate Buildings	324,000	265,000	250,000	250,000
JJRAC	98,000	50,000	65,000	50,000
Plant Purchases	298,000	486,000	427,000	465,000
Information Technology	35,000	37,000	-	-
General Fund - Total	2,911,000	3,493,000	3,307,000	3,673,000
Sewer	141,000	341,000	211,000	366,000
Sewer Fund - Total	141,000	341,000	211,000	366,000
Consolidated - Total	3,052,000	3,834,000	3,518,000	4,039,000
Funding Sources				
Council own source funding	1,540,000	1,588,000	1,826,000	2,031,000
Grant contributions	1,060,000	1,380,000	950,000	1,193,000
Special Rates Variation	250,000	250,000	250,000	250,000
S94	188,000	80,000	65,000	50,000
Reserves	14,000	536,000	427,000	515,000
Total Funding Sources	3,052,000	3,834,000	3,518,000	4,039,000

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JUNEE SHIRE COUNCIL

2023/24

RATES, FEES AND CHARGES





2023/24 RATES, FEES AND CHARGES

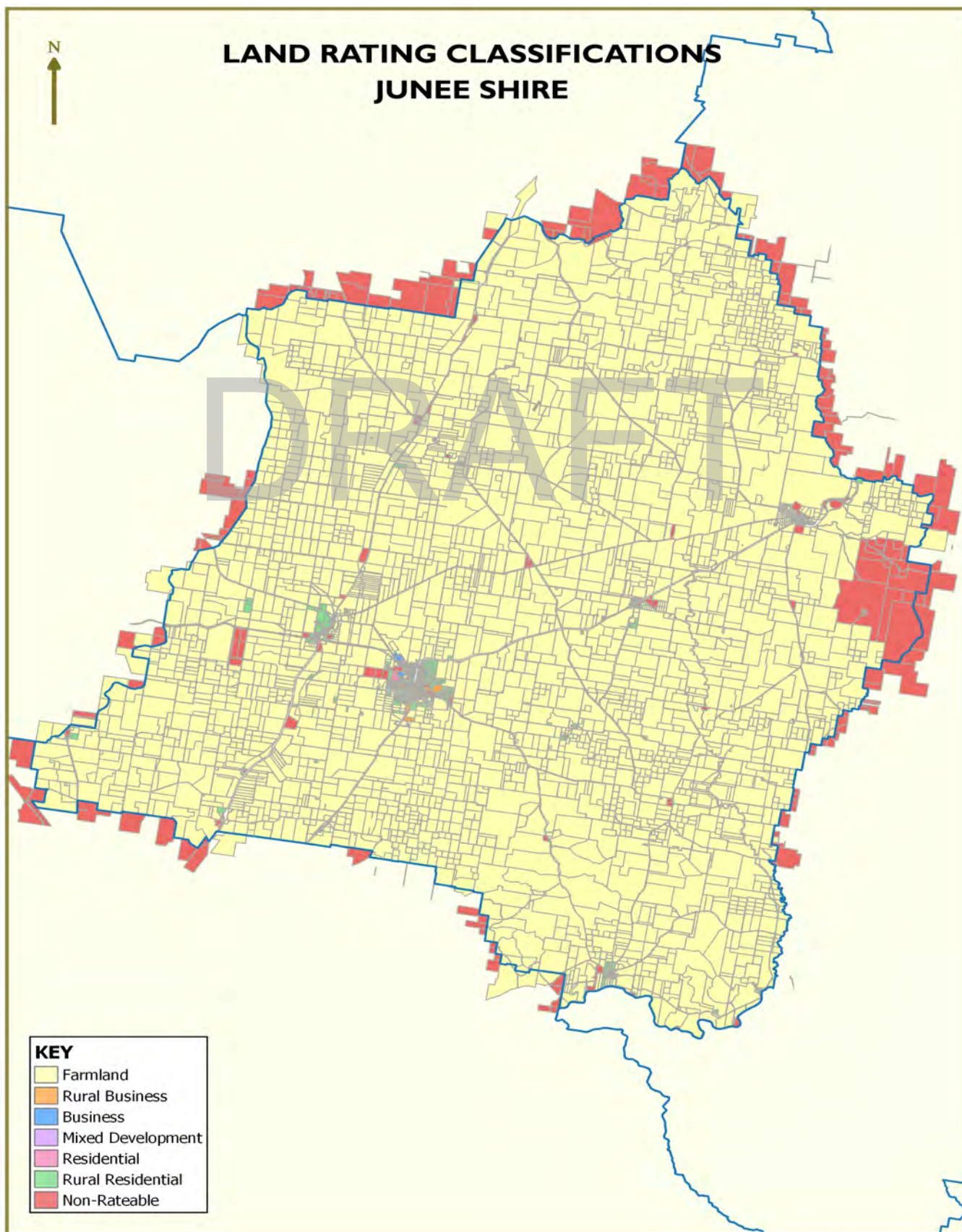
STATEMENT OF ORDINARY RATES

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Rating Structure 2023/24	- 1 July 2022 Base Date Land Values			Rate Increase 17.5%									
Rate / Charge	Rate Code	No. of Assess.	Land Value	Notional Income 2022/23	Yield Required 2023/24	Base Rate %	Base Rate \$	Ad Valorem Rate (c in the \$)	Ad Valorem Rate	Base Income	Ad Valorem Income Calculated	Ad Valorem Income Required	Total Income
Farmland	1/3	628	2,299,184,250	2,111,367	2,480,856	10.10%	399.00	0.097003	0.00097003	250,572	2,230,284	2,230,284	2,480,856
Residential - Town	1/5	1,691	178,703,085	1,568,168	1,842,597	36.62%	399.00	0.653536	0.00653536	674,709	1,167,889	1,167,888	1,842,598
Residential - Rural & Village	1/1	513	82,534,570	378,315	444,520	46.05%	399.00	0.290585	0.00290585	204,687	239,833	239,833	444,520
Business - Town	1/4	119	13,108,735	327,550	384,216	12.36%	399.00	2.568784	0.02568784	47,481	336,735	336,735	384,216
Business	1/10	60	4,861,770	65,142	76,542	31.28%	399.00	1.081949	0.01081949	23,940	52,602	52,602	76,542
Total		3,011	2,578,392,410	4,450,542	5,228,732					1,201,389	4,027,343	4,027,343	5,228,732

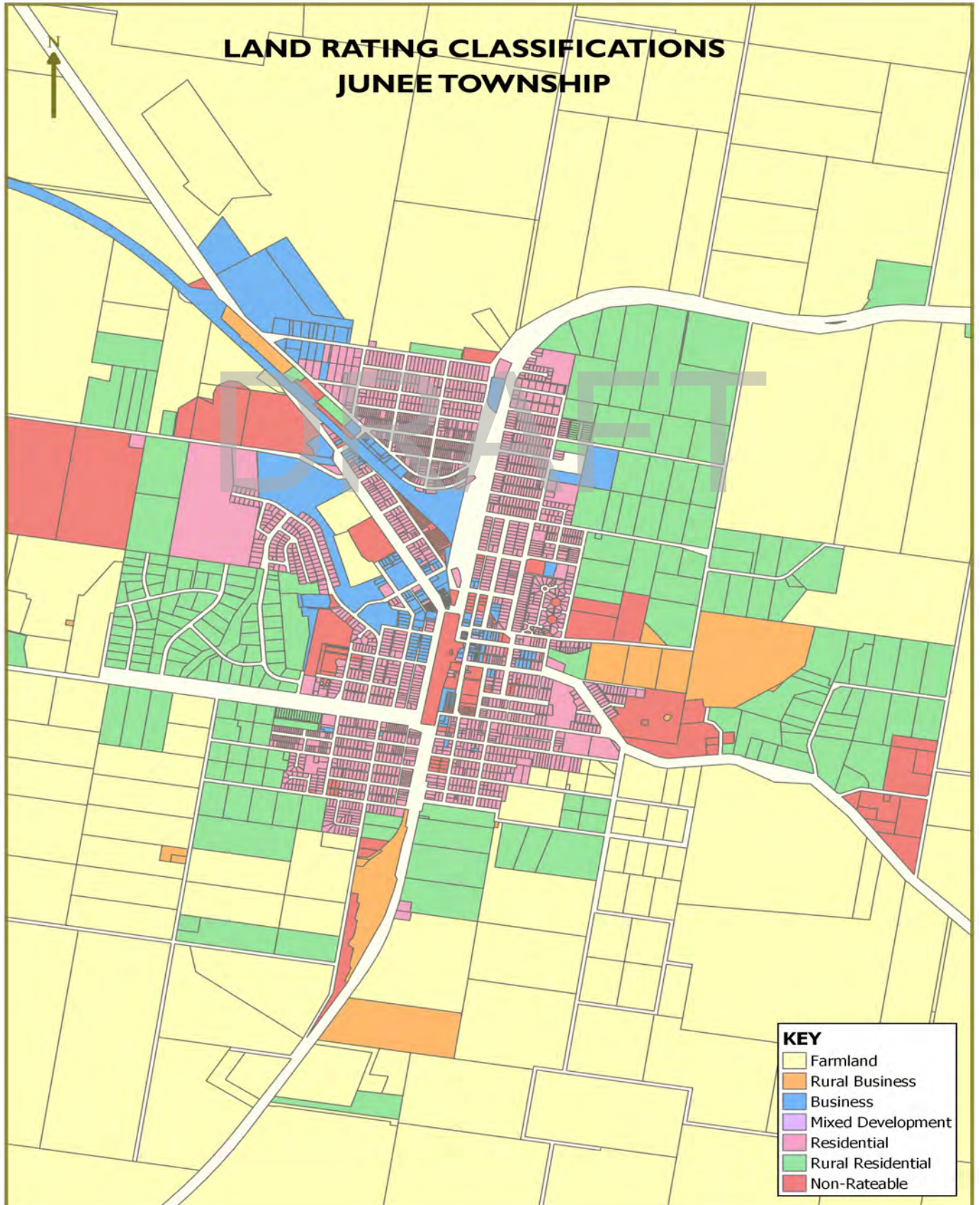


Park Dam



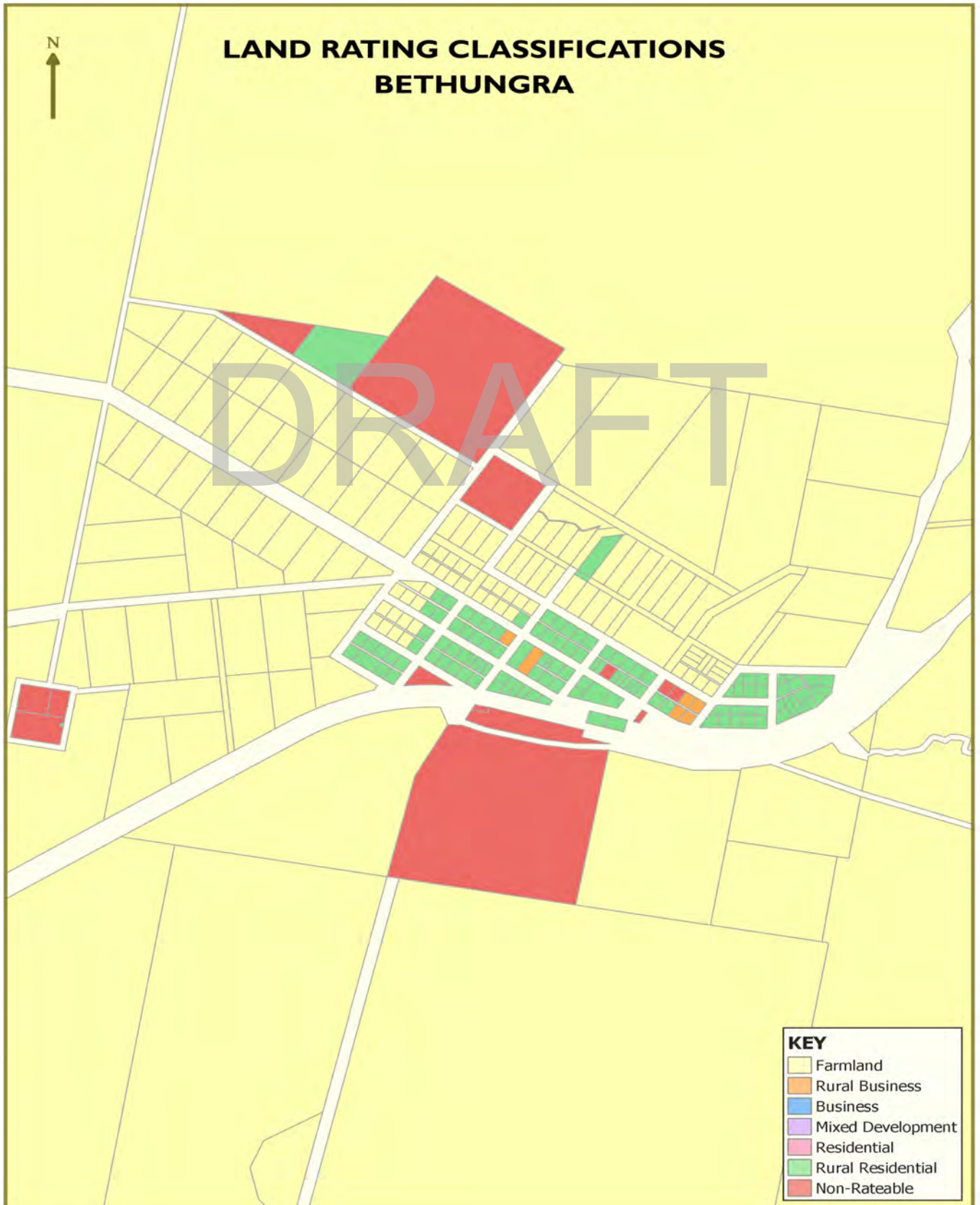


Broadway, Junee



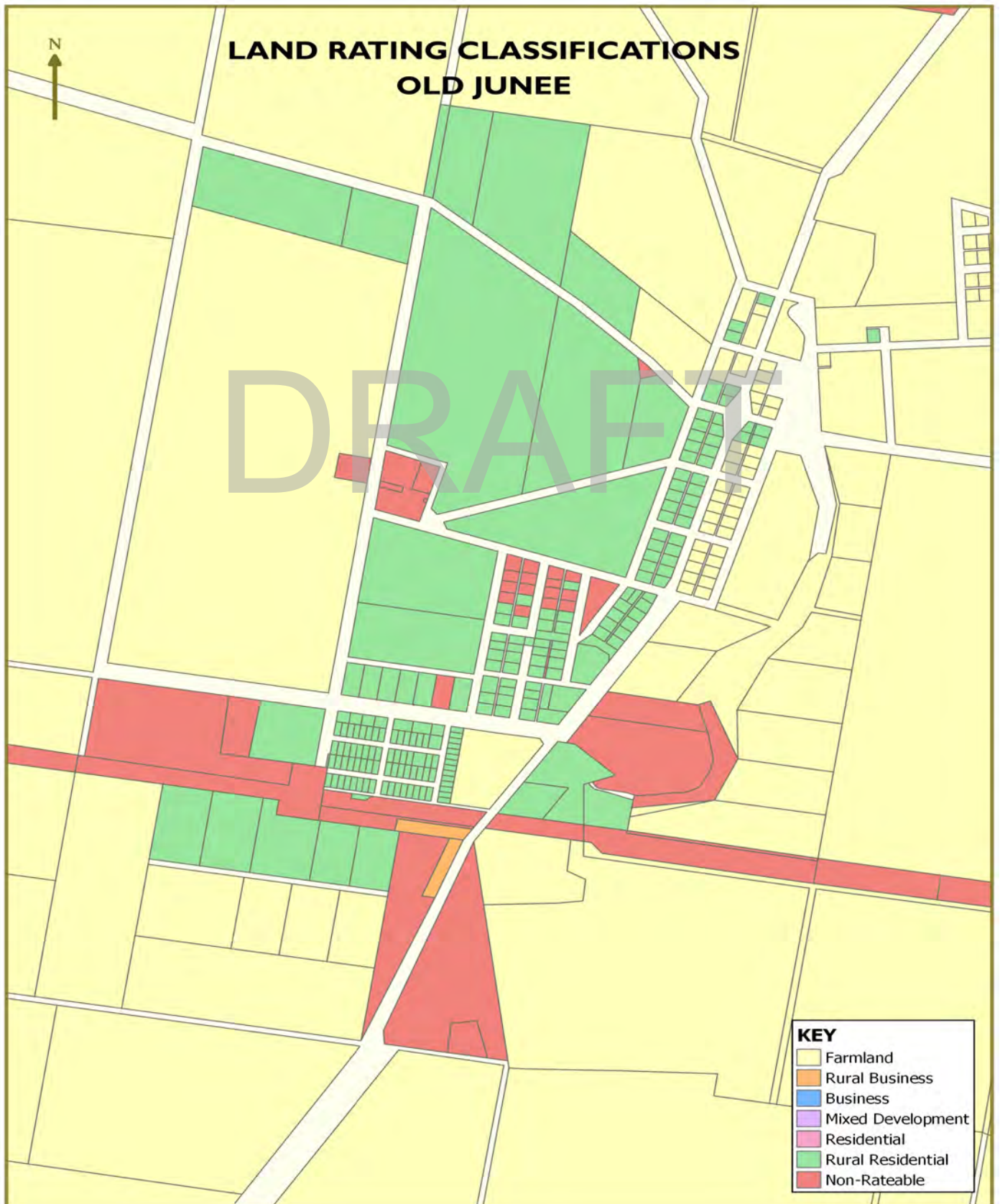


Shirley Hotel, Bethungra



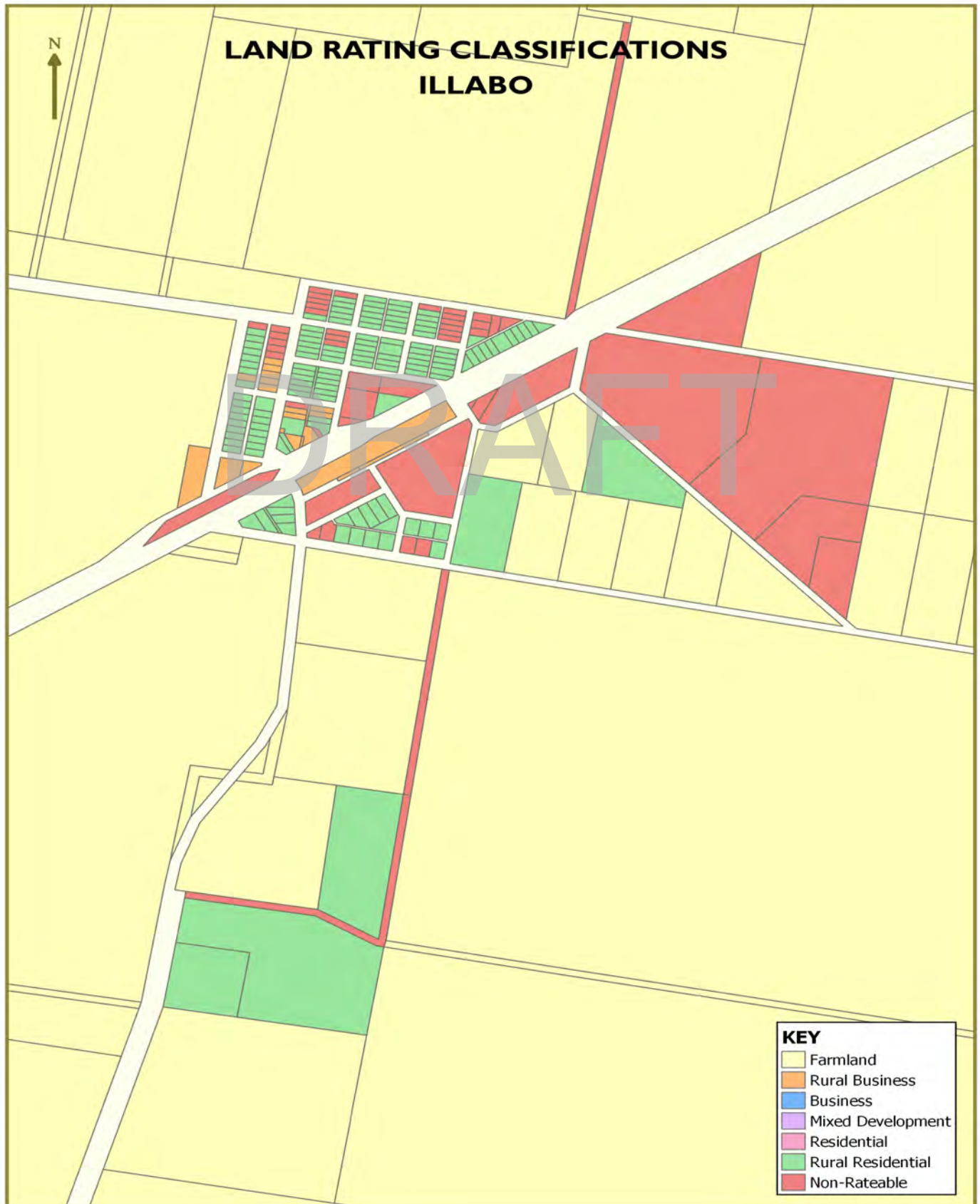


Silos, Old Junee



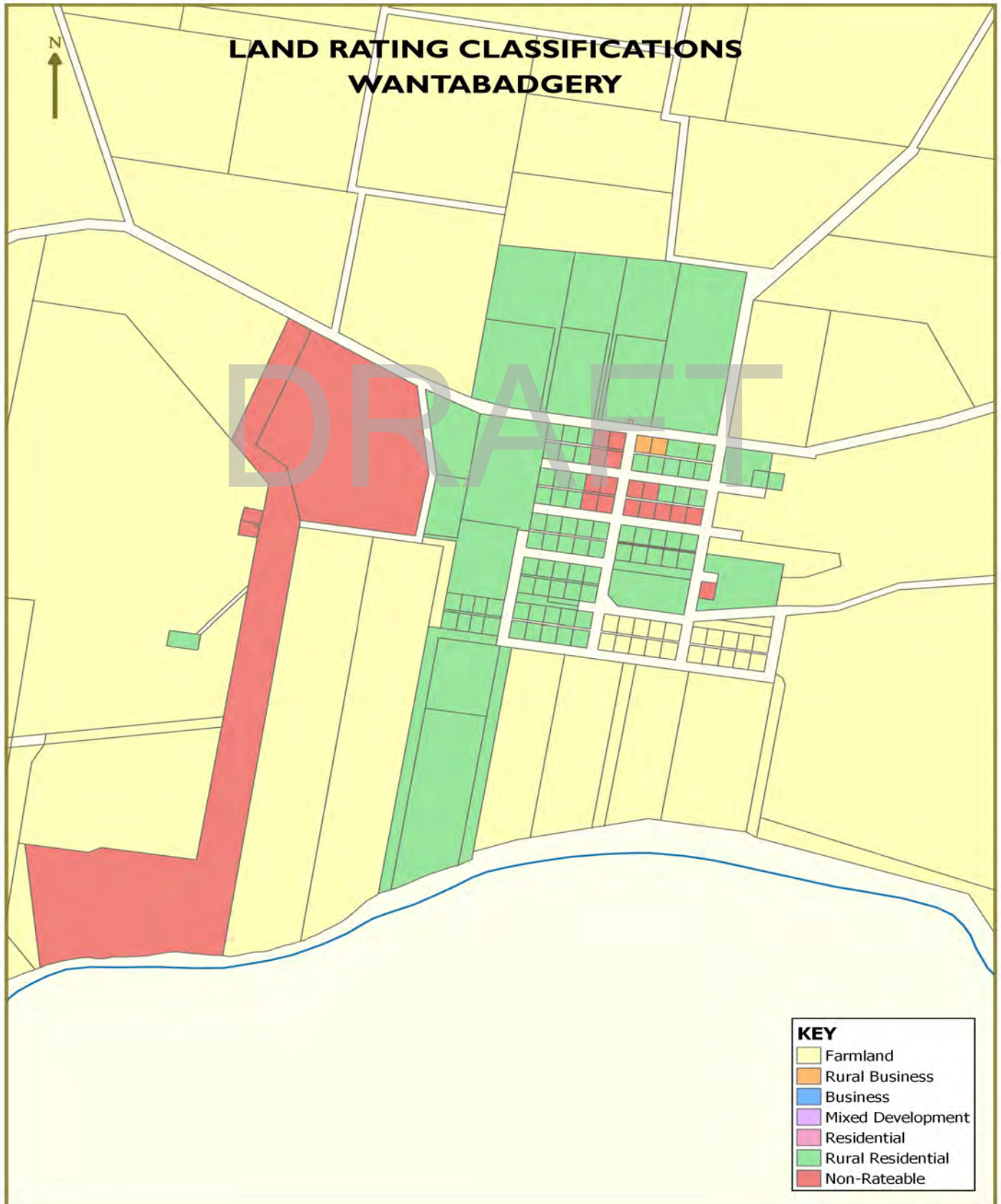


Illabo Speedway, Illabo





Sandy Beach, Wantabadgery



Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
Junee Junction Recreation & Aquatic Centre, Library and Community				
Junee Junction Recreation & Aquatic Centre				
"Concession" is defined as:				
<ul style="list-style-type: none"> • Child 4 years to 18 years • Pensioner with a Concession Card (on presentation of proof) • Seniors Card holders (on presentation of proof) • Full-time university students and TAFE students (on presentation of proof) • A child of 3 years old or under is free. 				
From time to time promotional periods may occur during the year to grow membership of the centre and discounted fees may apply.				
Spectator fees are not payable by parents, carers or guardians of Junee Swimming Club members when attending club training and club events and parents, carers and guardians of Poynter Swimming participants when attending or assisting with learn-to-swim lessons. It is payable by these people when attending swimming carnivals and other events.				
JUNEE JUNCTION RECREATION & AQUATIC CENTRE				
Memberships - Fortnightly (Direct Debit can only take up a Fortnightly Membership)				
Joining Fee	Disc	Yes	\$50.00	\$50.00
Swim Memberships				\$0.00
Adult	Disc	Yes	\$15.00	\$15.00
Concession	Disc	Yes	\$11.00	\$11.00
Couple	Disc	Yes	\$27.00	\$27.00
Family	Disc	Yes	\$35.00	\$35.00
Access All Areas Membership				
Adult,	Disc	Yes	\$31.00	\$31.00
Concession	Disc	Yes	\$27.00	\$27.00
Couple	Disc	Yes	\$55.00	\$55.00
Family	Disc	Yes	\$77.00	\$77.00
Memberships - 12 Months				
Swim Memberships				
Adult	Disc	Yes	\$336.00	\$336.00
Concession	Disc	Yes	\$240.00	\$240.00
Couple	Disc	Yes	\$602.00	\$602.00
Family	Disc	Yes	\$794.00	\$794.00
Access All Areas Membership				
Adult,	Disc	Yes	\$698.00	\$698.00
Concession	Disc	Yes	\$602.00	\$602.00
Couple	Disc	Yes	\$1,251.00	\$1,251.00
Family	Disc	Yes	\$1,736.00	\$1,736.00
Visit cards				
20 Visit Cards				
Swim				
Adult	Disc	Yes	\$115.00	\$115.00
Concession	Disc	Yes	\$77.00	\$77.00
20 Access All Areas Visit Card				\$0.00
Adult	Disc	Yes	\$252.00	\$252.00
Concession	Disc	Yes	\$172.00	\$172.00
10 Visit Cards				
Swim				
Adult	Disc	Yes	\$58.00	\$58.00
Concession	Disc	Yes	\$39.00	\$39.00
10 Access All Areas Visit Card				
Adult	Disc	Yes	\$126.00	\$126.00
Concession	Disc	Yes	\$86.00	\$86.00
Senior Program Classes	Disc	Yes	\$40.00	\$40.00
Casual Entry				
Swim				
Adult	Disc	Yes	\$6.50	\$6.50
Concession	Disc	Yes	\$4.50	\$4.50
School Sport	Disc	Yes	\$2.00	\$2.00
Family	Disc	Yes	\$16.00	\$16.00
Spectator	Disc	Yes	\$1.00	\$1.00
Access All Areas Casual Entry				
Adult	Disc	Yes	\$14.00	\$14.00
Concession	Disc	Yes	\$10.00	\$10.00
HeartMoves & Gentle Aqua classes	Disc	Yes	\$5.00	\$5.00
School Sport	Disc	Yes	\$5.00	\$5.00
Pool Activities				
Pool Lane Hire per hour - not including admission	Disc	Yes	\$18.00	\$18.00
Slide Hire - private hire per hour (Available in peak season only)	Disc	Yes	\$96.00	\$96.00
Water slide rides - per person per session (2 hour session)	Disc	Yes	\$5.50	\$5.50

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
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Stadium Court Hire				
Booking - before 5pm per court per hour	Disc	Yes	\$32.00	\$32.00
Booking - after 5pm per court per hour	Disc	Yes	\$43.00	\$43.00
Junee Shire based sporting groups per court per hour	Disc	Yes	\$29.00	\$29.00
Junee Shire based schools per court per hour	Disc	Yes	\$12.00	\$12.00
Casual / walk in court hire - per person per hour (shoot around fee)			\$3.00	\$3.00
2 court Weekly Competition . Max 1 night a week for 10 weeks - Junee based sporting association (conditions apply)	Disc	Yes	\$720.00	\$720.00
Personal Training (provided by centre staff)				
All ages up to two people (non-members) - per hour	Disc	Yes	\$55.00	\$55.00
All ages up to two people (at least 1 member) - per hour	Disc	Yes	\$41.00	\$41.00
All ages up to two people (non-members) - 30 minutes	Disc	Yes	\$34.00	\$34.00
All ages up to two people (at least 1 member) - 30 minutes	Disc	Yes	\$28.00	\$28.00
10 Visit (per Hour each visit) - Personal Training (Member)	Disc	Yes	\$375.00	\$375.00
10 Visit (per Hour each visit) - Personal Training (Non-Member)	Disc	Yes	\$450.00	\$450.00
COMMUNITY TRANSPORT				
The following rates are for eligible Transport for NSW users				
Full cost client trips. 90c -\$1.50 per Km (Dependant of vehicle used = \$5 administration fee))	Disc	Yes	As defined	
Around Junee (return trip)	Disc	Yes	\$10.00	\$10.00
Illabo - Junee (return trip)	Disc	Yes	\$17.00	\$20.00
Old Junee (return trip)	Disc	Yes	\$17.00	\$17.00
Bethungra - Junee (return trip)	Disc	Yes	\$21.00	\$22.00
Junee - Wagga (return trip)	Disc	Yes	\$22.00	\$25.00
Junee - Cootamundra and return	Disc	Yes	\$31.00	\$35.00
Gundagai (return trip)	Disc	Yes	\$42.00	\$45.00
Young (return trip)	Disc	Yes	\$55.00	\$60.00
Tumut (return trip)	Disc	Yes	\$55.00	\$60.00
Albury (return trip)	Disc	Yes	\$75.00	\$85.00
Illabo - Wagga (return trip)	Disc	Yes	\$39.00	\$35.00
Old Junee - Wagga (return trip)	Disc	Yes	\$39.00	\$30.00
Tumbarumba (return trip)	Disc	Yes	\$65.00	\$70.00
Deniliquin (return trip)	Disc	Yes	\$140.00	\$180.00
Bethungra - Wagga (return trip)	Disc	Yes	\$43.00	\$45.00
Canberra and return	Disc	Yes	\$85.00	\$95.00
Junee - Harden (return trip)	Disc	Yes		\$45.00
Junee - Nangus _Wagga	Disc	Yes		\$45.00
LIBRARY				
Junee Shire Council				
Photocopying - A4 per page (Black / white)	Disc	Yes	\$0.30	\$0.30
Photocopying - A4 per page (Colour)	Disc	Yes	\$2.50	\$2.60
Photocopying - A3 per page (Black / white)	Disc	Yes	\$0.50	\$0.50
Photocopying - A3 per page (Colour)	Disc	Yes	\$3.50	\$3.60
Scanning to email per page	Disc	Yes	\$0.50	\$0.50
Remote printing service fee per transaction (additional to per page print charge)	Disc	Yes	\$1.60	\$1.70
Laminating - A4	Disc	Yes	\$2.60	\$2.70
Laminating - A3	Disc	Yes	\$5.20	\$5.40
Internet use	Disc	Yes	Free	
Facsimile - sending per page	Disc	Yes	\$1.60	\$1.70
Facsimile - receiving per page	Disc	Yes	\$1.10	\$1.10
Sale of Library books	Disc	Yes	As identified	As identified
Hire of meeting room for special purposes including tutoring, NFP and individual use - per hour	Disc	Yes	\$16.00	\$16.60
Hire of meeting room for-profit organisations - per half day	Disc	Yes	\$82.00	\$85.30
Riverina Regional Library				
Reservation fee	Disc	No	\$1.00	\$1.00
Inter-Library Loan search fee - Minimum fee	Disc	Yes	\$4.40	\$4.60
Inter-Library Loan fee - additional fee for specialist library materials fee for loan requests from non-reciprocal libraries	Disc	Yes	\$28.50	\$29.60
Inter Library Loan - Rush Fee	Disc	Yes	\$52.00	\$54.10
Inter Library Loan - Express Fee	Disc	Yes	\$70.50	\$73.30

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
Library Bags	Disc	Yes	\$2.00	\$2.10
Library Loan from overseas	Disc	Yes	Cost Recovery	Cost Recovery
Programs fees varies depending type and content			\$2 - \$50	\$2 - \$50
Replacement Member Card	Disc	Yes	\$2.00	\$2.10
Replacement Charge - Lost or Damaged periodicals and articles	Disc	Yes	Replacement cost + \$5.00	Replacement cost + \$5.00
Replacement Charge - Lost or Damaged Items other than periodicals and articles	Disc	Yes	Replacement cost + \$10.00	Replacement cost + \$10.00
Replace lost or damaged CD/DVD case (One-Time CD/DVD/MP3 cases)	Disc	Yes	\$3.30	\$3.40
Replace lost or damaged CD/DVD case (multi-CD sound recording cases)	Disc	Yes	\$11.00	\$11.40
Replacement charge for e-Readers that are lost or damaged beyond reasonable repair (repair cost more than \$75)	Disc	Yes	\$165.00	\$172.00
Replacement charge for lost or damaged Book Club collection items	Disc	Yes	\$40.00	\$42.00
Replacement charge for lost or damaged e-Reader charging cords	Disc	Yes	\$36.30	\$37.30
RRL Book Club Membership fee (per club of up to 10 members)	Disc	Yes	\$400.00	\$416.00
RRL Membership Fee for non-residents (excluding eligible reciprocal members and residents of Wahgunyah and Yarrowonga) - twelve months	Disc	Yes	\$110.00	\$114.00
Visitor's Fee (non-refundable) - one month	Disc	Yes	\$33.00	\$34.00
Visitor's Fee (non-refundable) - three months	Disc	Yes	\$88.00	\$92.00
COMPANION ANIMAL FEES				
Companion Animals Act 1998				
Lifetime Registration Fees				
General Registration (Cats & Dogs)	Reg	No	As per legislation	As per legislation
Desexed Animals (Cats & Dogs)	Reg	No	As per legislation	As per legislation
Assistance animal	Reg	No	As per legislation	As per legislation
Registered Breeders (Cats & Dogs)	Reg	No	As per legislation	As per legislation
Eligible Pensioner	Reg	No	As per legislation	As per legislation
Eligible Pensioner with Desexed Animal	Reg	No	As per legislation	As per legislation
Other				
Microchip Animal	Disc	No	\$62.00	\$65.00
Cat / Possum Trap - per week (Bond of \$100)	Disc	Yes	\$21.00	\$22.00
Citronella Collar - per week (Bond of \$50)	Disc	Yes	\$26.00	\$27.00
COMPANION ANIMAL Impoundment				
Prescribed first impoundment release fee	Disc	No	\$49.35	\$51.35
Second or subsequent impounding within 1 year	Disc	No	\$96.60	\$101.60
Daily Board	Disc	No	\$43.05	\$49.05
Destruction Fee	Disc	No	\$96.60	\$101.60
IMPOUNDMENT				
Livestock				
Sustenance - per day	Disc	No	\$48.00	\$50.00
Impoundment	Disc	No	\$58.00	\$61.00
Transport to pound	Disc	No	At Cost	At Cost
Vet Attention where required	Disc	No	Vet costs + 15%	Vet costs + 15%
Motor Vehicles				
Impounding Fee or Release Fee	Disc	No	\$260.00	\$260.00
Towing Fee	Disc	No	At cost	At cost
Storage Fee per Week	Disc	No	\$35.00	\$37.00
Other Goods				
Impoundment Release Fee	Disc	No	\$260.00	\$260.00

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
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CEMETERIES				
Columbarium				
Wall niche (includes standard plaque)	Disc	Yes	\$578.00	\$607.00
Extra vase	Disc	Yes	\$100.45	\$105.45
Reservation Plaque only	Disc	Yes	Free	Free
RESERVATION OF WALL NICHE (includes standard plaque) {Nothing more payable upon interment}	Disc	Yes	\$720.00	\$756.00
Exhumation			POA	POA
Lawn Cemetery				
First interment (provision of and fixing in concrete of standard 6 line inscribed bronze plaque and perpetual maintenance)	Disc	Yes	\$2,455.00	\$2,578.00
Re-opening of grave for second interment (includes new plaque)	Disc	Yes	\$2,023.00	\$2,124.00
Interment in children's section (provision of and fixing in concrete of standard 6 line inscribed bronze plaque)	Disc	Yes	\$1,008.00	\$1,058.00
Weekday burials after 4.30pm additional cost per half hour	Disc	Yes	TBA	TBA
Weekend Burial - additional amount to "standard" fee	Disc	Yes	\$769.00	\$807.00
Land Only - Standard grave site (eg. Ashes interment, no excavation)	Disc	Yes	\$1,299.00	\$1,364.00
RESERVATION OF LAWN CEMETERY PLOT (includes standard plaque) {Nothing more payable upon interment}	Disc	Yes	\$2,745.00	\$2,882.00
Ashes interment in existing grave - no excavation (includes new plaque)	Disc	Yes	\$752.00	\$790.00
Monumental Cemeteries - Junee & Rural				
Grave dug by backhoe - All Interments	Disc	Yes	\$1,879.00	\$1,973.00
Grave hand dug	Disc	Yes	\$3,033.00	\$3,185.00
Weekday burials after 4.30pm additional cost per half hour	Disc	Yes	POA	POA
Weekend Burial - additional amount to "standard" fee	Disc	Yes	\$769.00	\$807.00
Re-opened Grave dug by backhoe	Disc	Yes	\$1,879.00	\$1,973.00
Where restricted access exists for excavation addition charges will apply	Disc	Yes	POA	POA
Re-opened Grave hand dug	Disc	Yes	\$3,033.00	\$3,185.00
RESERVATION OF MONUMENTAL CEMETERY PLOT {Nothing more payable upon interment}	Disc	Yes	\$2,165.00	\$2,273.00
Permission to erect tomb or monument	Disc	Yes	\$146.00	\$153.00
Land Only 1.2m x 2.4m (e.g. Ashes interment, no excavation)	Disc	Yes	\$796.00	\$836.00
Ashes interment in existing grave - no excavation	Disc	Yes	\$291.00	\$306.00

Development Fees and Charges				
Section 68				
For some activities listed in section 68 of the Local Government Act, Junee Shire Council does not charge an application, however you may still be required to lodge an application for determination even where no fee is required. If you are intending to undertake one of the activities listed, you must still apply for an approval to undertake that activity.				
DEVELOPMENT				
Application for amendment to Council Environmental Planning				
Fee Unit - As per Schedule 4 of the Environmental Planning and Assessment Regulation 2021 (Part 1)	Reg	No	\$100.00	\$100.00
Application to amend LEP.	Disc	Yes	Min. of \$2,500 + \$120/hr after 10 hour work time	Min. of \$2,500 + \$120/hr after 10 hour work time
Application to amend Development Control Plan. Where the variation is greater than 10%	Disc	Yes	\$500.00	\$500.00
Application under Junee Local Environmental Plan, clause 4.6 Exemption to Development Standards.	Disc	Yes	\$500.00	\$500.00
Publication				
Council LEP, DCPs or public policies. Freely available on Council Website www.junee.nsw.gov.au	Disc	Yes	At adopted per page printing cost if printed	At adopted per page printing cost if printed

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
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Development Application Fees				
D.A. Fee (estimated cost up to \$5,000) 1.29 fee units (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$129.00	\$129.00
D.A. Fee (estimated cost \$5,001 to \$50,000) (1.98 fee units plus an additional \$3 for each \$1,000 (or part of \$1,000) of the estimated cost) (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$198.00 + formula	\$213.00 + formula
D.A. Fee (estimated cost \$50,001 to \$250,000) (4.12 fee units plus an additional \$3.64 for each \$1,000 (or part of \$1,000) by which the estimated cost estimate exceeds \$50,000) (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$412.00 + formula	\$443.00 + formula
D.A. Fee (estimated cost \$250,001 to \$500,000) (13.56 fee units plus an additional \$2.34 for each \$1,000 (or part of \$1,000) by which the estimated cost estimate exceeds \$250,000) (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$1356.00 + formula	\$1459.00 + formula
D.A. Fee (estimated cost \$500,001 to \$1,000,000) (20.41 plus an additional \$1.64 for each \$1,000 (or part of \$1,000) by which the estimated cost estimate exceeds \$500,000) (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$2041.00 + formula	\$2196.00 + formula
D.A. Fee (estimated cost \$1,000,001 to \$10,000,000) (30.58 fee units plus an additional \$1.44 for each \$1,000 (or part of \$1,000) by which the estimated cost estimate exceeds \$1,000,000) (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$3058.00 + formula	\$3058.00 + formula
D.A. Fee (estimated cost of more than \$10,000,000) (185.65 fee units plus an additional \$1.19 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000) (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$18565.00 + formula	\$18565.00 + formula
D.A. Fee for Advertising signs (3.33 fee units plus \$93 for each advertisement in excess of one or calculated in accordance with table under Clause 246B of EPA Regs 2000, whichever is the greater) (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$333.00 + formula	\$333.00 + formula
D.A. Fee (not involving erection of building, carrying out of work or subdivision of land) 3.33 fee units (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$333.00	\$333.00
D.A. Fee (Dwelling with estimated construction cost \$100,000 or less) 5.32 fee units (Schedule 4, Part 2 of EPA Regs 2021)	Reg	No	\$532.00	\$532.00
Additional fees for some development				
Designated Development 10.76 fee units (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$1076.00	\$1,076.00
Additional Fees – Integrated Development or development requiring concurrence (processing fee 1.64 fee units plus applicable concurrence fee for payment to each authority) (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$164.00	\$164.00
Additional Fees – State Government Planning Levy for development exceeding \$50,000 (Clause 256A of EPA Regs 2000)	Reg	No	0.00064 x cost of development minus \$5.00	0.00064 x cost of development minus \$5.00
Developer Contributions – s.7.12 Contribution Plan (f s.94A)	Reg	No	Up to 1.0% of the value of the development in accordance with Council's s.7.12 contribution plan.	Up to 1.0% of the value of the development in accordance with Council's s.7.12 contribution plan.
Additional fees for advertising Development (unspent fees refunded)				
Designated Development referred to design review panel, 35.08 fee units (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$3508.00	\$3,508.00
Advertised Development, 12.92 fee units (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$1292.00	\$1,292.00
Prohibited Development, 12.92 fee units (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$1292.00	\$1,292.00
Where environmental planning instrument or development control plan requires other notice to be given or other advertised development, 12.92 fee units (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$1292.00	\$1,292.00

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
Fees applying to other Government Agencies				
Integrated Development. Per approval body, 3.74 fee units (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$374.00	\$374.00
Development application that require concurrence from approval bodies, 3.74 fee units (Schedule 4, Part 3 of EPA Regs 2021)	Reg	No	\$374.00	\$374.00
Initial Fire Safety Reports – from NSW Fire and Rescue.	Reg	No	As per Schedule 2 of Fire Brigades Regulation 2008	As per Schedule 2 of Fire Brigades Regulation 2008
Inspection of Premises for Final Fire Safety Report – NSW Fire and Rescue.	Reg	No	As per Schedule 3 of Fire Brigades Regulation 2008	As per Schedule 3 of Fire Brigades Regulation 2008
Fire Safety Meetings Relating to a Development Proposal.	Reg	No	As per Fire Brigades Regulation 2008	As per Fire Brigades Regulation 2008
Provision of Advice, Assessment or Consultancy Services for: - Major Infrastructure Works - Designated Development, Integrated Development, etc - Any other Fire Safety Meeting	Reg	No	As per Fire Brigades Regulation 2008	As per Fire Brigades Regulation 2008
Subdivision of Land (Schedule 4, Part 2 of EPA Regs 2021)				
Land Subdivision with new Road, 7.77 fee units;	Reg	No	\$777.00	\$777.00
Plus for each additional lot.	Reg	No	\$65.00	\$65.00
Land Subdivision with no new Road, 3.86 fee units;	Reg	No	\$386.00	\$386.00
Plus for each additional lot.	Reg	No	\$53.00	\$53.00
Strata subdivision, 3.86 fee units;	Reg	No	\$386.00	\$386.00
Plus for each additional lot.	Reg	No	\$65.00	\$65.00
Miscellaneous Development Related Fees				
Stamping of additional plans and specification. Up to four copies - no charge. Each additional copy.	Disc	Yes	\$15.00	\$15.00
Refund of withdrawn Development Application prior to determination.	Disc	No	50% of application fee	#VALUE!
Refund of withdrawn Construction Certificate Application prior to determination.	Disc	No	50% of application fee	#VALUE!
Waiving of fees for Development Application and Construction Certificates for local organisations such as: schools; charitable; religious and community groups.	Disc	No	As per Council Policy	#VALUE!
Development Application and Construction Certificate Application for certain work in the Heritage Conservation area.	Disc	No	As per Council Policy	#VALUE!
Modification of a consent/Review of determination				
Modification involving minor error/misdescription or miscalculation (Sec 4.55(1)) 0.83 fee units (Schedule 4, Part 4 of EPA Regs 2021)	Reg	No	\$83.00	\$83.00
Modification involving minimal environmental impact (Sec 4.55(1A)), 50% of the original application or 7.54 fee units, whichever is the lesser (Schedule 4, Part 4 of EPA Regs 2021)	Reg	No	\$754.00 or 50% of original DA fee whichever is the lesser	\$811.00 or 50% of original DA fee whichever is the lesser
Other modifications Cls 258(2) of the Regulation:				
Is not of minimal environmental impact (Sec 4.55(2))	Reg	No	Refer to Schedule 4, Part 4 of EPA Regs 2021	Refer to Schedule 4, Part 4 of EPA Regs 2021
Request to review Council's determination	Reg	No	Refer to Schedule 4, Part 7 of EPA Regs 2021	Refer to Schedule 4, Part 7 of EPA Regs 2021
Request to review decision to reject a DA	Reg	No	Refer to Schedule 4, Part 7 of EPA Regs 2021	Refer to Schedule 4, Part 7 of EPA Regs 2021
INSPECTIONS (other than for Building Works)				
Skin Penetration premises. Inspection & Administration Charge - Annual Charge. Businesses with 0-5 employees.	Disc	No	\$174.00	\$174.00
Food Premises & Skin Penetration Premises- Additional inspections resulting from food or hygiene complaints or rectification instruction from original Council inspection. Each visit	Disc	No	\$174.00	\$174.00
Inspection of Boarding Houses.	Disc	No	\$174.00	\$174.00
Inspection of Swimming Pools and issue of Certificate of Compliance. (S.22D of Swimming Pools Act)	Reg	No	\$150.00	\$150.00
Inspection of Swimming Pools (subsequent inspection prior to issue of Certificate)	Reg	No	\$100.00	\$100.00
Inspection of On-Site Sewerage Management system	Disc	Yes	\$174.00	\$174.00
Pre-purchase inspection of On-Site Sewerage Management system	Disc	No	\$174.00	\$174.00

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
CERTIFICATES				
Planning Certificates				
s.10.7(2) Planning Certificate (Schedule 4, Part 9 of EPA Regs 2021)				
For an assessment with up to 5 allotments, 0.62 fee units	Reg	No	\$62.00	\$62.00
For an assessment with 6 - 15 allotments.	Reg	No	\$300.00	\$300.00
For an assessment with more than 15 allotments.	Reg	No	\$600.00	\$600.00
s.10.7(2) & s.10.7(5) Planning Certificate (Combined)(Schedule 4, Part 9 of EPA Regs 2021)				
For an assessment with up to 5 allotments. 0.62 fee units + 0.94 fee units	Reg	No	\$156.00	\$156.00
For an assessment with more than 6 and up to 15 allotments.	Reg	No	\$480.00	\$480.00
For an assessment with more than 15 allotments.	Reg	No	\$820.00	\$820.00
s.121ZP - EPA 1979 & s.735A - LGA 1993 or Food Act. Outstanding Orders Certificate.	Disc	No	\$77.00	\$77.00
Drainage Diagram.	Disc	No	\$47.00	\$47.00
Division 6.7 Building Information Certificates (Clause 260 of EPA Regs 2000 - Version 1 February 2022)				
Applications for building information certificates made under Section 6.23 of the EPA Act 1979	Reg	No	Refer to Clause 260 of EPA Regs 2000	Refer to Clause 260 of EPA Regs 2000
s.6.26(10) Planning Certificate (Clause 259 of EPA Regs 2000) for any other class of building				
Certified copy of document, map or plan, 0.62 fee units (Schedule 4, Part 9 of EPA Regs 2021)	Reg	No	\$62.00	\$62.00
Application for Planning Certificate, 0.62 fee units (Schedule 4, Part 9 of EPA Regs 2021)	Reg		\$62.00	\$62.00
If Planning Certificate Request includes advice, 0.94 fee units (Schedule 4, Part 9 of EPA Regs 2021)			\$94.00	\$94.00
Request to determine existing holding status.	Disc	No	\$200.00	\$200.00
Part 4A Certificates				
Compliance certificate - new roads & services.	Disc	No	\$174.00	\$174.00
Compliance certificate - services only.	Disc	No	\$174.00	\$174.00
Compliance certificate - strata.	Disc	No	\$174.00	\$174.00
Subdivision certificate - Land or Strata.	Disc	No	\$174.00	\$174.00
Occupation Certificate.	Disc	No	\$174.00	\$174.00
Construction Certificates and Complying Development Certificates (CC's and CDC's) (Class 1 and 10 buildings)				
CC or CDC Fee (estimated cost of works up to \$5,000) plus an additional 0.5% of the estimated cost.	Disc	Yes	\$155.00 +	\$155.00 +
CC or CDC Fee (estimated cost of works \$5,001 to \$100,000) plus an additional 0.3% of the estimated cost.	Disc	Yes	\$200.00 +	\$200.00 +
CC or CDC Fee (estimated cost of works \$100,001 to \$250,000) plus an additional 0.2% of the estimated cost over \$100,000.	Disc	Yes	\$550.00 +	\$550.00 +
CC or CDC Fee (estimated cost of works \$250,001 to \$1,000,000) plus an additional 0.1% of the estimated cost over \$250,000.	Disc	Yes	\$910.00 +	\$910.00 +
CC or CDC Fee (estimated cost of works exceeds \$1,000,000) plus an additional 0.5% of the estimated cost over \$100,000.	Disc	Yes	\$1,745.00 +	\$1,745.00 +
Amendment to Application for a CC or CDC after determination	Disc	Yes	40% of original fee with minimum of \$75.00	40% of original fee with minimum of \$75.00
Construction Certificates and Complying Development Certificates (CC's and CDC's) (Class 2 - 9 buildings)				
CC or CDC Fee	Disc	Yes	Price on application	Price on application
Other				
Minor building works / additions (2 inspections)	Disc	Yes	\$349.00	\$349.00
Minor building works / additions - with drainage (4 inspections)	Disc	Yes	\$697.00	\$697.00
Dwelling package (up to 6 inspections)	Disc	Yes	\$1,045.00	\$1,045.00
Building inspection fee per additional inspection (Clause 260 of EPA Regs 2000).	Disc	Yes	\$174.00	\$174.00
Plumbing & drainage inspections - not for Alternative Solutions or Recycled Water Supply Systems.	Disc	Yes	\$174.00	\$174.00
Pre-lodgement advice.			No Charge	No Charge
Registering Complying Development Certificate and Part 4A certificates (Clause 263 of EPA Regs 2000)	Reg	No	\$36.00	\$36.00

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
SECTION 68 APPROVALS				
Structures and Public Entertainment Licence Part A s.68 LGA 1993				
Install a manufactured home, moveable dwelling or associated structure on land.	Reg	No	Requires Development Application and/or Section 68 Approval.	Requires Development Application and/or Section 68 Approval.
Install a temporary structure on land.	Disc	No	Requires Development Application and/or Section 68 Approval.	Requires Development Application and/or Section 68 Approval.
Water Supply, Sewerage and stormwater drainage work. Part B s.68 LGA 1993				
Carry out sewerage work or alteration to sewerage work.	Disc	No	\$127.00	\$127.00
Community Land Part D s.68 LGA 1993				
Engage in a trade or business (no fee if NFP or local existing fixed business).			\$134.00	\$134.00
Direct or procure a theatrical, musical or other entertainment for the public.			No fee. Council approval required. Application needs to be lodged.	No fee. Council approval required. Application needs to be lodged.
Construct a temporary enclosure for the purpose of entertainment.			No fee. Council approval required. Application needs to be lodged.	No fee. Council approval required. Application needs to be lodged.
For fee or reward, play a musical instrument or sing (including busking).			No fee. Council approval required. Application needs to be lodged.	No fee. Council approval required. Application needs to be lodged.
Set up, operate or use a loudspeaker or sound amplifying device.			No fee. Council approval required. Application needs to be lodged.	No fee. Council approval required. Application needs to be lodged.
Deliver a public address or hold a religious service or public meeting.			No fee. Council approval required. Application needs to be lodged.	No fee. Council approval required. Application needs to be lodged.
Public Roads Part E s.68 LGA 1993				
Swing or hoist goods across or over any part of a public road by means of lift, hoist or tackle projecting over footway.	Disc	No	Require Development Application and/or Section 68 Approval.	Require Development Application and/or Section 68 Approval.
Expose or allow to be exposed (whether for sale or otherwise) any article in or on or so as to overhang any part of the road or outside a shop window abutting the road, or hang an article beneath an awning over a road.	Disc	No	No fee if complying with Exempt Development criteria. Otherwise \$70.00.	No fee if complying with Exempt Development criteria. Otherwise \$70.00.
Other Activities Part F s.68 LGA 1993				
Operate a caravan park or camping ground.	Disc	No	\$209.00	\$209.00
Operate a manufactured home estate.	Disc	No	\$209.00	\$209.00
Install a domestic oil or solid fuel heating appliance, other than a portable appliance.	Disc	No	No fee if complying with exempt development criteria. Otherwise Approval required and \$120.00.	No fee if complying with exempt development criteria. Otherwise Approval required and \$120.00.
Install or operate amusement devices. (within the meaning of the Construction Safety Act 1912)	Disc	No	No fee	No fee
Use a standing vehicle or any article for the purpose of selling any article in a public place. (Fee waived for charitable organisations where complainance with Council's policy is achieved.)	Disc	No	\$133.00	\$133.00
Operate an Undertaker business.	Disc	No	\$193.00	\$193.00
Operate a mortuary.	Disc	No	\$193.00	\$193.00

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
Septic Tank / AWTS Applications.	Disc	No	\$204.00	\$204.00
Amended Septic Tank / AWTS Applications.	Disc	No	\$79.00	\$79.00
Environmental Fees and Charges				
WASTE SERVICES				
Ad hoc collection & disposal where 20 or more bins are located together Cost/bin/collection/week	Disc	Yes	\$9.00	\$9.40
Replacement Garbage Bins - 120 litre (when bin lost or stolen)	Disc	Yes	\$116.00	\$121.00
New bins to rural landholders - 120 litre	Disc	Yes	\$137.00	\$142.00
Replacement Garbage Bins - 240 litre (when bin lost or stolen)	Disc	Yes	\$184.00	\$191.00
New bins to rural landholders - 240 litre	Disc	Yes	\$200.00	\$208.00
Replacement Key for landfill sites	Disc	Yes	\$42.00	\$44.00
JUNEE LANDFILL FACILITY				
Sorted Green waste in designated area				
Car or Station Wagon load	Disc	Yes	\$12.00	\$13.00
Utility or 6x4 box trailer load	Disc	Yes	\$12.00	\$13.00
10x6 trailer load	Disc	Yes	\$17.00	\$18.00
Fill				
Clean Fill (otherwise Demolition / Trade Waste fees apply)	Disc	Yes	Free	Free
Fill - up to 50% concrete (otherwise Demolition / Trade Waste fees apply)	Disc	Yes	Free	Free
Fill - up to 20% timber (otherwise Demolition / Trade Waste fees apply)	Disc	Yes	Free	Free
Recyclables				
Sorted Recyclables in designated area	Disc	Yes	Free	Free
Landfill load				
Car or Station Wagon load	Disc	Yes	\$24.00	\$25.00
Car or Station Wagon load 1/2	Disc	Yes	\$13.00	\$14.00
Utility or 6x4 box trailer load	Disc	Yes	\$32.00	\$34.00
Utility or 6x4 box trailer load 1/2	Disc	Yes	\$17.00	\$18.00
10x6 trailer load	Disc	Yes	\$88.00	\$92.00
10x6 trailer load 1/2	Disc	Yes	\$44.00	\$46.00
Demolition / Trade Waste				
Trade Waste/m3 - Not compacted	Disc	Yes	\$96.00	\$101.00
Car bodies	Disc	Yes	Free	Free
Asbestos & other separate disposal items requiring burial /m ³ - JSC to bury *Minimum Charge	Disc	Yes	\$258.00	\$271.00
Small Mattress	Disc	Yes	\$8.00	\$8.00
Large Mattress	Disc	Yes	\$12.00	\$13.00
Tyres				
Small tyres	Disc	Yes	\$9.00	\$9.00
Car tyres	Disc	Yes	\$10.00	\$11.00
4WD / Light truck tyres	Disc	Yes	\$14.00	\$15.00
Truck tyres	Disc	Yes	\$27.00	\$28.00
Tractor tyres	Disc	Yes	\$173.00	\$182.00
Earthmoving tyres (up to 1.5m high)	Disc	Yes	\$273.00	\$287.00
Earthmoving tyres (1.5m to 2m high)	Disc	Yes	\$505.00	\$530.00
Earthmoving tyres (2m & above)	Disc	Yes	POA	POA
Any tyres received with rims (add charge to cost of disposal)	Disc	Yes	\$9.00	\$9.00
<i>NB Loads exceeding 2 tonnes require an EPA Licence for transport</i>				
Other Waste Items				
Gas bottles - up to 9kg	Disc	Yes	Free	Free
Gas bottles - over 9kg	Disc	Yes	Free	Free
Fridges	Disc	Yes	Free	Free
E-Waste (computers, IT equipment, TV's etc.) Per m ² if required to dispose to landfill	Disc	Yes	\$11.00	\$12.00
E-Waste to CRC	Disc	Yes		Free
Paint (oil and water based)	Disc	Yes	Free	Free
Fire extinguishers	Disc	Yes	Free	Free
Fluoro light bulbs and tubes	Disc	Yes	Free	Free
Household and car batteries	Disc	Yes	Free	Free
Smoke detectors	Disc	Yes	Free	Free
Motor and other oils	Disc	Yes	Free	Free

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
SEWERAGE - Annual Charge				
Residential Properties				
Annual Charge - House -Connected	Disc	No	\$504.00	\$524.00
Annual Charge - House - Unconnected	Disc	No	\$247.00	\$257.00
Annual Charge - Flat/Unit - Connected	Disc	No	\$257.00	\$267.00
Non-residential Properties				
Access charge - 20mm water connection	Disc	No	\$437.00	\$454.00
Access charge - 25mm water connection	Disc	No	\$566.00	\$589.00
Access charge - 32mm water connection	Disc	No	\$1,017.00	\$1,058.00
Access charge - 40mm water connection	Disc	No	\$1,545.00	\$1,607.00
Access charge - 50mm water connection	Disc	No	\$2,447.00	\$2,545.00
Access charge - 80mm water connection	Disc	No	\$6,374.00	\$6,629.00
Access charge - 100mm water connection	Disc	No	\$9,955.00	\$10,353.00
Access charge - 150mm water connection	Disc	No	\$13,937.00	\$14,494.00
Non-residential sewer usage charge rate per kL	Disc	No	\$1.41	\$1.47
SEPTIC TANKS - Annual Charge				
Annual Charge - Operate on-site sewage management system	Reg	No	\$15.00	\$16.00
SEWERAGE WORKS				
Connection Fee				
Residential Land - where the Sewer Main is available to the block. NB If the block is found to already have a satisfactory point of connection (junction, riser and boundary trap), the fee will be REFUNDED)	Disc	No	\$2,332.00	\$2,425.00
Commercial / Industrial Land	Disc	No	POA	POA
Extensions				
To extend the Sewer Main to a block(s)	Disc	No	POA	POA
Headworks Charge				
Charges set for development of residential subdivisions, strata units or flat development: Per Lot or Unit (PAYABLE ONLY WHEN NEW LOT(S) ARE CREATED OR ON SECOND AND SUBSEQUENT NEW UNITS)	Disc	No	\$1,845.00	\$1,919.00
WASTE MANAGEMENT - Annual Charges				
Domestic Waste Management Services - Section 496 LGA				
Annual charge - Residential Junee	Disc	No	\$365.00	\$380.00
Annual charge - Residential Junee Organics Collection	Disc	No	\$69.00	\$72.00
Annual charge - Residential Vacant Land - Junee	Disc	No	\$115.00	\$120.00
Annual charge - Residential Old Junee, Illabo & Bethungra	Disc	No	\$365.00	\$380.00
Annual charge - Residential Vacant Land - Old Junee, Illabo & Bethungra	Disc	No	\$57.00	\$59.00
Business Waste Management Services - Section 501 LGA				
Annual charge for 120 litre bin + 240litre recycling bin - Business per 1st service collection	Disc	No	\$365.00	\$380.00
Annual charge 120 litre Bin - Business or Residential for each additional bin per collection	Disc	No	\$213.00	\$222.00
Annual charge 240 litre Recycling Bin - Business or Residential each service and additional bin per collection	Disc	No	\$248.00	\$258.00
Waste Management Services - Section 501 LGA				
Annual charge - Waste Management collection "By Agreement"	Disc	No	\$412.00	\$428.00
Rural Waste Management Services - Section 501 LGA				
Annual charge - Rural Waste Management	Disc	No	\$148.00	\$154.00
Organics Waste				
Annual charge	Disc	No	\$69.00	\$72.00
DRAINAGE – Annual Charges				
Residential assessments - Junee	Reg	Yes	\$25.00	\$25.00
Business assessments - Junee Urban area - \$25.00 plus \$12.00 for each 350 m ² of land or part thereof	Disc	Yes	Calc.	Calc.
LIQUID TRADE WASTE				
Annual Trade Waste Fee				
Category 1 Discharger	Disc	No	\$117.58	\$122.58
Category 2 Discharger	Disc	No	\$232.60	\$241.60
Category 3 Discharger - Large Discharger (>20kL/day)	Disc	No	\$780.31	\$811.31
- Industrial Discharger	Disc	No	\$780.31	\$811.31

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
Reinspection Fee	Disc	No	\$185.91	\$192.91
Trade Waste Usage Charge				
Category 1 Discharger with appropriate pre-treatment	Disc	No	Free	Free
Category 1 Discharger without appropriate pre-treatment (\$/kL)	Disc	No	\$2.07	\$2.07
Category 2 Discharger with appropriate pre-treatment (\$/kL)	Disc	No	\$2.07	\$2.07
Category 2 Discharger without appropriate pre-treatment (\$/kL)	Disc	No	\$19.01	\$20.01
Food Waste Disposal Charge (per bed)	Disc	No	\$34.75	\$35.75
Excess Mass Charges (\$/mass)				
Aluminium	Disc	No	\$0.93	\$0.93
Ammonia* (as N)	Disc	No	\$2.76	\$2.76
Arsenic	Disc	No	\$93.34	\$97.34
Barium	Disc	No	\$46.66	\$48.66
Biochemical oxygen demand* (BOD)	Disc	No	\$0.93	\$0.93
Boron	Disc	No	\$0.93	\$0.93
Bromine	Disc	No	\$18.66	\$19.66
Cadmium	Disc	No	\$431.52	\$448.52
Chloride	Disc	No	Nil	Nil
Chlorinated hydrocarbons	Disc	No	\$46.66	\$48.66
Chlorinated phenolics	Disc	No	\$1,865.93	\$1,940.93
Chlorine	Disc	No	\$1.91	\$1.91
Chromium	Disc	No	\$31.11	\$32.11
Cobalt	Disc	No	\$19.01	\$20.01
Copper	Disc	No	\$19.01	\$20.01
Cyanide	Disc	No	\$93.34	\$97.34
Fluoride	Disc	No	\$4.66	\$4.66
Formaldehyde	Disc	No	\$1.91	\$1.91
Oil and Grease* (Total O&G)	Disc	No	\$1.68	\$1.68
Herbicides/defoliant	Disc	No	\$933.71	\$970.71
Iron	Disc	No	\$1.91	\$1.91
Lead	Disc	No	\$46.66	\$48.66
Lithium	Disc	No	\$9.34	\$9.34
Manganese	Disc	No	\$9.34	\$9.34
Mercaptans	Disc	No	\$93.34	\$97.34
Mercury	Disc	No	\$3,111.12	\$3,235.12
Methylene blue active substances	Disc	No	\$0.93	\$0.93
Molybdenum	Disc	No	\$0.93	\$0.93
Nickel	Disc	No	\$31.11	\$32.11
Nitrogen* (Total Kjeldahl Nitrogen – Ammonia) as N	Disc	No	\$0.24	\$0.24
Organoarsenic compounds	Disc	No	\$933.71	\$970.71
Pesticides general (excludes organochlorines and organophosphates)	Disc	No	\$933.71	\$970.71
Petroleum hydrocarbons (non-flammable)	Disc	No	\$3.12	\$3.12
Phenolic compounds (non-chlorinated)	Disc	No	\$9.34	\$9.34
Phosphorous* (Total P)	Disc	No	\$1.91	\$1.91
Polynuclear aromatic hydrocarbons	Disc	No	\$19.01	\$20.01
Selenium	Disc	No	\$65.68	\$68.68
Silver	Disc	No	\$1.73	\$1.80
Sulphate* (SO4)	Disc	No	\$0.19	\$0.20
Sulphide	Disc	No	\$1.91	\$1.99
Sulphite	Disc	No	\$2.07	\$2.15
Suspended Solids* (SS)	Disc	No	\$1.20	\$1.25
Thiosulphate	Disc	No	\$0.34	\$0.35
Tin	Disc	No	\$9.34	\$9.74
Total dissolved solids* (TDS)	Disc	No	\$0.08	\$0.08
Uranium	Disc	No	\$9.34	\$9.71
Zinc	Disc	No	\$19.01	\$20.00
Non-compliance pH charge - value of coefficient k (refer equation 3 in Liquid Trade Waste Policy)	Disc	No	\$0.52	\$0.54
Septic receipt at Junee Sewer Treatment Plant per litre	Disc	No	\$0.05	\$0.05
Trade Waste receipt at Junee Sewer Treatment Plant per litre	Disc	No	\$0.10	\$0.10

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
SUPPLY OF EFFLUENT WATER				
Supply of Effluent Water (\$/kl)	Disc	No	\$0.06	\$0.06
Engineering & Infrastructure Fees and Charges				
Private Works				
Private Works undertaken by the Council are done so pursuant to the Local Government Act 1993. It is the Council's policy that all plant hired will be operated by an employee of the Council, i.e. the Council will not 'dry hire' any item of plant.				
Where works are undertaken outside of normal working hours, an overtime loading shall apply.				
Similarly, where works are undertaken as a call-out (irrespective of the duration) or on short notice, a loading shall apply.				
Private Works will be undertaken either as a 'do and charge' or on a quote basis and this applies to labour, plant and materials.				
BLASTING				
Blasting Permit	Disc	No	\$143.00	\$149.00
CONTRIBUTIONS				
Kerb & Guttering - JSC initiated				
As resolved by Council - not to exceed 50% of the cost of the work as specified in the Roads Act - includes 1 layback	Disc	No	AS detailed	AS detailed
Other boundaries, provided does not exceed 25% of cost per lineal metre	Disc	No	AS detailed	AS detailed
Laybacks / Gutter crossings (each)	Disc	No	AS detailed	AS detailed
PLANT, MATERIALS & PRIVATE WORKS				
Plant Hire Rates - per hour including operator				
Labour Rate	Private works	Yes	POA	POA
Truck D/Cab, Tipper - per hour	Private works	Yes	POA	POA
Tippers, 5m3	Private works	Yes	POA	POA
U.D. Nissan Tipper, 8m	Private works	Yes	POA	POA
U.D. Nissan Tipper, 8m ,plus pig trailer 8m	Private works	Yes	POA	POA
Water Truck 10,000 litres	Private works	Yes	POA	POA
Street Sweeper	Private works	Yes	POA	POA
Rollers (towed by Tractor)	Private works	Yes	POA	POA
Grader	Private works	Yes	POA	POA
Excavator - Volvo EC210B	Private works	Yes	POA	POA
Backhoe - Caterpillar 432E	Private works	Yes	POA	POA
Loader - Hitachi LX-150	Private works	Yes	POA	POA
Self Propelled Rubber Tyred Roller - Multipac VP2400	Private works	Yes	POA	POA
Tractors - John Deere, Chamberlain, Ford	Private works	Yes	POA	POA
Combination Roller	Private works	Yes	POA	POA
Ingersol-Rand Roller (double drum)	Private works	Yes	POA	POA
HAMM Smooth Drum Roller (self-propelled)	Private works	Yes	POA	POA
John Deere 1145 Mowers	Private works	Yes	POA	POA
Mower - Walker	Private works	Yes	POA	POA
Slashers	Private works	Yes	POA	POA
Sewer Jetter	Private works	Yes	POA	POA
Minor Plant ie: Chainsaws, mowers, compactors, pumps, slashers	Private works	Yes	POA	POA
Ancillary Plant ie: P90 Cabin, small mowers, Whipper snippers etc.	Private works	Yes	POA	POA
Light Vehicles (operator to be added at hourly rate) - per km	Private works	Yes	POA	POA
Low Loader less than 100 KM	Private works	Yes	POA	POA
Low Loader greater than 100 KM add kilometre rate - per km	Private works	Yes	POA	POA
Overtime loading	Private works	Yes	POA	POA
Call-out/short notice loading	Private works	Yes	POA	POA
Materials				
Gravel	Private works	Yes	POA	POA
ROAD APPROVALS				
s.138 Approvals				
Section 138 Application - non-residential in nature (includes one inspection)	Disc	No	\$201.00	\$209.00
Section 138 Inspection Fee	Disc	No	\$177.00	\$184.00
Section 138 - residential	Disc	No	Free	Free
Assessment of design of Commercial vehicular footpath crossing (incl 2 inspections)	Private works	Yes	\$177.00	\$184.00
Additional Inspections if required	Private works	Yes	\$177.00	\$184.00
s.144 Special Event Approvals				
Event. This does not include Traffic Management/personal	Disc	No	\$210.00	\$218.00
National Heavy Vehicle Approvals				
Oversize/Overmass Application	Disc	No	\$77.00	\$80.00

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
PUBLIC RESERVE/ROAD				
Administration fee - charged at each lease/licence commencement	Disc	No	\$177.00	\$184.00
Rental of reserve or closed roads per hectare per annum (in Ha lots)	Disc	No	\$88.00	\$92.00
Permanent Road closure application. (Plus Actual cost include - advertising, survey plans, DA fees. LPI registration) - Formed or unformed Roads	Disc	Disc	\$2,200 + Actual costs	\$2,200 + Actual costs
Easement Negotiations. (Plus Actual cost include - advertising, survey plans, DA fees. LPI registration) - Council land	Disc	Disc	\$2,200 + Actual costs	\$2,200 + Actual costs
Crown Land leases	Disc	No	As tendered	As tendered
Occupation fee for hoarding length exceeding 50m or area occupied exceeding 100m2	Disc	No	POA	POA
Occupation fee per m2 for hoarding less than 50m or area occupied less than 100m2: - fees apply after one week - per m2 of road reserve occupied per week or part week - minimum charge of \$60/week	Disc	No	\$3.00	\$3.10
SLASHING				
Clean normal urban block (after notice) - Minimum Charge - Blocks less than 1,000 sq mtrs	Private works	Yes	POA	POA
Other/large block (by quote) - for blocks great than 5000 sq mtrs	Private works	Yes	POA	
STREET BANNER				
Erection of street banner for ceremonial purposes - each	Disc	Yes	\$482.00	\$501.00
Finance & Administration Fees and Charges				
Privacy & Personal Information Protection Act				
Enquiries made of the Council may be subject to the requirements of the <i>Privacy & Personal Information Protection Act</i>).				
BANKING FEES				
Charge for dishonoured cheque or direct debit	Disc	Yes	\$115.00	\$120.00
CERTIFICATES				
Section 603 Certificate	Reg	No	\$90.00	\$95.00
Section 735A Certificate - Outstanding Notices and Orders under LG Act	Reg	No	See Development fee section	See Development fee section
24 hour turnaround from time of receipt	Disc	Yes	\$123.00	\$128.00
SALE OF LAND FOR UNPAID RATES				
Debtor Accounts, Rates Accounts etc - Rate is subject to change. Rate quoted is current at the time the schedule was prepared	Reg	No	6%	9%
Sale of Land for unpaid rates Administration charge	Disc	yes	\$750.00	\$780.00
Advertising, Real Estate Agent, Solicitor, Valuation fees. Title Searches.	Reg	yes	Actual cost	Actual cost
ENQUIRY FEES				
Rate enquiry per assessment				
Written response	Disc	No	\$50.00	\$52.00
Verbal response	Disc	No	\$28.00	\$29.00
By Owner (no charge)	Disc	No	No Charge	No Charge
Rate Notice, duplicate copy	Disc	No	\$20.00	\$21.00
Real Estate Listing	Disc	No	\$68.00	\$71.00
Researching information for external parties				
Rate per hour	Disc	No	\$97.00	\$101.00
Minimum Fee	Disc	No	\$97.00	\$101.00
GOVERNMENT INFORMATION (PUBLIC ACCESS) ACT 2009				
Application fee for requests under GIPA	Reg	No	\$30.00	\$30.00
Processing fees				
Non-Personal Information per hour	Reg	No	\$30.00	\$30.00
Personal Information per hour after first 20 hours	Reg	No	\$30.00	\$30.00
Researching information for GIPA requests				
Rate per hour	Disc	No	\$97.00	\$101.00
Minimum Fee	Disc	No	\$97.00	\$101.00

Fees and Charges Description	Statutory Fee	GST Status	22/23 Fees	Draft 23/24 Fees
HIRE OF COUNCIL BUILDINGS/OPEN SPACES				
Council rooms				
Council Chambers or Committee Room - during office hours - per event or day	Disc	Yes	\$141.00	\$147.00
Council Chambers or Committee Room - outside of office hours - per hour	Disc	Yes	\$45.00	\$47.00
Athenium Theatre				
Weddings, 21sts, engagements - per event / day	Disc	Yes	POA	POA
Meetings - per event / day	Disc	Yes	POA	POA
Meetings - per hour (1 - 4 hours only)	Disc	Yes	POA	POA
Ecumenical Church Services - per event / day	Disc	Yes	POA	POA
Ecumenical Church Services - per hour (1 - 4 hours only)	Disc	Yes	POA	POA
Non-profit Organisations - per event / day	Disc	Yes	POA	POA
Non-profit Organisations - per hour (1 - 4 hours only)	Disc	Yes	POA	POA
Grand Piano Hire - per event / day	Disc	Yes	\$31.00	\$32.00
Grand Piano Hire - per hour (1 - 4 hours only)	Disc	Yes	\$11.00	\$11.40
Grand Piano Hire - key deposit	Disc	Yes	\$21.00	\$22.00
Bond - functions with alcohol	Disc	Yes	POA	POA
Bond - functions without alcohol	Disc	Yes	POA	POA
Council Parks & Reserves				\$0.00
Group Fitness Class Fee (3 or more people) - per month, Max. No. sessions 6 per week. Application required.	Disc	Yes	\$257.00	\$267.00
Personal Training Fee (1 or 2 people) - per month Max. No. sessions 6 per week. Application required.	Disc	Yes	\$133.00	\$138.00
Commercial user per day	Disc	Yes	\$615.00	\$640.00
Cleaning/Damage Deposit	Disc	Yes	\$1,025.00	\$1,066.00



DRAFT WORKFORCE PLAN 2024

REVIEWED: 28 July 2020
MINUTE NO: 03.07.20
REVIEWED: 28 June 2022
MINUTE NO: 03.06.22
REVIEWED: May 2024





EXECUTIVE SUMMARY

The New South Wales State Government introduced an Integrated Planning and Reporting Framework for Local Government that includes a requirement that local Councils develop and adopt a Workforce Management Plan in keeping with the framework shown below: The Integrated Planning and Reporting Framework requires all NSW Councils to develop long term Community Strategic Plans and Delivery Programs. This Workforce Plan forms part of the Resourcing Strategy and outlines how Junee Shire Council will implement the priorities and strategies within its Delivery Program, in line with Council's budget.

Councils are required to undertake workforce planning to support the achievement of the Delivery Program. It addresses the human resources required to achieve the activities identified in the Delivery Program.

WHAT IS WORKFORCE PLANNING?

Workforce planning and development is a management technique used to assist with managing workforce demand and supply. It is the process used to align the needs of a business with those of its workforce.

An effective Workforce Plan is a continuous process of shaping the workforce to ensure that it is capable of delivering the Council's objectives now and in the future. The plan aims to provide Council with the workforce best able to inform its strategic direction, develop innovative approaches to complex issues and deliver appropriate services consistently, effectively and efficiently.

For the process to be truly effective, workforce planning needs to be recognised as a business-driven process, which is a fundamental component of the integrated planning and reporting framework.

Workforce planning and development is an important issue in the Australian business community. It is strategic and operational and needs to be successfully integrated into overall business strategy and corporate objectives.

Whilst Workforce Planning is the key to forecasting future labour requirements, it is also used for:

- Identifying employment concerns
- Developing new workforce skills
- Monitoring and containing workforce costs
- Ensuring that there is adequate service delivery into the future.

WHAT IS WORKFORCE DEVELOPMENT?

Workforce planning in Australia, particularly in rural Australia has a number of challenges:

- There are fewer young people entering the job market each year in the local Government sector
- The workforce is ageing
- Over the next 25 years the proportion of Australians aged over 65 will increase significantly
- Australia will have shortages of more than 200,000 skilled workers over the next five years, with many of these prominent in the local government sector
- Aboriginal, the Cultural and Linguistically Diverse communities and people with disabilities are under-represented in the workforce.



VISION & VALUES

This Workforce Plan is one of the resourcing strategies that address the requirements in the Community Strategic Plan (CSP). In doing so, it is informed by the CSP especially the Council's **Vision** and **Values**.

OUR VISION

“Junee will be a great place to live, with a healthy civic pride. That will come about because the amenity of the shire – social, recreational, cultural, environmental and visual – is the best quality possible given our circumstances. There will be an increase in population because of this, with the increase made up of people who are net contributors to the community.”

“Junee will be prosperous and existing services and businesses will have been preserved and grown. The shire will have economic development strategies recognising the different circumstances of urban and rural areas.”

“Junee will be a place where innovative, responsive leadership and management occurs in all facets of community life.”

“It will be an independent Local Government area with a strong sense of identity.”

OUR COMMUNITY

PROUD AND WELCOMING

We are proud of our shire and as a friendly community we encourage and support new residents and business owners.

INNOVATIVE AND PROGRESSIVE

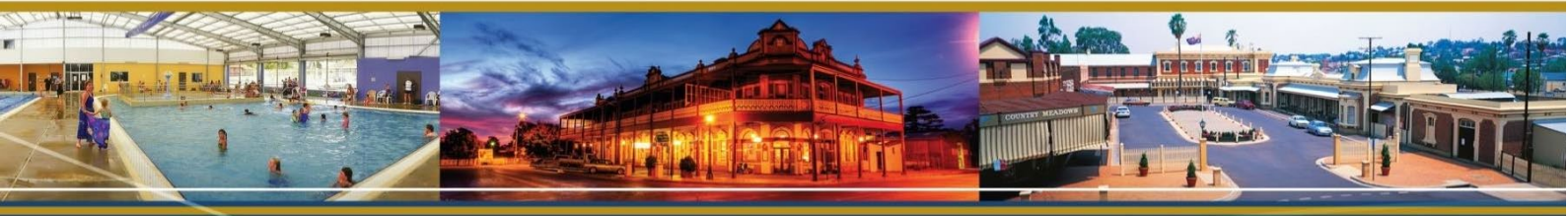
We welcome new ideas and we seek to make changes that will improve the lifestyle of our community.

INCLUSIVE

We have a perspective broader than the shire boundary; our regional focus means we are tuned to the opportunities available through co-operation and partnerships.

LEADERSHIP AND WISDOM

We listen and act; we are prepared to take tough decisions in the best interests of the future of our people, our place and our economy.



FRAMEWORK

The Workforce Plan must complement the other resourcing strategies within the Integrated Planning and Reporting Framework.

COMMUNITY STRATEGIC PLAN

Identifies the community's main priorities and aspirations for the future and outlines strategies for achieving these goals.

COMBINED DELIVERY PROGRAM AND OPERATIONAL PLAN

Describes the activities and outlines the details of the specific projects we will undertake to achieve our long term goals and outcomes.

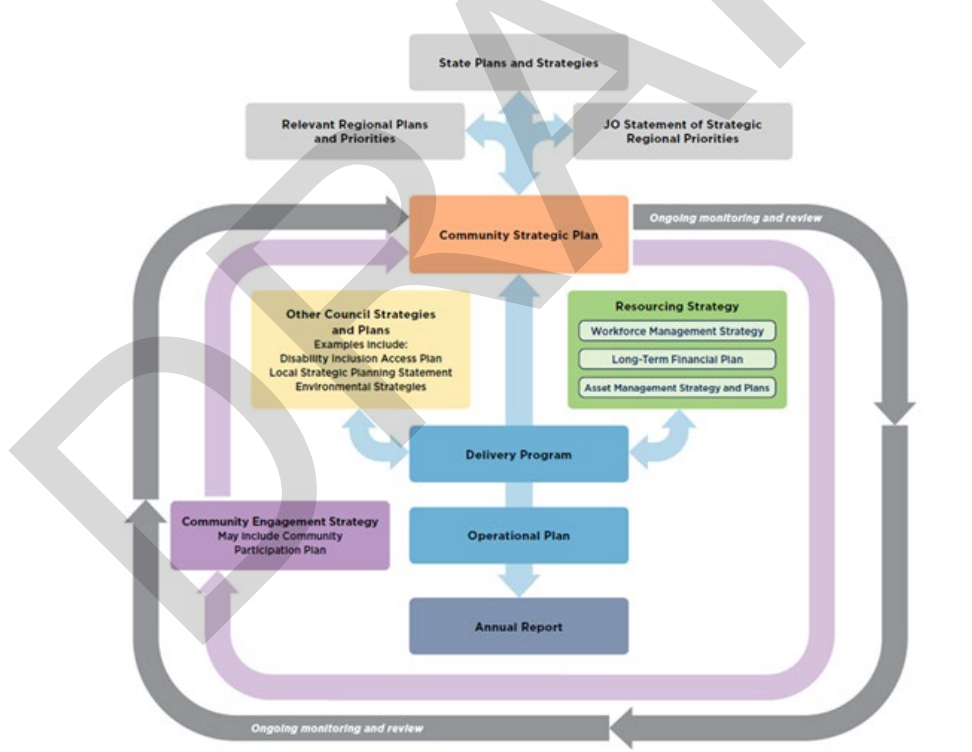


Image: Integrated Planning and Reporting Framework

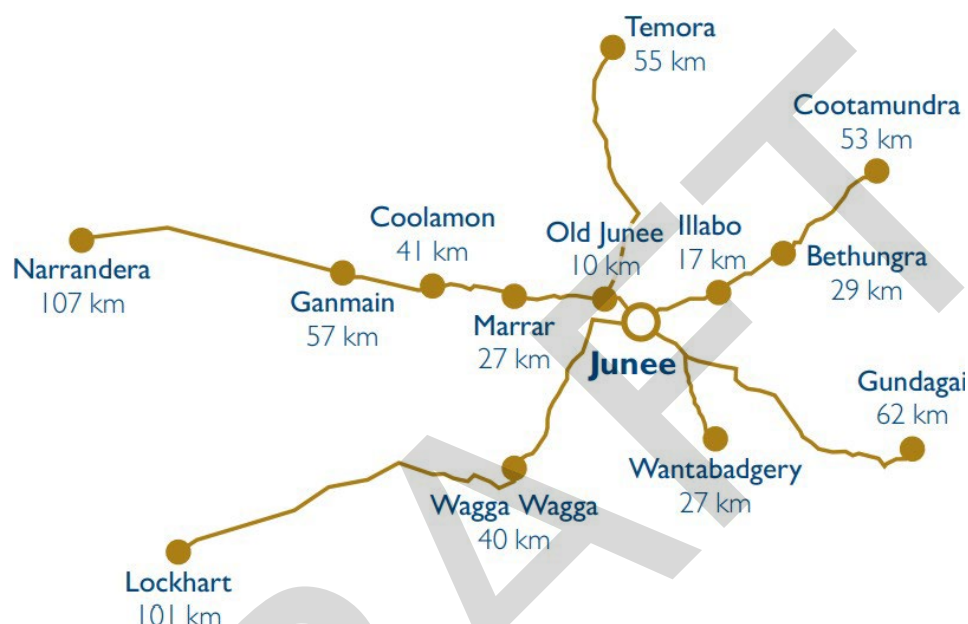
The Workforce Plan, together with the Council's Asset Management Strategy, Asset Management Plans and Long Term Financial Plan, provide the resources necessary to achieve the Delivery Program.

The Workforce Plan aligns with and supports Junee Shire Council's other key planning documents to ensure that we have a capable, professional, engaged and sustainable workforce, in order to deliver on our commitments to the community.



JUNEE SHIRE

Junee Shire is a rural shire of 6,738 (Id Forecast 2021) people covering an area slightly in excess of 2000 square kilometres on the South West Slopes of New South Wales.



Junee is not typical of rural shires in New South Wales due to its proximity to the Wagga Wagga which is the largest inland city in NSW. The rural sector does not rely on the township for services to the same extent as happens in shires more remote from regional centres. Junee proximity also has substantial recruiting attraction and other advantages which Junee can benefit from.

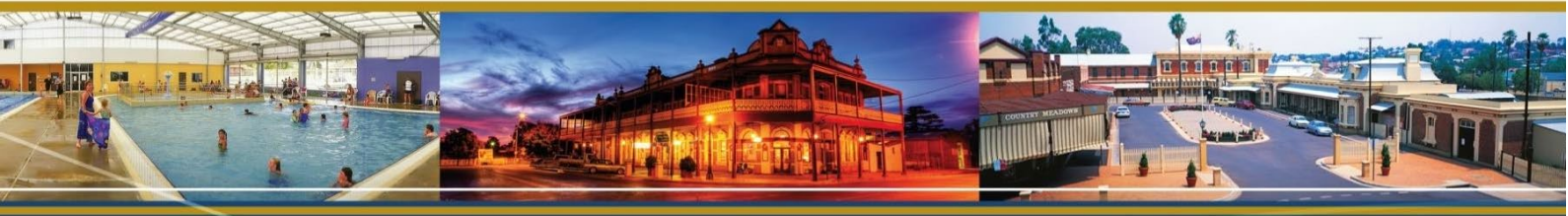
Junee Shire Council must take into consideration the changing labour market environment, even if it has appeared unaffected over recent years. There is a growing trend within working environments for people moving for career advancement more readily across their working life. This requires a unique and tailored approach when recruiting, employment conditions are assuming greater importance in securing suitable staff to successfully delivery local government services.

ORGANISATION

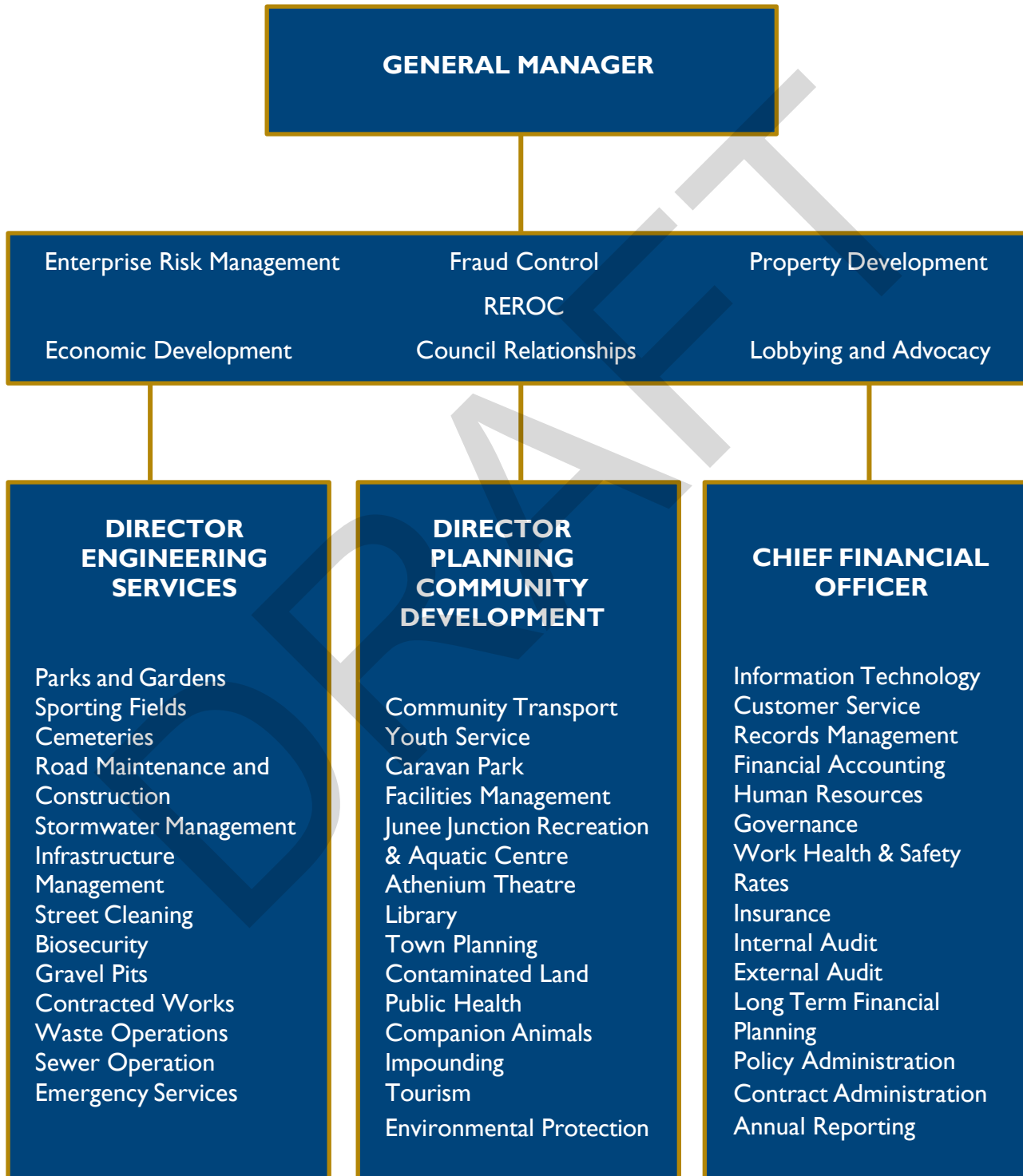
Junee Shire Council has four departments:

- | | |
|--------------------------------------|-------------------------|
| • Executive Services | General Manager |
| • Planning and Community Development | Director |
| • Finance and Administration | Chief Financial Officer |
| • Engineering Services. | Director |

The General Manager inclusive of Directors form the Management Executive Team. The following functional areas being assigned to each directorate:



ORGANISATIONAL STRUCTURE





WORKFORCE PROFILE

Junee Shire Council employs some 86 across its diverse range of functional areas, with the equivalent full-time at 74. The status levels as at May 2023 were as follows:

	Permanent Full-time	Permanent Part-time	Traineeships	Casuals
Female	12	3	0	14
Male	45	0	2	9
Total	57	3	2	23

The two school based trainees currently engaged with Council are undertaking the following qualifications:

- Cert. II in Sport and Recreation
- Cert. III in Local Government (Facilities Maintenance)

Casual employees are primarily based at the Recreation Centre (16), the balance based at the Library (5) and Council Office (2).

Council's workforce is comprised of 56 males (66%) and 30 females (34%).

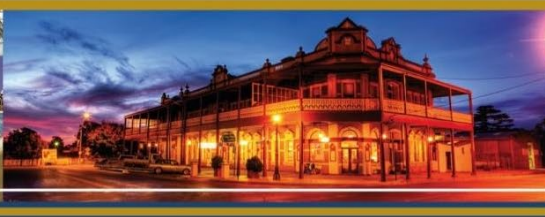
The proportion of females as part of the full-time workforce is 15.2%.

The combined age profiles scale up to 67 for males and 69 for females; there is no bell-curve effect as can be found in other councils. What might be seen as a predictable outflow from the workforce is tempered by different circumstances including superannuation.

The workforce of Council is an ageing one, evident across both female and male sectors, with the majority being represented by males undertaking positions in the outdoor workforce.

Age profile by gender:

	20 and under	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61 and over
Male	7	4	8	0	4	5	4	7	9	8
Female	4	3	1	1	4	2	2	2	4	7



ISSUES

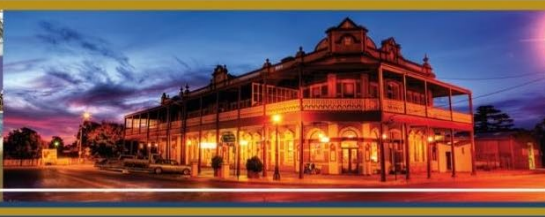
GENDER BALANCE

It is highly desirable to increase the proportion of women in the workforce with full consideration of the characteristics of Equal Employment Opportunity. Council's situation is that there are few recruiting opportunities, which in turn impacts on the opportunities for innovative recruitment.

STRATEGY:

To recruit women to positions whenever opportunities occur, other things being equal. Specifically target female demographic by identifying specific professional areas such as finance, engineering, human resources, Information Technology etc. and build this aspect in to council's long term succession planning.

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LONGEVITY

The permanent full-time workforce has an average length of service of 14 years. This indicates a reasonable level of stability. It fosters the virtues of institutional knowledge and job skilling through experience. It generally means that there is always someone to step up to a vacant position. However, because those vacant positions are so few and infrequent, succession can take time to achieve.

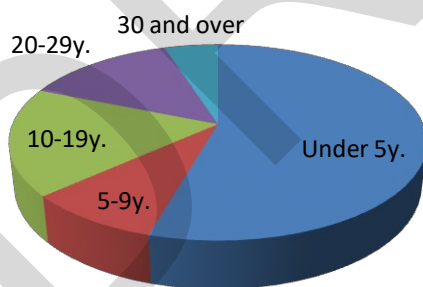
It can be seen that the workforce is lacking young people, and this is a result of the high stability; the older are crowding out the young looking for opportunities in a workplace such as ours.

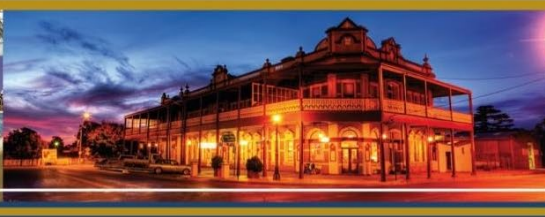
It can be seen that the workforce would benefit from the engagement and/or promotion of young people as this would assist with succession planning and the uptake of cross-integration of skills.

STRATEGY:

While providing the conditions for the experienced employees to maintain their productivity, take opportunities that vacancies provide to refresh the workforce from below with younger people – other things being equal. Utilise graduates, cadetships, traineeships and apprentices to their best potential to entice a younger generation of employees to the council workforce.

YEARS OF SERVICE ACROSS WORKFORCE





CRITICAL POSITIONS

The following may be categorised as critical positions in terms of supply or availability for recruitment purposes.

- Executive Management Positions
- Finance and Business Professionals
- Engineering Professionals
- Building Surveyors
- Human Resource Professionals
- Risk Manager
- Rates Officers
- Tourism and Economic Development
- Treatment Plant/Wastewater Operators

These are the positions where there is a shortage sector wide.

Junee has not historically had great difficulty in recruitment generally because of its inherent attractiveness and proximity to a regional centre. However, there are shortages in key areas, and they promote the desirability of 'growing your own'.

Council's previous experience through the engagement of an Engineering Cadet and Trainees/Apprentices has been met with positive outcomes.

STRATEGIES:

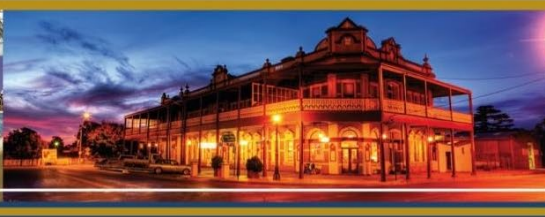
- Wherever feasible, nurture our own talent by way of student placements (engineering), traineeships (eg. building surveying, IT, Library services) and apprenticeships.
- Provide structured and specialist training programs.
- Promote employment within a small rural council as opportunity to be in a more hands-on environment, to have broad exposure to Council operations and the opportunity for workplace flexibility.

RETENTION

Retention has not generally been a concern however Council needs to complement its desirable location and amenities with preferred employer status and the retention of high quality employees.

STRATEGIES:

- Provide flexible working hours.
- Ensure that pay and conditions are competitive.
- Enrich and enlarge jobs wherever feasible.
 - Transfer knowledge to appropriate staff in order to enable the Council's succession plans.
- Provide for flexible Salary Sacrifice and Salary Packaging.



WORK HEALTH AND SAFETY

Junee Shire Council has an enviable record compared to other Council workplaces which it strives to maintain.

STRATEGIES:

- Vigilant approach to workplace safety and risk management.
- Active WH&S Committee that works to reduce workplace hazards.
- Continuation of Employee Assistance Program

WORKING CONDITIONS

Junee Shire Council's workplace is ageing and suffers by comparison with other Council workplaces around the region. There can be no major improvements to this due to resource restraints however there should be a process of continuous incremental improvements to improve the status.

STRATEGIES:

- Keep abreast with modern technology to ensure high standards of efficiency and productivity are retained.
- Renew computer equipment/upgrade systems to ensure that such equipment/systems are in place to enrich the workplace experience.
- Maintain a modern fleet including construction equipment, vehicles and miscellaneous plant.

DETERMINING SUCCESS

Junee Shire Council has previously set a base line with a major employee attitude survey. There is a need to continue this survey process and complement that with additional actions.

STRATEGIES:

- Seek employee views through an attitude survey where possible.
- Conduct and document exit interviews.
- Conduct regular employee appraisals.



CONCLUSION

The Workforce Plan needs to be considered from the perspective of determining what and how to forecast for the future needs of employment within Council. These needs are determined by such elements as an ageing workforce, attraction and retention of employees, community expectations, funding restraints and regulatory reforms to the sector that may require a governance or compliance response. Included in these elements are challenges and issues around the development and management of the human resources of Council and the relationship that this has with Council's ability to deliver on its strategic objectives.

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Item 4 COUNCIL INVESTMENTS AND BANK BALANCES

Author Manager Finance and Business Services

Attachments Nil

RECOMMENDATIONS:

That Council notes the Investment Report as of 30 April 2023, including the certification by the Responsible Accounting Officer

PURPOSE

To provide a report setting out all money that the Council has invested under Section 625 of the *Local Government Act 1993*.

EXECUTIVE SUMMARY

In accordance with Clause 212 of the *Local Government (General) Regulation 2021*, a report stating the details of money invested must be presented to the Council monthly.

The report must include certification as to whether the investments have been made in accordance with the Act, Regulations, and Council's Investment Policy.

The Investment Report shows that Council has total cash and investments of \$8,676,876 comprising:

Trading Accounts -	\$643,724
At Call Accounts -	\$1,783,152
Investments -	\$6,250,000

CERTIFICATION – RESPONSIBLE ACCOUNTING OFFICER

I, Lloyd Hart, hereby certify that the investments listed in the attached reports have been made in accordance with Section 625 of the *Local Government Act 1993*, Clause 212 of the *Local Government (General) Regulation 2005*, and existing Investment Policies.

BACKGROUND

In accordance with Clause 212 of the *Local Government (General) Regulation 2021*, a report stating the details of money invested must be presented to the Council monthly.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

The report must also include Clause 212 of the *Local Government (General) Regulation 2021*, a report stating the details of money invested must be presented to the Council monthly.

LINK TO STRATEGY

The report relates to the Community Strategic Plan Outcome of:

- Sustainable – Strategy 6.1 – Council is accountable and financially sustainable

FINANCIAL CONSIDERATIONS

Actual investment income for the period from 1 July 2022 to date was \$79,955.87.

SOCIAL CONSIDERATIONS

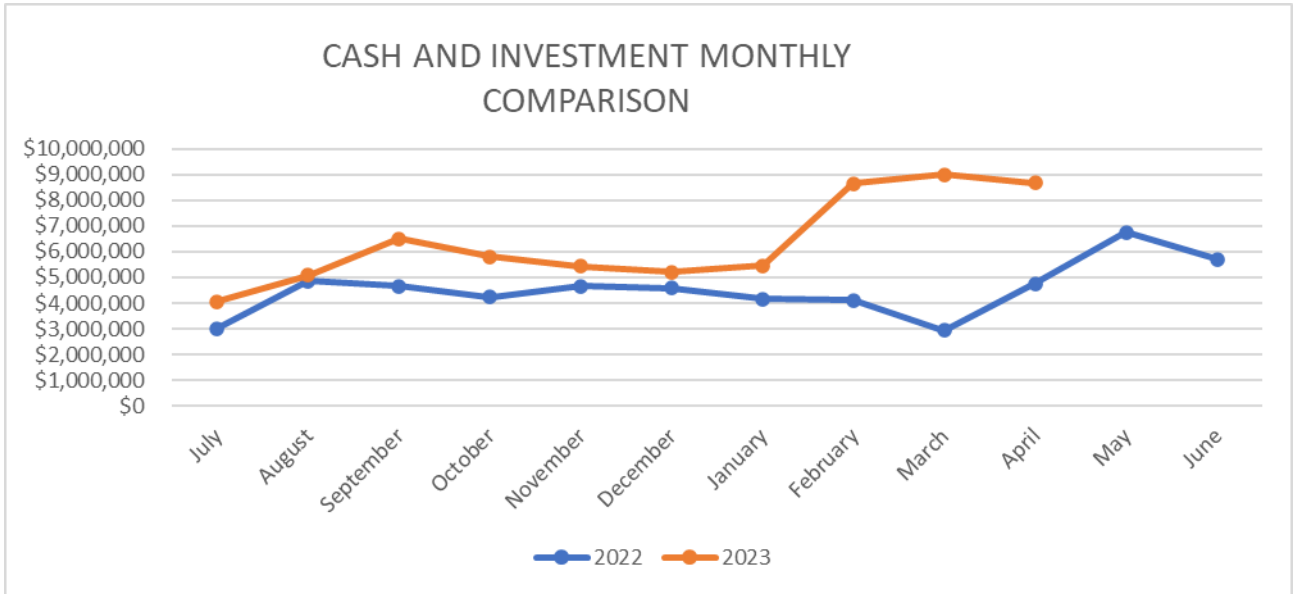
Council's investments are managed in accordance with Council's Investment Policy. Council's Investment Policy requires consideration of social responsibility when making investment decisions.

INVESTMENT BALANCES

INVESTMENT BALANCES						
As of 30 April 2023						
INSTITUTION	RATING	AMOUNT (\$)	MATURITY DATE	INTEREST RATE	INTEREST AT MATURITY (\$)	BENCHMARK – AusBond
Trading Accounts						
Commonwealth Bank of Australia	A1+	643,724	-	-	-	-
		643,724				
At Call Accounts						
Commonwealth Bank of Australia	A1+	1,783,152	At Call	3.65%	17,363.97	3.60%
		1,783,152			17,363.97	
Term Deposits						
Judo Bank	A3	-	Matured	-	872.60	-
Macquarie Bank	A1	-	Matured	-	1,495.89	-
MyState Bank	A2	-	Matured	-	2,864.38	-
AMP Bank	A2	-	Matured	-	4,506.16	-
National Australia	A1+	-	Matured	-	4,776.17	-
Judo Bank	A3	-	Matured	-	8,068.49	-
MyState Bank	A2	-	Matured	-	5,598.63	-
Australian Unity Bank	A2	-	Matured	-	10,504.10	-
Bank of Queensland	A2	-	Matured	-	13,836.99	-
AMP Bank	A2	-	Matured	-	10,068.49	-
AMP Bank	A2	500,000	3-May-23	4.25%	11,818.49	3.64%
MyState Bank	A2	500,000	12-May-23	4.05%	6,657.53	3.64%
Members Equity Bank	A2	500,000	2-Jun-23	3.25%	16,205.48	3.60%
AMP Bank	A2	500,000	14-Jun-23	4.10%	15,332.88	3.60%
The Mutual Bank	A3	500,000	19-Jun-23	4.40%	5,424.66	3.60%
National Australia Bank	A1+	1,000,000	28-Jul-23	4.38%	18,000.00	3.60%
National Australia Bank	A1+	750,000	8-Aug-23	4.30%	15,904.11	3.36%
National Australia Bank	A1+	500,000	14-Aug-23	4.40%	10,969.86	3.36%
AMP Bank	A2	1,000,000	11-Sep-23	4.65%	23,058.90	3.36%
AMP Bank	A2	500,000	04-Oct-23	4.75%	11,842.47	3.36%
		6,250,000			197,806.28	
Total Cash and Investment		8,676,876				

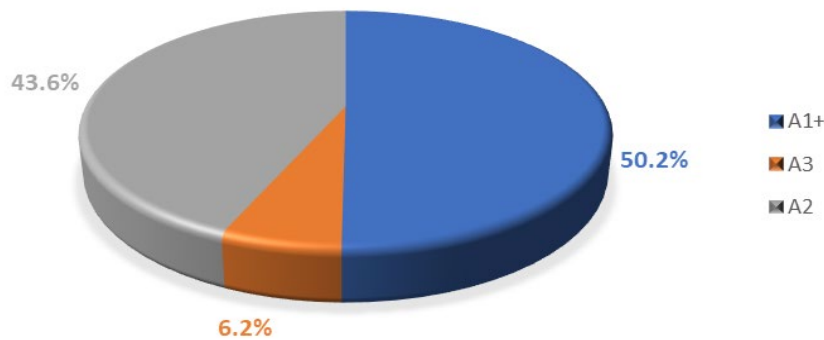
GENERAL MANAGER’S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Cash Comparative Analysis



Portfolio Analysis

COUNCIL INVESTMENT PORTFOLIO BY INSTITUTION RATING

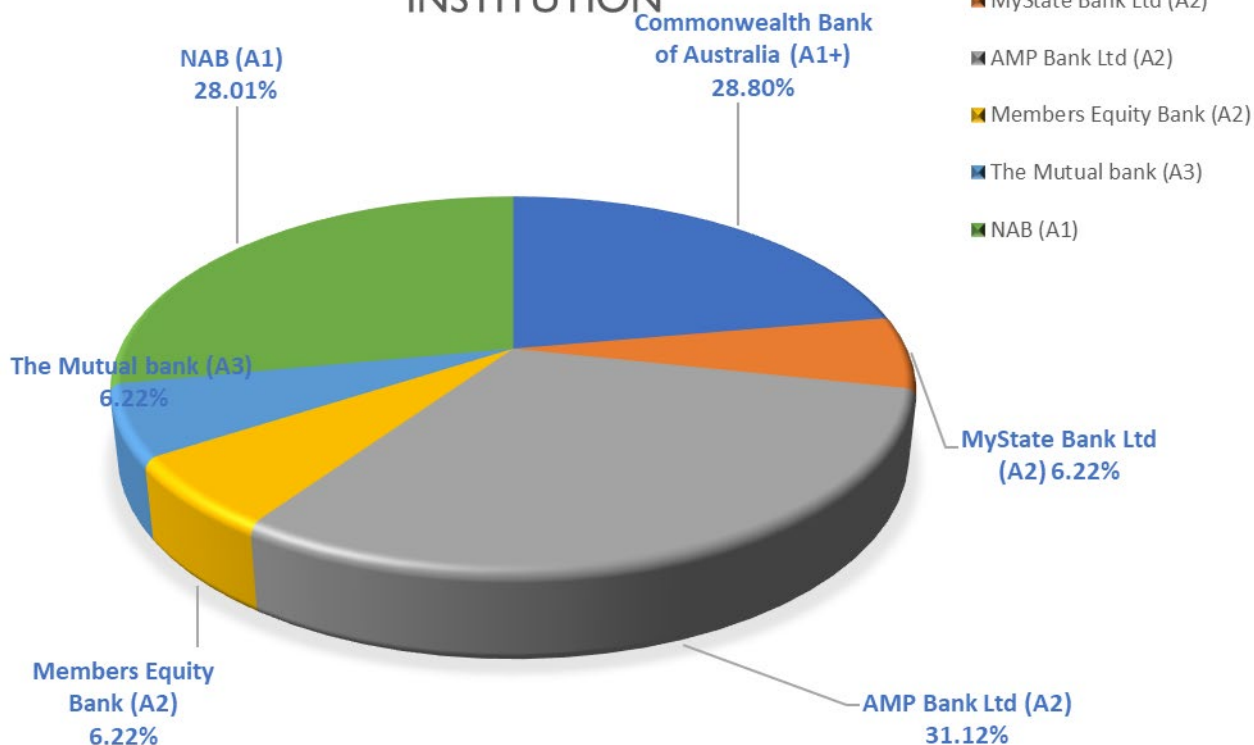


Portfolio Credit Framework – Compliance with Investment Policy Requirements

Clause 9a of the Council’s Investment Policy requires that the total percentage exposure within the market to any particular credit rating category be limited, as detailed in the table below:

S&P Long Term Rating	S&P Short Term Rating	Maximum %	Portfolio Complies with Policy?
AAA	A1+	100%	Yes
AA+	A1	100%	Yes
AA			
AA-			
A+	A2	75%	Yes
A			
A-			
BBB+	A3	40%	Yes
BBB			
BBB-			
Unrated	Unrated	25%	Yes (\$Nil)

COUNCIL INVESTMENT PORTFOLIO BY INSTITUTION



Overall Portfolio Credit Framework – Compliance with Investment Policy Requirements

Clause 9b of the Council’s Investment Policy requires that exposure to an individual institution be restricted by their credit rating so that single entity exposure is limited, as detailed in the table below:

S&P Long Term Rating	S&P Short Term Rating	Maximum %	Portfolio Complies with Policy?
AAA	A1+	50%	Yes
AA+	A1	50%	Yes
AA			
AA-			
A+	A2	35%	Yes
A			
A-			
BBB+	A3	20%	Yes
BBB			
BBB-			
Unrated	Unrated	20%	Yes (\$Nil)

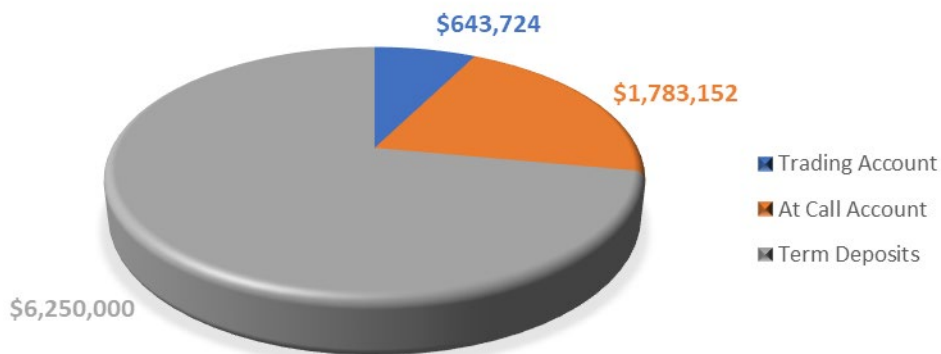
GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Term to Maturity Framework – Compliance with Investment Policy Requirements

Clause 9c of the Council’s Investment Policy requires Council’s investment portfolio is to be invested within the following maturity constraints:

Overall Portfolio Term to Maturity Limited			Portfolio Complies with Policy?
Portfolio % < 1 year	Min 65%	Max 100%	Yes
Portfolio % > 1 year < 3 years	Min 0%	Max 20%	Yes
Portfolio % > 3 years < 5 years	Min 0%	Max 15%	Yes
Portfolio % > 5 years	Min 0%	Max 0%	Yes

COUNCIL CASH AND INVESTMENT PORTFOLIO BY TYPE OF INVESTMENT



Statement of Investment Policy Compliance

Legislative Requirements		Compliant
Institutional Exposure Limits	Yes	Fully compliant
Portfolio Credit Rating Limits	Yes	Fully compliant
Term to Maturity Limits	Yes	Fully compliant

Item 5 THIRD QUARTERLY BUDGET REVIEW

Author Chief Financial Officer

Attachments QRR3 Statement

RECOMMENDATIONS:

- 1. That the Quarterly Budget Review Report, as at 31 March 2023, be received and noted.***

 - 2. That Council approve the variations in the capital and operating budgets as detailed in the attached Third Quarterly Budget Review Report for the 2023 financial year.***
-

SUMMARY

Council has reviewed its Capital and Operating budget in response to changing operational conditions.

Overall Council projects will have a nett unfavourable variance of \$170,000 when increases in grants are offset against increased operation expenditure and increases in spending on Capital projects. This is broken up by a favourable variance of \$148,000 in operating, due to additional grants, and a reduction of \$22,000 spending in Capital projects.

Council's cash position is stronger than in past quarters with \$9 million in the bank as at 31 March 2022. Council is expecting negative cashflow in from April to June and is projecting a closing cash balance of \$8.8 million at 30 June 2023.

BACKGROUND

Attached to this report are the following items which make up the Quarterly Budget Review Statement (QBRs) for Junee Shire Council as at 31 March 2023.

- Income and Expenses Statement
 - By account code type
 - Notes on changes made
 - By activity

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

- Capital Budget Review Statement
 - Notes on changes made
- Cash and Investments Statement, with notes on Council's position

CONSIDERATIONS

Council has reviewed its Capital and Operating budget in response to changing operational conditions.

The big changes for the quarter are:

- The receipt of additional grants of \$2,175,000 to rectify flood damage to council's roads. Previously council was expecting some money but did not know the amount.
- The reduction of projected income from TfNSW Roadworks by \$710,000.

Roads Maintenance

Considerable funding has been received for the repair of roads impacted by on-going wet weather and two declared flood events. This has required Council to spend much more on the maintenance and repair of its local and regional roads. However, it has also meant that some capital projects that were originally budgeted for have needed to be re-prioritised.

TfNSW Roadworks

Council is expecting significantly less revenue than it budgeted for this financial year due to the scope of works for this year being reduced resulting from the impacts of ongoing wet weather and flood events. This includes deferral of resealing works and the road rehabilitation works north of Bethungra.

It is expected that these deferred works valued in the order of \$626,000 will be pushed to next financial year. Additionally, Council budgeted for \$265,000 of revenue in 2022/23 which was received in the previous year. Overall, this has meant the net forecast revenue and resulting surpluses from TfNSW works has been decreased by \$710,000.

Labour Costs

Labour Costs have been adjusted downwards to the tune of \$33,000 due to the charging of engineering management time to operational works and savings in Human Administration costs due to the resignation of the Director of Planning & Environment and the delay in appointing the Risk Management Co-ordinator. Council staff are confident that Labour costs will come in below budget for the year.

Weeds

An additional \$30,000 has been approved for weeds management this year, funded from a grant received NSW Local Land Services.

Capital

The biggest change to the Capital Budget is the increased allocation of \$118,000 to complete the Smart Poles project. This has been a complex project requiring the electrical supply for the smart poles to be separated from the Essential Energy supply network and metered separately.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

An additional \$150,000 has been allocated to the rehabilitation of Old Cootamundra Road. This project is funded by a grant of \$536,000, but the initial \$150,000 allocated in this financial year represents the amount that Council will be contributing to the project in 23/24. The remainder of the project will be completed next financial year along with the recognition of the grant funding that has been received.

The bus shelter project has been removed from the capital budget in accordance with a previous resolution of Council. This has resulted in a saving of \$55,000.

A broad summary table of the changes to the budget is shown below:

PROS		CONS	
Operating			
Roads Operating Grants	2175,000	Roads Contractor spending	1,280,000
Engineering Admin savings	50,000	TfNSW Nett Adjustment	710,000
Additional Rent	20,000	HR Nett Additional Exp	47,000
Interest Income	13,000	RFS & SES contribution increase	27,000
		Parks & Depot Labour	40,000
		Nett Other	6,000
Total Operating	2,258,000		2,110,000
Nett Operating Favourable Var	148,000		
Capital			
Roads	80,000	Smart Poles	118,000
IT	22,000	Depot Amenities	20,000
Buildings	20,000	JJRAC	17,000
Bus Shelter	55,000		
Total Capital	177,000		155,000
Nett favourable Capital	22,000		
Nett favourable Op and Capital	170,000		

Cash

Council was holding \$9 million in cash and investments as at 31 March 2023. This figure is inflated by the prepayment of several roads grants. The overall cash balance is expected to decrease over the remainder of the year to about \$8.8 million.

Council is in a position to meet its short-term commitments as and when they fall due and meet its longer-term debt commitments.

The challenge for Council will be to maintain its services and Capital Works over the longer term. This may require the reprioritisation of the future capital works program.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Council's cash position has been tight over recent years and continues to be so.

Council is awaiting notification of its SRV application which is expected in mid-May. If approved this will help council's cash position over the long term.

CONCLUSION

Although not strong, Council's financial position continues to improve. The adjustments recommended in this report will help to continue that trajectory.

It is therefore recommended that Council approve the budget adjustments in the attached Quarterly Budget Review.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 5

16 MAY 2023



Report by Responsible Accounting Officer

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

31 March 2023

It is my opinion that the Quarterly Budget Review Statement for Junee Shire Council for the quarter ended 31/03/23 indicates that Council's projected financial position at 30/6/23 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: 8/05/2023

Luke Taberner
Responsible Accounting Officer

Income & Expenses Budget Review Statement

Budget review for the quarter ended 31 March 2023

Income & Expenses - Council Consolidated

(\$000's)	Original Budget 2022/23	Revotes	Approved Changes		Revised Budget 2022/23	Variations for this		Notes	Projected Year End Result	Actual YTD figures
			Sep	Dec		Mar	Qtr			
			QBRs	QBRs						
Income										
Rates and Annual Charges	6,688			-	6,688				6,688	6,726
User Charges and Fees	3,699			20	3,719	-761	1		2,958	1,315
Interest and Investment Revenues	79			-	79	13	2		92	74
Other Revenues	583	144		(20)	707	20	3		727	489
Grants & Contributions - Operating	2,569	1,277	150	240	4,236	2205	4		6,441	4,490
Grants & Contributions - Capital	3,797		656	86	4,539	0			4,539	4,025
Net gain from disposal of assets	-			43	43				43	41
Share of Interests in Joint Ventures	-				-				-	-
Total Income from Continuing Operations	17,415	1,421	806	369	20,011	1,477			21,488	17,160
Expenses										
Employee Costs	5,805			(80)	5,725	-33	5		5,692	4,133
Borrowing Costs	365			10	375				375	307
Materials & Contracts	6,870	144	150	343	7,507	1362	7		8,869	3,654
Depreciation	3,617				3,617				3,617	2,749
Legal Costs					-				-	-
Other Expenses	363				363				363	1,198
Initiative Expenses	(116)				(116)				(116)	-
Net Loss from disposal of assets					-				-	-
Share of interests in Joint Ventures					-				-	-
Total Expenses from Continuing Operations	16,904	144	150	273	17,471	1,329			18,800	12,041
Net Operating Result from Continuing Operations	511	1,277	656	96	2,540	148			2,688	5,119
Net Operating Result from All Operations	511	1,277	656	96	2,540	148			2,688	5,119
Net Operating Result before Capital Items	(3,286)	1,277	-	10	(1,999)	148			(1,851)	1,094

Income & Expenses Budget Review Statement

Recommended changes to revised budget

Budget Variations being recommended include the following material items:

Notes	Details
1	Primarily due to lower than budgeted TfNSW revenue. This was due to an over estimation of the amount of claims that would be made during the financial year.
2	Additional interest earned on investments due to a combination of higher interest rates and higher cash balances.
3	Rental income increased to reflect higher actuals.
4	Due to additional grant funding for Road flood repairs. Council has also received \$225,000 for the August Floods . Council has received \$1 million for flood rectification. \$500K of this will be spent and the funding will be recognised this year. \$150,000 of this amount was allowed for in QBR2, the remaining \$350,000 is part of this QBR3 adjustment. The remaining \$500K will be recognised next year. Council will also receive \$1.6 million in additional flood repair money. Council has also had an additional \$30K grant approved for weed control. So $(\$225K + \$350K(500-150) + \$1,600 + \$30K = \$2,205K)$.
5	Due to savings in Engineering Management of \$50,000, as a result of charging management time to operational jobs, and savings in Human Resources Dept of \$40,000, due to the time it took to appoint the Risk Management Co-ordinator. This is partially offset by additional labour expenditure of \$20,000 in Parks, \$20,000 at the depot and \$17,000 on Events.
6	Primarily due to additional spending on roads contractors of \$1.28 million which corresponds to additional grant funding. An additional \$80,000 in HR contractors has been allowed for and an additional \$30,000 on weeds (which is offset by grant funding). \$27,000 for materials for the RFS and SES and \$15,000 for Recruitment expenses for the Director of Planning & Environment position are also included in this adjustment figure. These increases are partially offset by reductions of \$62,000 in spending on TfNSW works and \$8000 in legal expenses.

Income & Expenses Budget Review Statement

Budget review for the quarter ended 31 March 2023

Income & Expenses - Council Consolidated

(\$000's)	Original Budget 2022/23	Revotes	Approved Changes			Revised Budget 2022/23	Variations for this		Projected Year End Result	Actual YTD figures
			Other than by QBRs	Sep QBRs	Dec QBRs		Mar	Qtr		
Income										
Executive Services	64	54			348	466		466	66	
Finance & Administration	6,173					6,173	13	6,186	5,345	
Community & Business	1,651	586		606	(192)	2,651	20	2,671	2,211	
Engineering Services	7,115	781		200	193	8,289	1,444	9,733	7,088	
Waste	1,136				20	1,156		1,156	1,155	
Sewer Network & Treatment	1,276					1,276		1,276	1,295	
Effluent Reuse Scheme						-		-		
Total Income from Continuing Operations	17,415	1,421	-	806	369	20,011	1477	21,488	17,160	
Expenses										
Executive Services	1,453				413	1,866	74	1,940	1,236	
Finance & Administration	1,860				(100)	1,760		1,760	3,647	
Community & Business	3,218	144			(40)	3,322	17	3,339	2,090	
Engineering Services	7,902			150	(20)	8,032	1,238	9,270	3,547	
Waste Administration						-		-	2	
Domestic & Commercial Collection	696				20	716		716	365	
Junee Waste & Resource Recovery Centre	315					315		315	281	
Sewer Administration	630					630		630	129	
Sewer Network & Treatment	808					808		808	744	
Effluent Reuse Scheme	22					22		22	-	
Total Expenses from Continuing Operations	16,904	144		150	273	17,471	1,329	18,800	12,041	
Net Operating Result from Continuing Operations	511	1		656	96	2,540	148	2,688	5,119	
Net Operating Result from All Operations	511	1,277	-	656	96	2,540	148	2,688	5,119	

Capital Budget Review Statement										
Budget review for the quarter ended 31 March 2023										
Capital Budget - Council Consolidated										
(\$000's)	Original Budget 2022/23	Approved Changes				Revised Budget 2022/23	Variations for this Mar Qtr	Notes	Projected Year End Result	Actual YTD figures
		19/20 Revotes	Sep QBRS	Dec QBRS	Mar QBRS					
Capital Expenditure										
01050 - Economic Development	0	54		50	104	118	1	222	170	
01080 - Property Development					-			-	0	
01230 - IT Services	22				22	-22	2	-	0	
01310 - Buildings	150	33	606	(15)	774	-20	3	754	135	
01390 - JJRAC Operations & Management	80	488	120	(35)	653	17	4	670	489	
01430 - Library	319							-	37	
01630 - Parks & Reserves	170				170			170	0	
01640 - Depot						20	5	20	15	
01660 - Bridges	750				750			750	0	
01710 - Footpaths and Cycleways	0				-			-	0	
01730 - Roads	4,226	954	50	93	5,323	-80	6	5,243	2,358	
01790 - Stormwater Infrastructure	0	127			127			127	11	
01810 - Public Amenities		133			133	-55	7	78	70	
01830 - Cemetery Operations	30	0		(30)	-			-	0	
01860 - Plant Purchases	251	203			454			454	6	
02020 - Junee Waste and Resource Recovery Centre		26	6	14	46			46	11	
03010 - Sewer Network and Treatment	126	95		123	344			344	67	
									-	
Total Capital Expenditure	6,124	2,113	782	200	-	8,900	(22)	8,878	3,369	

Budget Variations being recommended include the following material items:

Notes Details

1	Due to additional money being allocated for the completion of the Smart Poles Project
2	Due to savings identified in the Information Technology Capital budget.
3	A saving of \$15,000 has been identified due to the sanding and polishing of the Athenium floor not being required as a result of the Stage 3 grant being approved. Also due to \$5,000 of savings being identified in spending on the Disability Inclusion Action Plan due to this now being funded by a grant.
4	Due to an additional \$40,000 expenditure on the Pool Tiling project partially offset by \$14,000 of savings on gym equipment and \$9,500 savings of stadium renewal costs.
5	Due to the funding of the Depot Parks and Gardens Toilet and Shower Facilities which were not previously budgeted for.
6	Due to \$67,000 of savings on the Rural Sealed heavy patching program and \$51,000 savings in Urban Street Rehabilitation. Offset by \$38,000 being allocated to the Lorne Street Wombat crossing which was not specifically budgeted for. Also \$180,000 has been re-allocated from a General Road Renewal Capital Account with \$150,000 being allocated to Old Cootamundra Road Re-habilitation and \$30,000 allocated to Allawah Road Shoulder Re-sheeting.
7	Due to savings identifies in not proceeding with the bus shelters which were previously budgeted for.

Cash & Investments Budget Review Statement

Budget review for the quarter ended 31 March 2023

Cash & Investments - Council Consolidated

(\$000's)	Opening Balance 1/07/2022	Approved Changes			Revised Budget	Variations for this Mar Qtr		Notes Projected Year End Result	Actual YTD figures
		Year End Adjustment	Sep QBRS	Dec QBRS					
Externally Restricted ⁽¹⁾									
Domestic Waste Management	175				175			175	175
Sewer Fund	1,156				1,156	-		1,156	1,156
Developer Contributions	210				210	100		310	210
Community Transport - Vehicle Replacement	103				103	-		103	103
Drainage/Stormwater Reserve	34				34	-		34	34
Employee Leave Entitlement - Sewer & Waste	173				173	-		173	173
Specific Purpose Unexpended Grants	1,933			1,000	2,933	500		3,433	933
Other					-			-	-
Total Externally Restricted	3,784	-	-	1,000	4,784	600		5,384	2,784
(1) Funds that must be spent for a specific purpose									
Internally Restricted ⁽²⁾									
Employee Leave Entitlements	356			150	506			506	506
Junee Historical Society	14				14	-		14	14
Financial Assistance Grant	624		(624)		-			-	624
Asset Management - General Fund	125				125	250		375	375
Plant Replacement Fund	125			200	325			325	125
Junee Medical Centre - Sale Proceeds	479				479	-		479	479
Bethungra Dam Reserve	35				35			35	35
Gravel Pit Restoration	22				22	-		22	22
Martel Memorial Trust Fund	4				4			4	4
Sale of Land for Unpaid Rates and Charges	11				11	(11)		-	
Total Internally Restricted	1,795	-	(624)	350	1,521	239		1,760	2,184
(2) Funds that Council has earmarked for a specific purpose									
Unrestricted (ie. available after the above Restrictions)	170				170			1,657	4,050
Total Cash & Investments	5,749	-	(624)	1,350	6,475	839		8,801	9,018

Cash & Investments Budget Review Statement

Comment on Cash & Investments Position

Council was holding a total of \$9.02 million in cash at 31 March 2023.
The expectation is that the total cash balance will decrease to \$8.8 million by 30 June 2023.
This is the highest closing cash balance in the shire's recent history.
It is due to a significant amount of Roads grants which council will be receiving for rectification of flood damage, it is estimated that about \$2 million of which will be unspent at the end of the financial year.

Investments

Investments have been undertaken in accordance with Council's Investment Policy.
At 31 March 2023 Council had \$6.25 million invested in term deposits and about \$2.53 million in an-online business saver account. The remaining \$241,000 was in its trading account.
Council will be looking to invest in term deposits over the next few months to take advantage of high interest rates.

Contracts Budget Review Statement

Budget review for the quarter ended 31 March 2023
Part A - Contracts Listing - contracts over \$150,000 entered into during the quarter

Contractor	Contract detail & purpose	Contract Value	Start Date	Duration of Contract	Budgeted (Y/N)
nil					

1. Minimum reporting level is 1% of estimated income from continuing operations of Council or \$50,000 - whatever is the lesser.
2. Contracts listed are those entered into during the quarter being reported and exclude contractors on Council's Preferred Supplier list
3. Contracts for employment are not required to be included.

Consultancy & Legal Expenses Budget Review Statement

Consultancy & Legal Expenses Overview

Expense	YTD Expenditure (Actual Dollars)	Budgeted (Y/N)
Consultancies	57,245	Y
Legal Fees	28,757	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.

Item 6 ADOPTION OF CONFLICT OF INTEREST POLICY FOR COUNCIL-RELATED DEVELOPMENT

Author Town Planner; Directorship: Planning and Community Development

Attachments Conflict of Interest Policy for Council-Related Development

RECOMMENDATIONS:

That Council adopt the Conflict of Interest for Council-Related Development policy attached to this report

SUMMARY

This report provides an overview of the exhibition period for the *Conflict of Interest for Council Related Development policy* and presents recommendations to Council to adopt the policy.

The exhibition period is a crucial stage that allows the public to review and comment on the briefing document supplied to the Council.

BACKGROUND

The *Conflicts of Interest for Council-Related Development policy* aims to manage conflicts of interest and increase transparency at all stages of the development process for Council-related developments.

CONSIDERATIONS

Exhibition Period:

The draft policy was exhibited for 28 days. During this time, the public was invited to review the plans and provide feedback to Council.

During the exhibition period, no submissions were received from members of the public.

No submissions were received during the exhibition period, so there is no public feedback to assess.

CONCLUSION

The exhibition period for the draft policy did not result in public feedback. Based on the lack of feedback, it is recommended that the Council adopt the Conflict of Interest for Council-Related Development policy.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 6

16 MAY 2023





CONFLICT OF INTEREST POLICY FOR COUNCIL-RELATED DEVELOPMENT

**Adopted:
Minute No:**

PART A OUTLINE

AIM

This policy aims to manage potential conflicts of interest and increase transparency at all stages of the development process for council-related development.

OBJECTIVES

This policy is aimed at fulfilling the following objectives:

- a) Establish management controls and/or a management strategy to address potential conflicts of interest at the different phases of the development process for the types of council-related development that the Council could be involved in.
- b) Outline the process through which potential conflicts of interest will be identified, the risks assessed and appropriate management controls determined, and
- c) Outline the process that will be followed to publicly communicate the management approaches for development applications subject to the policy.

LEGISLATIVE AND REGULATORY REQUIREMENTS

- Environmental Planning and Assessment Regulation 2021

BACKGROUND

Councils are development regulators. But they also can be the developer, landowner or hold a commercial interest in the land they regulate. Where councils have this dual role, an inherent conflict can arise between their interests in the development and their duty as regulator. Identifying these conflicts of interest early and finding ways to address them is crucial to good governance and allows councils to strengthen their relationship with communities and build and enhance trust.

The following requirements have been introduced into the Environmental Planning and Assessment Regulation 2021 to address conflicts of interest in council related development:

- Councils must adopt and have a policy that specifies how conflicts of interest in connection with council-related development applications will be handled.
- Council-related development applications must now be accompanied by either a management strategy statement, which explains how the council will manage potential conflicts of interest, or a statement that the council has no management strategy for the application
- Councils must record conflicts of interest in connection with each council-related

development application, and the measures taken to manage the conflicts, in their existing DA register.

- Council-related development applications must be exhibited for a minimum of 28 days to ensure transparency during the assessment process

This policy is intended to guide Councillors, Council officers and the community in relation to decision making surrounding council-related development.

SCOPE

This policy applies to all council-related development.

DEFINITIONS

In this policy:

application means an application for consent under Part 4 of the Act to carry out development and includes an application to modify a development consent it does not include an application for a complying development certificate.

council means Junee Shire Council.

council-related development means development for which the Council is the applicant, developer (whether lodged by or on behalf of Council), landowner, or has a commercial interest in the land the subject of the application, where it will also be the regulator or consent authority.

development process means application, assessment, determination, and enforcement.

the Act means the Environmental Planning and Assessment Act 1979.

- (2) A word or expression used in this policy has the same meaning as it has in the Act, and any instruments made under the Act, unless it is otherwise defined in this policy.
- (3) Notes included in this policy do not form part of the policy.

PART B PROCEDURES

MANAGEMENT CONTROLS AND STRATEGIES

The following management controls may be applied to:

- The **assessment** of an application for council-related development.
- The **determination** of an application for council-related development, and/or
- The **regulation and enforcement** of approved council-related development.

Where a potential conflict of interest is recognised, Council will enact their shared services arrangement with neighbouring councils, including Coolamon Shire Council and Temora Shire Council, or use an external independent consultant or planning panel, to form part of the assessment and/or determination process. A management strategy statement will form part of the development application, to record the reasons for Council's decisions in relation to managing conflicts of interest.

Different controls apply for dealing with proposed developments based on the level of risk. Controls applied are based on:

- a) Risk category – low, moderate, high, very high.
- b) Types of development – non-controversial small-scale development, development of a certain value with/without a commercial interest, controversial development, or
- c) Capital investment value of the proposed development.

Identifying whether a potential conflict of interest exists, assessment of level risk and determination of appropriate management controls

Development applications lodged with the Council that are council-related development are to be referred to the General Manager (or a delegate) for a conflict-of-interest risk assessment.

Note: Council-related development is defined in section 4.

The General Manager is to:

- a) Assess whether the application is one in which a potential conflict of interest exists.
- b) Identify the phase(s) of the development process at which the identified conflict of interest arises.
- c) Assess the level of risk involved at each phase of the development process.
- d) Determine what (if any) management controls should be implemented to address the identified conflict of interest (in each phase of the development process if necessary)

having regard to any controls and strategies outlined in the policy and the outcome of the General Manager's assessment of the level of risk involved as set out in the policy.

Note: The General Manager may determine that no management controls are necessary in the circumstances.

- e) Document the proposed management approach for the proposal in a statement that is published on the NSW Planning Portal.

ASSESSMENT AND DETERMINATION

An external third party (neighbouring council or independent consultant) can be engaged for development where Council has a commercial interest in the land.

REGULATION AND ENFORCEMENT

Where deemed necessary by the General Manager, the following controls may be considered to manage potential conflicts of interest in relation to enforcement and regulation.

- a) Engagement of a private certifier.
- b) Publication of certificates issued under Part 6 of the Act on the NSW Planning Portal.
- c) Peer review by a neighbouring council and/or entering into a shared services arrangement with a neighbouring council.
- d) Reporting of key milestones to the Council.

Councils may seek input from its audit and risk committee to provide guidance for the types of controls that could be applied in specific circumstances.

LOW LEVEL RISK DEVELOPMENT

In some circumstances, the General Manager may determine the risks associated with a council-related development are sufficiently low and no specific controls are warranted. Where this is the case, council should still publicly communicate ensure transparency.

Where a particular class of development and the risks of a conflict of interest are low, it may decide to not have any management controls for a specified type of development unless there is some direct involvement of a councillor or a council staff member in a private capacity.

The management strategy for low risk minor development may not require management controls be applied:

- a) For Development that is exempt development, or which is for a low risk non-commercial land use or public infrastructure (playground, fountains, shade structures,

BBQs) that is to be erected on Community Land or on public land managed by the Council.

- b) Commercial fit outs and minor changes to the building façade.
- c) Internal alterations or additions to buildings that are not a heritage item.
- d) Advertising signage.
- e) Minor building structures projecting from a building facade over public land (such as awnings, verandas, bay windows, flagpoles, pipes, and services or).
- f) Development where the Council might receive a small fee for the use of their land.

Example of a Management Statement

Example management statement

<i>Council conflict of interest management statement</i>	
Project name	Blue River Civic Place
DA number	DA21/0001
Potential conflict	BlueStar Council is the applicant. Blue River Civic Place has an estimated capital investment value of \$4.9 million and the council expects to receive revenue through renting commercial office spaces.
Management strategy	<p>The council is managing potential conflicts of interest in this matter as follows:</p> <ul style="list-style-type: none"> • The application will be referred to the local planning panel to determine the development application. • Council development assessment staff not involved with preparing the application will assess the DA. The staff will remain separated from the project team. • A private certifier will be engaged to undertake the certification for the development. • Green Hill Council has agreed to peer review any regulatory decisions should compliance decisions be made. • Key project milestones following the development consent will be reported at a public council meeting.
Contact	Anyone with concerns about council fulfilling its obligations should report their concerns to the council.

Item 7 JUNEE TRAFFIC STUDY REPORT

Author Director Engineering Services

Attachments Attachment 1 – First round submissions to the Draft Traffic Study
Attachment 2 – Draft Traffic Study Report with proposed tracked changes
Attachment 3 – Submission Junee Buses
Attachment 4 – Submission NSW Farmers Junee Branch and Illabo Branch

RECOMMENDATIONS:

- 1. *That Council receive this report on the Draft Traffic Study.***
 - 2. *Note the submissions received on the Draft Traffic Study.***
 - 3. *Adopt the Traffic Study Report, noting the amendments made to the document following the public exhibition period.***
 - 4. *Note that the study will be regularly reviewed and updated in response to changes to the constraints and movement of light and heavy vehicles with in the Junee area along with the impacts of the Inland Rail Project.***
 - 5. *Note that the implementation of potential mitigation strategies referred to in the study will be subject to further refinement and availability of funding.***
 - 6. *Acknowledge submissions in writing, thanking them for their input and advising on the outcomes of their submission.***
-

SUMMARY

Recognising that a significant portion of the road network within the Junee Shire Council provides a critical link for the movement of freight through the region, and the need to ensure that these critical freight routes are integrated, safe and meet future needs, a Traffic Study was undertaken to assess heavy vehicle routes through Junee.

The Draft Traffic Study Report was considered by Council at its meeting held in September 2022 and endorsed for public exhibition.

This report provides advice on the submissions received to the draft report and seeks the approval of Council to adopt the tracked changes to the Draft Traffic Study Report in response to the submissions received.

BACKGROUND

Due to its location, the Junee Shire Council (JSC) Local Government Area (LGA) is a critical connecting link for the movement of freight for both road and rail transport.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

The road network within the LGA includes heavy vehicle routes for vehicles travelling north-south between Wagga Wagga and Temora/West Wyalong along with Cootamundra/Young, and east-west between Gundagai and Narrandera.

Junee is also located on the Inland Rail route, which will experience a significant increase in freight in the future.

To assist with ensuring infrastructure maintenance and development funding is allocated appropriately and these freight routes can be developed into the future, specialist assistance was sought to undertake a Traffic Study and Report on the existing traffic conditions and provide potential mitigation measures to improve the network.

At its meeting held on 13 September 2022 Council considered the Draft Traffic Study Report and resolved the following:

11 [DES] JUNEE FREIGHT AND TRANSPORT PLAN – DRAFT TRAFFIC STUDY REPORT

13.09.22 **RESOLVED** on the motion of Cr P Halliburton seconded Cr M Austin that:

- 1. Council receive this report on the Draft Traffic Study.*
- 2. Endorse placing the Draft Traffic Study on public exhibition for a minimum of 28 days for public comment and feedback.*
- 3. Endorse undertaking consultation with the local transport industry, business and the relevant State Government Agencies on the Draft Traffic Study.*
- 4. Undertake a Councillor workshop to review the Draft Traffic Study Report and outcomes of the public exhibition and consultation as described in Items 2 and 3 above.*
- 5. Receive a further report to finalise the Traffic Study Report following the completion of Items 2, 3 and 4 as described in the above.*

In accordance with the resolution of Council, the Draft Traffic Study Report was placed on public exhibition and advertised in both the local printed media and via social media.

Letters requesting feedback on the study were also sent directly to key stakeholders including and the relevant Government agencies.

A Councillor Workshop to review the Draft Traffic Study Report and outcomes of the public exhibition period was undertaken on the 20 February 2023.

At its meeting held on the 12 March 2023, Council considered the Draft Traffic Study report with proposed tracked changes following the public exhibition period and Councillor workshop.

Council resolved to defer the report pending undertaking a second round of follow ups with the targeted stakeholders.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

10[DES] JUNEE TRAFFIC STUDY REPORT

12.03.23 **RESOLVED** on the motion of Cr D Carter seconded Cr A Clinton that the item be deferred until the recommendations listed in Item 9 of the 21 February 2023 report have been undertaken.

Follow up letters were sent to the targeted stakeholders on the 29 March 2023.

Two additional submissions were received being from Junee Buses along with a combined submission from the NSW Farmers Association Junee Branch and Illabo Branch.

Copies of these submissions are attached to this report and summarised in the table below along with the submissions received during the report exhibition period.

CONSIDERATIONS

Table I below provides a summary of the responses received to the Draft Traffic Study along with recommended amendments/changes to the draft document.

Copies of the full responses are also attached separately to this report, noting for reasons of privacy, any personal details in the submissions have been blanked out.

Table I – Summary of Submissions

Stakeholder	Response summary	Comments
Junee Prime Land (Abattoirs)	<p>Does not agree with some of the conclusions made in the study in particular the prioritisation of the Byrnes Road corridor link to Harefield as medium.</p> <p>Questioned the accuracy of traffic survey and crash data referred to in the report.</p> <p>Suggested inclusions to the study:</p> <ol style="list-style-type: none"> Byrnes Road needs to be prioritised as a ‘High Priority Site’. Dual travel lanes should be provided at least one kilometre east and one kilometre west of 2882 Byrnes Road. The travel speed along these dual lanes should be reduced to 80km /hour and potentially 50km / hour in proximity of the entrance to 2882 Byrnes Road. 	<p>Item 1: prioritisation of the Byrnes Road corridor to remain as medium, noting that the road has recently been reclassified by TfNSW as a Regional Road making it eligible for Regional Road Block Grant Funding.</p> <p>Item 2: turning lanes are currently in place at the entrance to the site. There are currently no plans to provide extended dual travel lanes.</p> <p>Item 3: amend the study to include extending the 80km/hr speed restriction zone south of the abattoir site, noting that this would require the approval of TfNSW.</p>

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Stakeholder	Response summary	Comments
	<p>4. Significant upgrade and repair work is required particularly between Junee township and 2882 Byrnes Road. This work needs to address the roadside drainage issues which appear to regularly impact the standard of the road surface and regularly requires substantial repair.</p>	<p>Item 4: As described in item 1 above, Byrnes Road has recently been reclassified by TfNSW as a Regional Road making it eligible for Regional Road Block Grant Funding. Under this program TfNSW contributes towards the cost of works on regional roads. Council has undertaken significant works on the repair and upgrade of Byrnes Road over recent months including roadside drainage works and this work is expected to continue as funding and resources permit.</p>
<p>Junee Buses</p>	<p>I'm very happy to support the infrastructure and safety improvements suggested in the plan.</p> <p>The improvements and changes to the bus zone and parent pickup area for the two Junee schools would be welcomed.</p> <p>What I would like to see improved is a significant reduction in the time that trains are stopped and blocking the central railway crossing. This is a significant disruption to all traffic and with more proposed trains the problem will worsen.</p>	<p>Noted</p> <p>The Olympic Hwy Rail Crossing has been identified as a high priority site in the study.</p>
<p>NSW Farmers Association Junee Branch and Illabo Branch</p>	<p>We are concerned that this study didn't come up with any real alternatives for a future Heavy Vehicle bypass of Junee but improvements to the road infrastructure that Junee already has for the future needs of Heavy vehicle Transport through Junee Township.</p> <p>Our main concern is with the future upgrade of the Kemp Street Bridge. The proposal by Inland Rail into its future configuration appears to be a very narrow look into how Heavy Vehicles will operate into the current century.</p> <p>We as an Association do not endorse this future proposal, however if that is all we are going to get then our priorities would be to see the intersections of Kemp, Ducker, William Streets and Byrnes Road upgraded sufficiently so that Heavy Vehicles can easily traverse these streets and intersections without undue pressure on brakes, tyres and road pavement.</p>	<p>The scope of the study was focused on the safety and efficiency of existing freight routes through Junee. The scope did not extend to consideration of a heavy vehicle bypass of Junee – this can be assessed separately if deemed viable.</p> <p>Noted - clarification around the design of the Kemp Street bridge to be incorporated into the study.</p> <p>Noted - The movement of high productivity vehicles via the Kemp Street bridge is contingent on upgrades to the adjoining intersections.</p> <p>The adjoining intersection is identified as high priority in the study.</p>

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Stakeholder	Response summary	Comments
	<p>Our second priority would be the replacement of the HL Robertson Bridge on the Old Junee Road. This bridge will play a key role in the future movement of grain and livestock into and through Junee.</p> <p>The suggestions within the following pages are written from the perspective of a truckdriver sitting in the driver's seat.</p>	<p>The upgrade of the HL Robertson Bridge is identified as a high priority site in the study.</p> <p>Suggestions noted and will be considered and consulted further as the scope for the improvement strategies are refined.</p>
Transport for NSW	<p>Transport has reviewed the report and offers the following comments for consideration:</p> <p>Section 2.2.1 – Active transport – this section could be strengthened through identifying the different types of active transport that is catered for, separating out footpaths, shared paths and dedicated cycleways within the map. This would assist in identifying gaps in the different active transport networks.</p> <p>Section 2.2.2.3 – Rail – this section appears to relate to passenger services only. To provide clarity to the reader it may be appropriate to refer to the section as Passenger Rail.</p> <p>Section 2.3 – Figure 2-7 could benefit from an inset of crashes within Junee town centre. Table 2-5 compares crash severity to NSW, it should be noted that NSW figures would include the Sydney metropolitan area and therefore would be skewing the data and not allowing for a clear comparison against the rural and regional areas of NSW. As a freight focused report, an understanding of crashes involving heavy vehicles may provide further context to identified issues.</p> <p>Section 2.4: The following information is offered to assist Council. All customer services that currently enter and stop at Junee Station are as follows:</p> <ul style="list-style-type: none"> • Two daily XPT rail services to Melbourne. • Two daily XPT rail services to Sydney. • Two times a week XPLOER rail 	<p>Item 2.2.1: The scope of the study was focused around road traffic and the movement of freight. Other forms of active transport such as footpaths, shared paths and cycleways were considered in respect to road safety and the movement of freight. Councils Walking and Cycling Accessibility Plan provides more information around the planning for footpaths, shared paths and cycleways.</p> <p>Item 2.2.2.3: study to be amended as recommended.</p> <p>Item 2.3: note to be included in the study clarifying the crash data.</p> <p>Item 2.4: clarification around the design of the Kemp Street bridge to be incorporated into the study. The additional information regarding the train and coach services are included in item 2.2.2.3 of the study.</p>

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Stakeholder	Response summary	Comments
	<p>services to Griffith.</p> <ul style="list-style-type: none"> • Two times a week XPLOERER rail services to Sydney. • Three times a week coach services to Canberra. • Three times a week coach services to Wagga Wagga. <p>The report states that Kemp Street bridge is being upgraded to accommodate A-double vehicles. It is Transport's understanding the new bridge will be designed to accommodate a SM1600 traffic loading as per AS5100.2, as opposed to a prescribed vehicle type.</p> <p>Section 3.1.1 – the effects of COVID-19 and other factors affecting volumes during the traffic survey period are not identified within the report, for example, the 2021 harvest period was severely impacted by wet weather which may have affected traffic volumes and the anticipated increase in heavy vehicle volumes.</p> <p>Section 3.2 and 3.3 – findings in Section 3.2 and 3.3 should be reviewed for consistency against the Albury to Illabo line.</p> <p>Section 4.4 – some of the predicted changes in freight movements are subject to Kemp Street being approved for high productivity vehicles. The approval of high productivity vehicles appears to be contingent on upgrades to the adjoining intersections (unfunded) opposed to the upgrade of Kemp Street bridge (funded and being delivered by ARTC).</p> <p>Section 5.1 - Transport has recently released Future Transport Strategy: Our vision for Transport in NSW. https://future.transport.nsw.gov.au/ This release supersedes Future Transport 2056.</p>	<p>Item 3.1.1: the potential impacts of COVID and harvest to be clarified in this section of the study.</p> <p>Item 3.2 and 3.3: the potential impacts of the Inland Rail Project on the movement of freight in the Junee are discussed in item 4.4 of the study. It is intended that the study will be reviewed and updated as the impacts are clarified.</p> <p>Item 4.4: noted.</p> <p>Item 5.1: noted – reference to the strategy to be incorporated into the study.</p>
Junee Terminal GrainCorp	Supports the proposal to upgrade the HL Robinson Bridge and Old Junee Road to enable road trains to access GrainCorp's storage and receival site in Junee.	Noted support for the upgrade of the HL Robinson Bridge and the additional data provided to support the upgrade.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Stakeholder	Response summary	Comments
	<p>Allowing road train access to the site from Goldfields Way would allow a 23% payload increase for the same number of truck movements.</p> <ul style="list-style-type: none"> • Improves safety and decreased impact on infrastructure as we can move more tonnes with less truck movements. • Decrease the cost per tonne for growers to deliver to GrainCorp, increasing the price grain traders pay growers delivering to GrainCorp Junee due to lower freight costs than with B Doubles. • Allows more rail use. • Has a positive impact on environmental concerns for the area. <p>The site deals with up to 2,000 truck movements per year outside of harvest and up to 10,000 ex-farm receivals during harvest.</p>	<p>Council Officer made an application for upgrading the bridge through the State Governments Fixing Country Roads Funding Program, unfortunately the application was unsuccessful.</p> <p>Council Officers will continue to seek funding opportunities for this project.</p>
ARTC	<p>The Draft Traffic Study has considered the current rail operation of the Main South Line through Junee, as well as with the proposed future construction and operation of Inland Rail.</p> <p>Olympic Highway Level Crossing Crew Changeover Prior to the closure of Kemp Street bridge ARTC will investigate opportunities to reduce the duration of closure at this level crossing. ARTC will consult with rail operators and update JSC as this investigation progresses, noting that a potential relocation solution is contingent on being compatible with the network configuration and safety of train crews in the context of an operating rail corridor.</p> <p>Connectivity ARTC notes that the Draft Traffic Study identifies that increases in train numbers from Inland Rail operations will impact on Junee. ARTC will continue to monitor and manage the growth of train movements into the future, with a focus on the safe operation of the level crossing, and will maintain engagement with JSC in this regard.</p>	<p>Response from ARTC noted. No amendments/changes to draft study required.</p>

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Stakeholder	Response summary	Comments
	With regard to the Kemp Street Bridge replacement, ARTC will further engage with JSC on the design outcomes and design vehicle requirements throughout the detailed design phase of the project, consistent with mitigation measures TT1 and TT6 within the A2I EIS and the arrangements within the proposed Master Inland Rail Development Agreement.	

In addition to the amendments referred to in table 1, the Workshop held with Councillors on 20 February 2023 also identified the need to re-prioritise the upgrade of the Olympic Highway/Main Street to a high priority taking into account pedestrian access, cycleway and the adjoining intersection with Waterworks Road.

CONCLUSION

This report recommends that the Traffic Study Report be adopted by Council, noting the amendments made to the document following the public exhibition period.

It is intended that the study will be regularly reviewed and updated in response to changes to the constraints and movement of light and heavy vehicles within the Junee area along with the impacts of the Inland Rail Project.

It is also intended that the potential mitigation strategies referred to in the report will be subject to further refinement.

Refinement and implementation of the proposed mitigation strategies will also be dependent on securing the appropriate levels of funding.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 7

16 MAY 2023





Narasell Pty Ltd Business Name Junee Prime Lamb

ABN: 56211021320

2882 Byrnes Rd

PO Box 218

Junee NSW 2663

Ph: 02 69241230

27th October 2022

Junee Shire Council
Belmore Street
Junee NSW 2663
Attn: General Manager: Mr. James Davis

Dear James,

Re: Junee Freight and Transport Plan – Traffic Study Report

Thank you for the opportunity to provide feedback regarding this report.

Unfortunately, I do not agree with many of the conclusions in the report, and in particular, that Byrnes Road is prioritised as a “medium priority” site.

My understanding is that the Mid-Block Traffic survey was carried out between 14 October 2021 to 10 November 2021. However, I am not aware of the exact location of the survey point which leaves some gap in my knowledge base. Regardless it is clear that the survey was carried out at a time when the covid pandemic was virulent and travel was very restricted. As there is substantial travel between Junee and Wagga on a daily basis this means that there is potential for the data to be inaccurate and not reflect reality during more representative circumstances.

Whilst the report deals with a number of safety considerations it does not, in my opinion, appear to adequately address the speed of vehicles travelling on the roads. To suggest that the “Typical Average Speeds” are less than 90 km/hour along Byrnes Road does not reflect the reality of what is seen everyday outside 2882 Byrnes Road. Similarly, the indication that speeds in the range of 60 to 70 km / hour are dominant suggests that the data mainly relates to the general urban area approaches to Junee. As you would be aware, once outside the urban areas of Junee, the road speed limit is generally 100 km / hour. As a business owner operating a relatively short distance outside the urban area, I see numerous vehicles travelling at this speed, and in some cases, substantially and illegally exceeding this speed along roads which I do not believe support travel at these speeds.

Additionally, whilst I understand that the plan needs to rely on recorded data, I believe the Crash Data Analysis does not necessarily reflect the overall situation. On numerous occasions Junee Prime Lamb staff have observed, and advised me of, dangerous “near miss” traffic incidents that they have witnessed, particularly in proximity of 2882 Byrnes Road.

Similarly, there have been numerous occasions where vehicles have been left for extended periods of time at a variety of locations along Byrnes Road. Generally, it appears that these vehicles have either broken down, or been damaged, whilst travelling along Byrnes Road. The fact that they remain on the side of the road then creates further potential safety issues.

I also wish to state that the general poor state of repair of Byrnes Road is of substantial concern. Whilst I understand that the current weather conditions have exacerbated the problems with maintaining the road, I do believe that Byrnes Road requires substantial and significant upgrade and long-lasting repair. Even before the current situation, there were numerous places where Byrnes Road underwent regularly repeated repair.

One piece of information of which I believe many people may not be aware is that Junee Prime Lamb employs approximately 350 people who travel along Byrnes Road at least twice daily. There is no other access path to the site. Additionally, there are heavy vehicles transporting livestock and other supplies to the site. As the expansion plans for the site progress these numbers will continue to grow.

As I do wish to contribute to the Junee Freight and Transport Plan in a positive manner, I wish to provide the following suggestions which I believe are required to provide a responsible and safer travel situation:

1. Byrnes Road needs to be prioritised as a "High Priority Site."
2. Dual travel lanes should be provided at least one kilometre east and one kilometre west of 2882 Byrnes Road.
3. The travel speed along these dual lanes should be reduced to 80 km / hour and potentially 50 km / hour in proximity to the entrance to 2882 Byrnes Road.
4. Significant upgrade and repair work is required particularly between Junee township and 2882 Byrnes Road. This work needs to address the roadside drainage issues which appear to regularly impact the standard of the road surface and regularly requires substantial repair.

Once again, thank you for the opportunity to contribute to the Junee Freight and Transport Plan and do not hesitate to contact me should you wish to discuss further.

Yours Faithfully

Managing Director

Mr James Davis
General Manager
Junee Shire Council
Junee NSW 2663

26 October 2022

Via email: jsc@junee.nsw.gov.au

Re: Junee Freight and Transport Plan – Traffic Study Report (Draft)

Dear James,

I write on behalf of GrainCorp to confirm our support of your proposal to replace or upgrade the H L Robinson Bridge at Old Junee, including a section of the Old Junee Road, which will enable road trains to access GrainCorp's storage and receival site in Junee.

A large proportion of the grain grown in the Riverina area passes through the Junee GrainCorp site. We would expect the advent of the Inland Rail project to only enhance the site's importance in our operations, as it is currently a main point of intersection between road and rail.

Allowing road trains direct access to the site from Goldfields Way would allow us a 23% payload increase for the same number of truck movements. This payload increase:

- Improves safety and decreased impact on infrastructure as we can move more tonnes with less truck movements
- Decreases the cost per tonne for growers to deliver to GrainCorp, increasing the price grain traders pay growers delivering to GrainCorp Junee due to lower freight costs than with B Doubles
- Allows more rail use
- Has a positive impact on environmental concerns for the area

In terms of volume, the site deals with up to 2,000 truck movements per year outside of harvest and up to 10,000 ex-farm receivals during harvest.

We would fully endorse the proposed project.

Your Sincerely,

Regional Operations manager • NSW Country
GrainCorp

GrainCorp Limited

Level 28, 175 Liverpool Street, Sydney NSW 2000 Australia PO Box A268, Sydney South NSW 1235 T +61 2 9325 9100 W graincorp.com.au
ABN 60 057 186 035

28 October 2022

ARTC REF# 2-0000-210-EAP-00-LT-0009

James Davis
General Manager
Junee Shire Council
PO Box 93, Junee NSW 2663

Email: jsc@junee.nsw.gov.au

Dear Mr Davis,

ARTC Inland Rail submission to Junee Freight and Transport Plan – Traffic Study Report (DRAFT)

Thank you for your email on 28 September 2022 which sought Australian Rail Track Corporation's (ARTC) review and feedback on the draft *Junee Freight and Transport Plan – Traffic Study Report* (herein referred to as the Draft Traffic Study).

Inland Rail is a major national program that will enhance Australia's existing national rail network and serve the interstate freight market. ARTC manages the existing freight rail network in NSW and is responsible for the delivery of the Inland Rail program. Once operational, Inland Rail will become part of ARTC's freight rail network and complete the missing link in Australia's supply chain.

ARTC understands that Junee Shire Council (JSC) has commissioned a traffic investigation of the Junee road freight network to understand road safety issues, along with the identification of options for the mitigation of existing issues and planning for future capacity and freight movements. Through the preparation of a later road network study, Council's objective is ensure freight routes can safely traverse through or around the town of Junee. The Draft Traffic Study has considered the current rail operation of the Main South Line through Junee, as well as with the proposed future construction and operation of Inland Rail.

Olympic Highway Level Crossing

Crew Changeover

The Draft Traffic Study identifies that crew changeover at the Junee station can close the Olympic Highway level crossing for periods of time. To address this, the Draft Traffic Study identifies the relocation of the crew changeover area away from Junee train station as a potential solution, noting this requires consultation with ARTC. This issue has been considered within Chapter 13: Social of the Albury to Illabo (A2I) Environmental Impact Statement (EIS), with mitigation measure SI9 identifying that prior to the closure of Kemp Street bridge ARTC will investigate opportunities to reduce the duration of closure at this level crossing. ARTC will consult with rail operators and update JSC as this investigation progresses, noting that a potential relocation solution is contingent on being compatible with the network configuration and safety of train crews in the context of an operating rail corridor.

Inland Rail

Australian Rail Track
Corporation Ltd

ACN 081 455 754

ABN 75 081 455 754

Level 16, 180 Ann Street, Brisbane,
QLD 4000

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Brisbane, QLD 4000

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inlandrailenquiries@artc.com.au

inlandrail.com.au

ARTC also acknowledges that JSC has raised this issue within their submission on the EIS, which will be responded to within the submissions report, and will be publicly available on the Department of Planning and Environment (DPE) website once complete.

Connectivity

ARTC notes that the Draft Traffic Study identifies that increases in train numbers from Inland Rail operations will impact on Junee. ARTC will continue to monitor and manage the growth of train movements into the future, with a focus on the safe operation of the level crossing, and will maintain engagement with JSC in this regard.

With regard to the Kemp Street Bridge replacement, ARTC will further engage with JSC on the design outcomes and design vehicle requirements throughout the detailed design phase of the project, consistent with mitigation measures TT1 and TT6 within the A2I EIS and the arrangements within the proposed Master Inland Rail Development Agreement.

We trust this submission is of assistance in Council's preparation of the planned transport study. ARTC would welcome the opportunity for further involvement. Should you have any questions in relation to the advice provided, please contact Casey Bootsma, Stakeholder Engagement Lead A2I (0457 315 935 or cbootsma@artc.com.au).

Yours sincerely

Delivery Director IZN

Mr James Davis
General Manager
Junee Shire Council
[Email: jsc@junee.nsw.gov.au](mailto:jsc@junee.nsw.gov.au)

Re: Junee freight and transport plan
Your ref: JCD:SBS
Our ref: 01607933

26 October 2022

Dear Mr Davis

Thank you for contacting Transport for NSW (Transport) for comment on Junee Shire Council's (Council) draft Junee freight and transport plan traffic study report. Please accept this as a submission from Transport.

Freight plays an important role in the regions and Council should be commended for providing a detailed review of the safety aspects around freight moving through the network within the Shire.

Transport has reviewed the report and offers the following comments for consideration:

Section 2.2.1 – Active transport – this section could be strengthened through identifying the different types of active transport that is catered for, separating out footpaths, shared paths and dedicated cycleways within the map. This would assist in identifying gaps in the different active transport networks.

Section 2.2.2.3 – Rail – this section appears to relate to passenger services only. To provide clarity to the reader it may be appropriate to refer to the section as Passenger Rail.

Section 2.3 – Figure 2-7 could benefit from an inset of crashes within Junee town centre. Table 2-5 compares crash severity to NSW, it should be noted that NSW figures would include the Sydney metropolitan area and therefore would be skewing the data and not allowing for a clear comparison against the rural and regional areas of NSW. As a freight focused report, an understanding of crashes involving heavy vehicles may provide further context to identified issues.

Section 2.4:

The following information is offered to assist Council. All customer services that currently enter and stop at Junee Station are as follows:

- 2 daily XPT rail services to Melbourne
- 2 daily XPT rail services to Sydney
- 2 times a week XPLOER rail services to Griffith
- 2 times a week XPLOER rail services to Sydney
- 3 times a week coach services to Canberra
- 3 times a week coach services to Wagga Wagga

The report states that Kemp Street bridge is being upgraded to accommodate A-double vehicles. It is Transport's understanding the new bridge will be designed to accommodate a SM1600 traffic loading as per AS5100.2, as opposed to a prescribed vehicle type.

The proposed upgrades by Australian Rail Track Corporation (ARTC) would enable general access heavy vehicles (e.g. 19m semi-trailer) to use the bridge without weight restrictions in place. Use of the bridge by Higher Productivity Vehicles (HPV), such as A-doubles, and heavy vehicles operating with a Higher Mass Limit (HML) would be subject to these vehicle types being approved for use on this section of Kemp Street. It is recommended the current horizontal and vertical geometrical constraints of the adjacent intersections (Ducker Street and Olympic Highway / Seignior Street) to accommodate larger heavy vehicles be identified in the report.

Section 3.1.1 – the effects of COVID-19 and other factors affecting volumes during the traffic survey period are not identified within the report, for example, the 2021 harvest period was severely impacted by wet weather which may have affected traffic volumes and the anticipated increase in heavy vehicle volumes.

Section 3.2 and 3.3 – findings in Section 3.2 and 3.3 should be reviewed for consistency against the Albury to Illabo line.

Section 4.4 – some of the predicted changes in freight movements are subject to Kemp Street being approved for high productivity vehicles. The approval of high productivity vehicles appears to be contingent on upgrades to the adjoining intersections (unfunded) opposed to the upgrade of Kemp Street bridge (funded and being delivered by ARTC).

Section 5.1 - Transport has recently released *Future Transport Strategy: Our vision for Transport in NSW*. <https://future.transport.nsw.gov.au/> This release supersedes Future Transport 2056.

Transport for NSW's representative
or via email

can be contacted on
for any further information.

I hope this information has been of assistance.

Yours sincerely

Regional Director
South Region



SMEC INTERNAL REF. 3002112

Junee Freight and Transport Plan

Traffic Study Report – Stage 3

Prepared for Junee Shire Council
16 September 2022

Document Control

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Revision No.	Date	Prepared By	Reviewed By	Approved for Issue By
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C	16/09/2022	Josh Everett	Christophe Steinbach	Christophe Steinbach
D	15/3/23	DES		

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Important Notice

This report is confidential and is provided solely for the purposes of preparing Freight and Transport Plan for Junee. This report is provided pursuant to a Consultancy Agreement between [SMEC Australia Pty Limited] (“SMEC”) and Junee Shire Council, under which SMEC undertook to perform a specific and limited task for Junee Shire Council. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

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Executive Summary

SMEC has been engaged by Junee Shire Council (JSC) to undertake a traffic investigation of the Junee road freight network.

The purpose of the study is to understand road safety issues, and ensure freight routes can safely traverse through or around Junee Town, without posing a risk to public safety, causing adverse effects on the community in the form of noise, emissions, or causing long term damage to road infrastructure as a result of increased road traffic volumes.

Existing Transport Context

Junee is a small regional district and provides key freight connections for north-south and east-west directions, in addition to this, it consists of other active transport, public transport and general traffic. Key observations on the existing transport context include:

- The key freight routes pass through Junee transport goods to/from horticulture, grain, livestock as well as timber/pulp industries located in the vicinity of Junee Shire Council. The Regional Freight Transport Plan prepared by Riverina Eastern Regional Organisation of Councils project a significant increase in meat and livestock and manufacturing industries by 2031.
- Active Transport links are only provided within the Junee township.
- All five Public Bus and six School Bus services are operated by Junee Buses running between Junee and Wagga Wagga.
- The Olympic Highway, Old Junee Road, and Byrnes Road are the key major corridors, including for freight movements.
- Crash history analysis showed a total of 103 crashes recorded over the 5-year period (2015-2019), of which 76 (73.8%) crashes involved some level of injuries.

Key Network Constraints

A range of network constraints were identified in the study area which impact on the road network within Junee, and are summarised below:

- Train operation and movements at Junee:
 - There are 13 rail services per day between Albury and Illabo which is anticipated to increase to 24 services by 2040 (ARTC 2021).
 - Junee railway station provides for train driver shift changes for several rail operators. This shift change currently requires the level crossing to be closed for extended periods.
 - The railway sidings in Junee are used to shunt trains and reposition locomotive for operational purposes, activating the level crossing.
 - In addition to impacts on light and heavy vehicles (from level crossing operation), emergency services are required to use detour routes for travel to/from the Junee District Hospital.
 - During demolition and replacement of the Kemp Street bridge, there will be an increased reliance on the level crossing.
- Limited east-west connectivity due to existing train line:
 - The rail tracks through Junee bisect the town into two sections and creates a significant barrier for pedestrians, general traffic and freight movements.

- Increased train movements through Junee would increase the duration of level crossing closures, with ensuing impacts on the adjacent road network.
- Olympic Highway rail underpass:
 - The underpass has a clearance of 4.6m which limits high vehicles from traversing that route. Over-height vehicles travelling east-west are required to travel along Old Junee Road and Queen Street, while vehicles travelling north-south would use the level crossing and follow a circuitous route through residential areas.
- Kemp Street Bridge:
 - This Kemp Street Bridge is proposed to be raised and upgraded as part of the Inland Rail project, to permit passage for heavy vehicles up to an A-double vehicle travelling at higher mass limits (HML). To support the new bridge, upgrades to the adjacent intersection at Ducker Street is required.
- Lord Street Bridge:
 - Lord Street Bridge is an old brick bridge located on Lord Street between Prince Street and Earl Street. The bridge is in very poor condition and needs to be replaced/upgraded to accommodate B-doubles.
- HL Robinson Bridge:
 - The HL Robinson Bridge has been assessed as being satisfactory for HML Semi Trailer and B-doubles up to 26m but is not suitable for Road Trains or A-doubles and needs to be upgraded/replaced to accommodate these higher productivity vehicles. Increasing the load restrictions would improve the transport of grain to the grain processing facilities on Queen Street.
- High pedestrian activities areas:
 - There are a number of areas in Junee that have high numbers of pedestrians and other vulnerable road users, including the commercial centre, school zones (including Junee Public School and Junee North Public School) and recreational areas.

Infrastructure Review

An overview assessment of the urban road network in Junee identified 14 locations where there are existing safety or operational concerns related to the movement of freight and its interaction with other road users. To assist the prioritisation of these locations, an assessment framework was developed considering both the "freight" and "urban" context of each of the priority sites, to discern the locations' relative priority:

- Freight context:
 - Respective freight corridor role within Junee.
 - Daily heavy vehicle (HVs) movements including articulated HVs.
 - Freight accessibility impacts.
 - Impact on freight movements.
- Urban context:
 - Road safety impacts.
 - Accessibility impacts.
 - Amenity impacts.
 - Infrastructure impacts.

Ten (10) high priority locations and four (4) medium priority locations were identified, these included:

- High priority sites:
 - Intersection of Belmore Street/Lorne Street
 - Lorne Street/Peel Street corridor through the Junee town centre
 - Lorne Street (Belmore Street to Hill Street) past the Junee Public School -

Olympic Highway level crossing

- Kemp Street Bridge
 - Intersection of Kemp Street and Ducker Street
 - Intersections of Ducker Street/Edgar Street/William Street
 - Intersection of Olympic Highway/Queen Street
 - Queen Street past the Junee North Public School
 - HL Robinson Bridge
- - **Olympic Highway Underpass**
Medium priority sites:
 - ~~Olympic Highway underpass~~
 - Olympic Highway (south of Goldfields Way to north of Queen Street)
 - Lord Street bridge
 - Byrnes Road

When considering the 14 identified priorities within the Junee urban area, the overarching context of the priority locations was considered within both the freight and urban context, but also the “existing” and “future” state of freight movements within Junee.

Junee’s road freight network is characterised by several key freight corridors which either travel through the Junee urban area, or on Junee’s urban fringe. The key road freight corridors include:

- Route 1: The Olympic Highway corridor through Junee (including the level crossing).
- Route 2: The heavy vehicle bypass of Junee via Goldfields Way, Old Junee Road and Queen Street.
- Route 3: Gundagai Road (Gundagai to Junee).
- Route 4: Byrnes Road (Edgar Street); and
- Route 5: The internal (internal to Junee) “road freight connectors” from Cox Street (from the intersection of Olympic Highway) to Byrnes Road including Peel Street, Lorne Street, Ducker Street, William Street, as well as the Kemp Street bridge connection from the Olympic Highway.

When considering the “existing” and “future” state of the road freight network in Junee, it is noted that the Inland Rail project will have a significant impact. Inland rail (projected for opening in 2027) will see a rise in the number of daily double-stacked freight trains through Junee to 20 daily freight trains.

The introduction of double-stacked trains (with Inland Rail) will also require the replacement of the existing load limited Kemp Street bridge (projected opening year mid-2025), which will improve the standard of an alternate crossing of the rail corridor (with the bridge being able to accommodate most heavy vehicle types).

As such, the Inland Rail project (including the replacement of the Kemp Street bridge) will likely see a change in light and heavy vehicle movements within the Junee area including (but not limited to):

- Increased reliance (and traffic volumes) on the heavy vehicle bypass of Junee for north-south through movements on the Olympic Highway, with ensuing impacts on:
 - The condition of the HL Robinson Bridge.
 - The safety of the Queen Street and the Olympic Highway intersection (noting existing intersection geometry deficiencies).
 - The safety of Queen Street through the school zone at Junee North Public School (including the school crossing).
- Increased reliance (and traffic volumes) on the internal “road freight connectors” within Junee, with ensuing impacts on the:
 - The safety and amenity of the Junee town centre including the Peel Street/Lorne Street corridor.
 - The safety of Lorne Street through the school zone at Junee Public School (including pedestrian crossing and parking vehicles).
 - The Ducker, Edgar and William Street corridors, with increased heavy vehicle movements from the Kemp Street bridge.

Potential Mitigation Measures

In identifying potential mitigation measures, priority sites were reviewed and considered against several key criteria to ensure Junee Shire Council was well positioned to progress the development of priority sites. This included:

- Considering mitigation measures within the context of the integrated nature of the road network in Junee (e.g. connected priority sites within the Junee town centre).
- Identification of indicative improvement types to address the priority sites.
- When considering priority sites, consideration of the scale of safety and operational issues when considering potential mitigation measures (i.e. appropriateness of proposed mitigation measures).
- Consideration of the “feasibility” of proposed works, in terms of “scale”.
- Consideration of timing of potential mitigation works (e.g. short (0-5 years), medium (5-10 years) or long term (>10 years)).
- Consideration of the indicative capital cost of works, and likely “value for money” that proposed mitigation measure would likely provide.
- Identification of respective road authorities (i.e. Junee Shire Council for local roads and Transport for NSW (TfNSW) for state-controlled roads). Where mitigation measures are identified on state roads, further consultation would be recommended with TfNSW.
- Consideration of potential funding programs (e.g. NSW State and Federal Government grants) pending the type and capital value of the mitigation measures.
- To align with the TfNSW Future Transport 2056 Strategy, priority sites and potential mitigation measures were also viewed through each of the Future Transport 2056 “Guiding Principles” which included Customer focused; Successful places; A strong economy; Safety and performance; and Accessible services.

Summary

The Inland Rail project will have a significant impact on Junee, with up to 20 daily freight trains forecast to travel through Junee by 2027 (projected opening of Inland Rail).

The introduction of double-stacked trains will also require the replacement of the existing load limited Kemp Street bridge (projected opening year mid-2025), which will improve the standard of an alternate crossing of the rail corridor (with the bridge being able to accommodate most heavy vehicle types).

As such, the Inland Rail project (including the replacement of the Kemp Street bridge) will likely see a change in light and heavy vehicle movements within the Junee area including due in part to the number and duration of level crossing closures, including:

- Increased reliance (and traffic volumes) on the heavy vehicle bypass of Junee (Old Junee Road) for north-south through movements on the Olympic Highway; and
- Increased reliance (and traffic volumes) on the internal "road freight connectors" within Junee.

Noting the interconnectedness of the freight network with the Junee urban area, a "program" approach of mitigation measures which focus on high priority areas of "conflict" between each respective freight corridor and key places, or infrastructure constraints are summarised in Table 1-1 (by freight corridor).

Table 1-1: Short-term proposed mitigation measure summary

Key Freight Corridor	Summary ID	Place or Infrastructure constraints	Potential Improvement Type/Scope
Internal road freight connectors	S1	Junee CBD (Belmore Street, Lorne-Peel Street)	<ul style="list-style-type: none"> • Upgraded pedestrian crossings. • Upgraded intersections. • Improved delineation and signage. • Reduced speed limits within "town centre". • Potential change in road priorities (to support HV movements) at Cox Street/Peel Street.
	S2	Junee Public School - Lorne Street (Belmore Street to Hill Street)	<ul style="list-style-type: none"> • Potential relocation of school entrance (and parking) to Stewart Street.
	S3	Various intersections: <ul style="list-style-type: none"> • Kemp Street / Ducker Street • Ducker Street/William Street • William Street/Edgar Street 	<ul style="list-style-type: none"> • Upgraded intersections (for improved HV passage). • Improved delineation and signage. • Potential change in road priorities (to support HV movements).
Olympic Highway	S4	Open Level Crossing	<ul style="list-style-type: none"> • Variable message signs (VMSs) at key decision points to detour traffic around the level crossing.
	S5	Junee CBD (Olympic Highway)	<ul style="list-style-type: none"> • Reduced speed limits within "town centre". • Traffic calming measures.
HV bypass of Junee	S6	Queen Street / Olympic Highway	<ul style="list-style-type: none"> • Intersection geometry restrict HV movements. • Kemp Street Bridge upgrade (by ARTC) would facilitate larger/heavier HV movements through this intersection.

Key Freight Corridor	Summary ID	Place or Infrastructure constraints	Potential Improvement Type/Scope
	S7	Junee North Public School	<ul style="list-style-type: none"> Potential relocation of staff, pick up areas (including bus) off Queen Street onto vacant land immediately west of school site.
	S8	HL Robinson Bridge (load limit)	<ul style="list-style-type: none"> Bridge strengthening and/or replacement.

Implementation Plan

Key next steps for the progress the proposed short-term mitigation measures could include:

- Stakeholder consultation of the draft Junee Freight and Transport Plan (this report), including with residents and stakeholders (e.g. TfNSW, ARTC, NSW Department of Education) to confirm the respective priorities of proposed mitigation measures.
- Design (including options) of proposed mitigation measures.
- Assessment of constraints (environmental, property, heritage, etc) for each proposed mitigation measure.
- Development of a multi-criteria analysis framework to identify the preferred option for each mitigation measure.
- Preparation of cost estimates (of the preferred option for each mitigation measure).
- Economic analysis of the preferred option for each mitigation measure.
- Review of grant program guidelines to confirm eligibility of proposed mitigation measures; and
- Preparation of funding submissions against grant programs for prioritised mitigation measures.

1 Introduction

1.1 Background of the Study

Junee Shire is a small growing regional district, located north of Wagga Wagga in South-Western NSW. Due to its location, Junee Shire is a critical connecting link in the freight network for both road and rail transport. Junee Shire Council (JSC) road network includes heavy vehicle routes for vehicles travelling north-south between Wagga Wagga and Temora/West Wyalong and Cootamundra/Young, and east-west between Gundagai and Narrandera. Junee is also located on the Inland Rail route, which will experience a significant increase in freight on the rail network in the future.

1.2 Purpose of the Study

JSC needs to ensure infrastructure maintenance and development funding is allocated appropriately, to ensure these freight routes can be developed into the future. In addition to this, ensuring vehicles can safely traverse through or around Junee Town, without posing a risk to public safety, causing adverse effects on the community in the form of noise, emissions, or causing long term damage to road infrastructure, as a result of increased road traffic volumes.

1.3 Scope of the Report

The scope of this report is to understand existing traffic conditions, crash data analysis, discuss existing issues, along with options for mitigation of the existing issues and planning for future capacity and freight movements. These options will be assessed and collated into a road network strategy for JSC to facilitate safe and efficient freight traffic movements in and around Junee.

The report also includes analysis of mid-block traffic count survey data at 10 road segments to understand current heavy and light vehicles traffic flows on key road network. The findings of this assessment will inform the future upgrade requirements to facilitate safe and efficient freight traffic movements in and around Junee.

This report is intended to be a draft report to be used as a starting point for discussions with JSC and agreement on preferred mitigation and upgrade options to allow the development of the road network strategy. No final decisions have been made regarding the proposed mitigation options.

1.4 Structure of the Report

The remainder of this report is structured with sections as follows:

- Chapter 2 – provides a summary of the existing transport context, crash data and key network constraints.
- Chapter 3 – provides an overview of traffic surveys undertaken over the road network (including future traffic growth).
- Chapter 4 – provides a review of existing and emerging infrastructure constraints, and introduces a prioritisation framework considering the “freight” and “urban” context to identify high and medium priority locations for potential mitigation measures.
- Chapter 5 – identifies key criteria to consider the development of mitigation measures, and provides an indicative scope for mitigation measures.
- Chapter 6 – summarises study findings, including identifying short-term (high priority) mitigation measures.
- Chapter 7 – provides an implementation plan (next steps) for Junee Shire Council to progress the study.

2 Existing Transport Context

2.1 Freight

Junee is a small regional district and provides key freight connections for north-south and east-west directions. The key freight routes pass through Junee transporting goods to/from horticulture, grain, livestock as well as timber/pulp industries located in the vicinity of Junee Shire Council.

The grain processing facilities are located in Junee and surrounding areas. Old Junee Road, Olympic Highway as well as Inland Rail (Southern Line and Griffith Line) are used to transport grains to/from Junee. The meat and livestock industry use Old Junee Road and Olympic Highway to transport their products. The timber/pulp industry primarily use Gundagai Road with some timber/pulp freight transported along Old Junee Road and Olympic Highway. This freight route is a major route between Gundagai and Wagga Wagga.

The Regional Freight Transport Plan prepared by Riverina Eastern Regional Organisation of Councils (November 2019) project a significant increase in meat and livestock industries in the Riverina Region between 2011 and 2031 as shown in Figure 2-1, including Junee, which is anticipated to experience an increase the freight movements in the area, especially Old Junee Road and Olympic Highway by 2031. The Plan also forecast growth in grain, timber and horticulture industries by 2031.

Figure 2-2 shows the seasonal freight movement requirements in the Riverina Region by industry type (Riverina Joint Organisation Transport Analytics, Final Report, June 2021). The figure shows that majority of freight movements occur during November and December, mainly to the seasonal transport of crops.

Figure 2-3 shows the existing freight routes (B Double) and key freight traffic generators in the vicinity of Junee. The key freight traffic generators located in the area are:

- Harefield Intermodal Terminal
- Abattoir (Junee Lamb)
- Junee Correctional Centre
- Graincorp Junee subterminal
- Riverina Intermodal Freight and Logistics (RIFL) Hub at Bomen

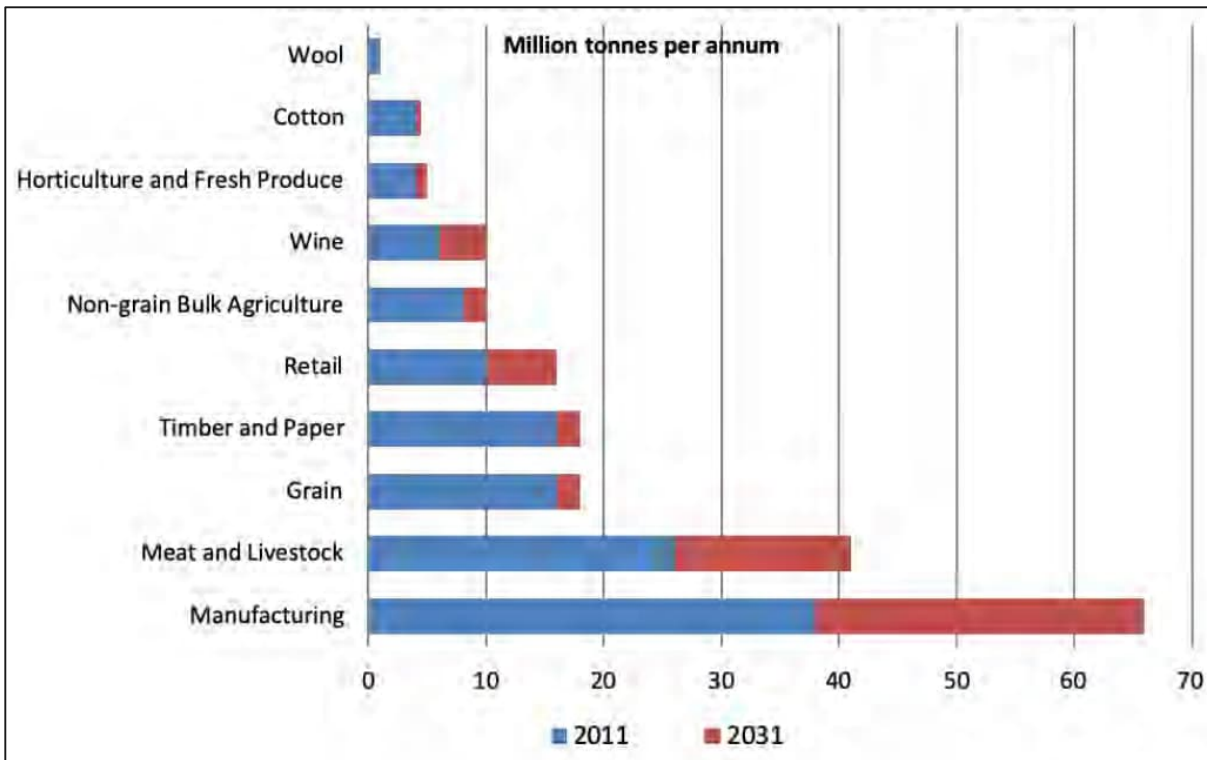


Figure 2-1: Commodity Movement Volume Growth 2011 - 2031

Source: Regional Freight Transport Plan, Riverina Eastern Regional Organisation of Councils November 2019

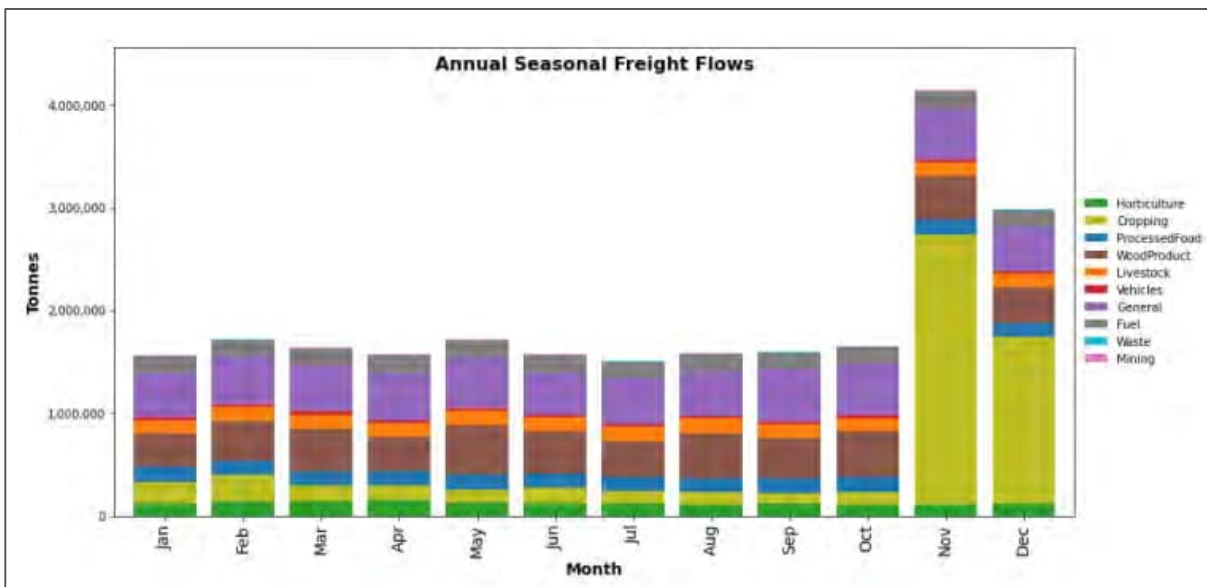


Figure 2-2: Seasonal Transport Flows in the Region for all Commodities

Source: Riverina Joint Organisation Transport Analytics, Final Report, June 2021

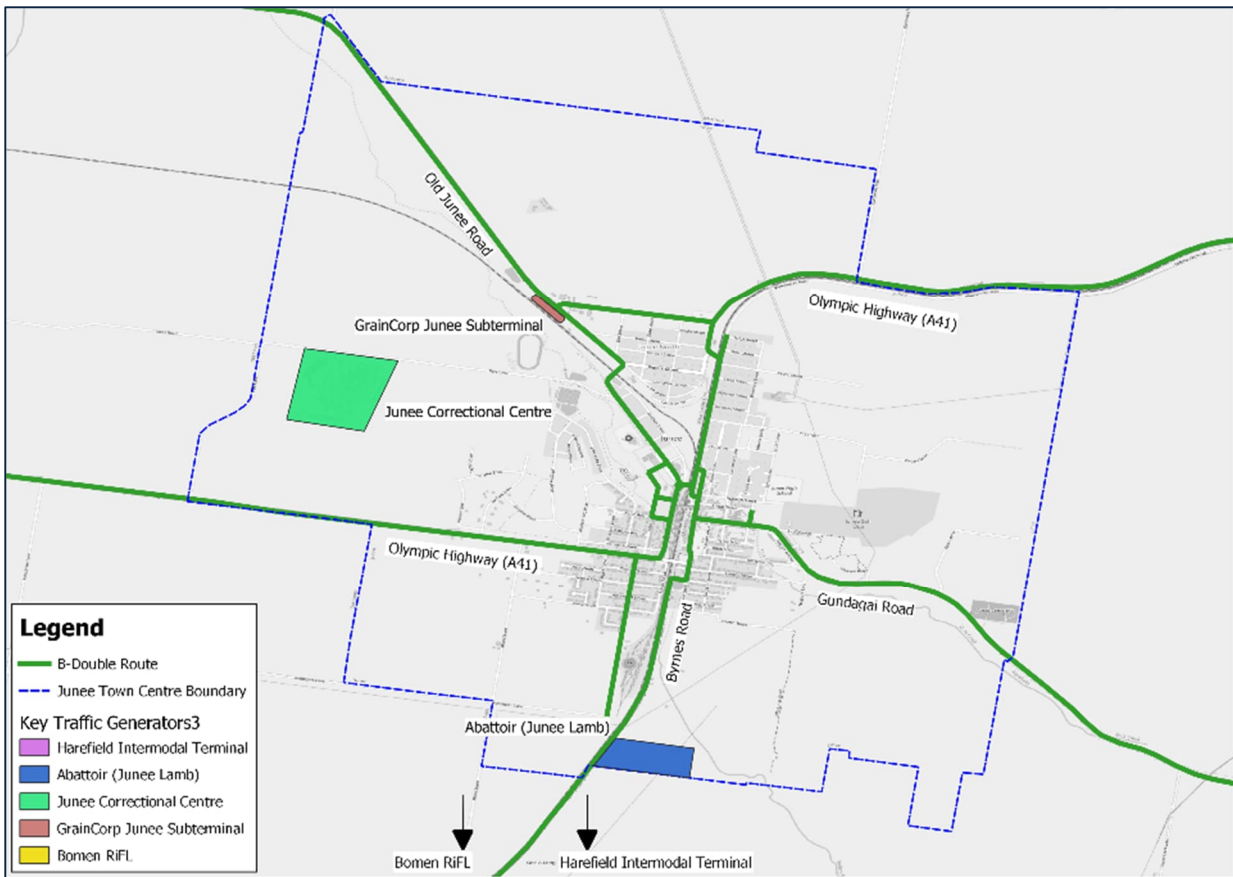


Figure 2-3: Existing Freight Route (B Double) and Key Freight Traffic Generators in the vicinity of Junee

2.2 Other Transport Network

2.2.1 Active Transport

Figure 2-4 shows existing key active transport links along in Junee. As shown in the figure, active transport paths are available only within the township of Junee, connecting the major activity centres and retail areas. Key paths run north-south along Main Street and Seigneur Street, crossing over the Kemp Street bridge, and east-west through Endeavour Park, between Olympic Highway and Pretoria Avenue. There are also connections from these key paths to destinations such as Junee Showgrounds, Junee District Hospital and other destinations on the western side of Junee. Paths on the eastern side of Junee are limited, but provide connections to Junee High School, Junee Public School and Junee Recreation & Aquatic Centre.

A zebra crossing is located across Lorne Street, connecting Junee Public School and Junee Recreation & Aquatic Centre.

No pedestrian paths are provided outside Junee town.

Councils Walking and Cycling Accessibility Plan provides more information around the planning for footpaths, shared paths and cycleways

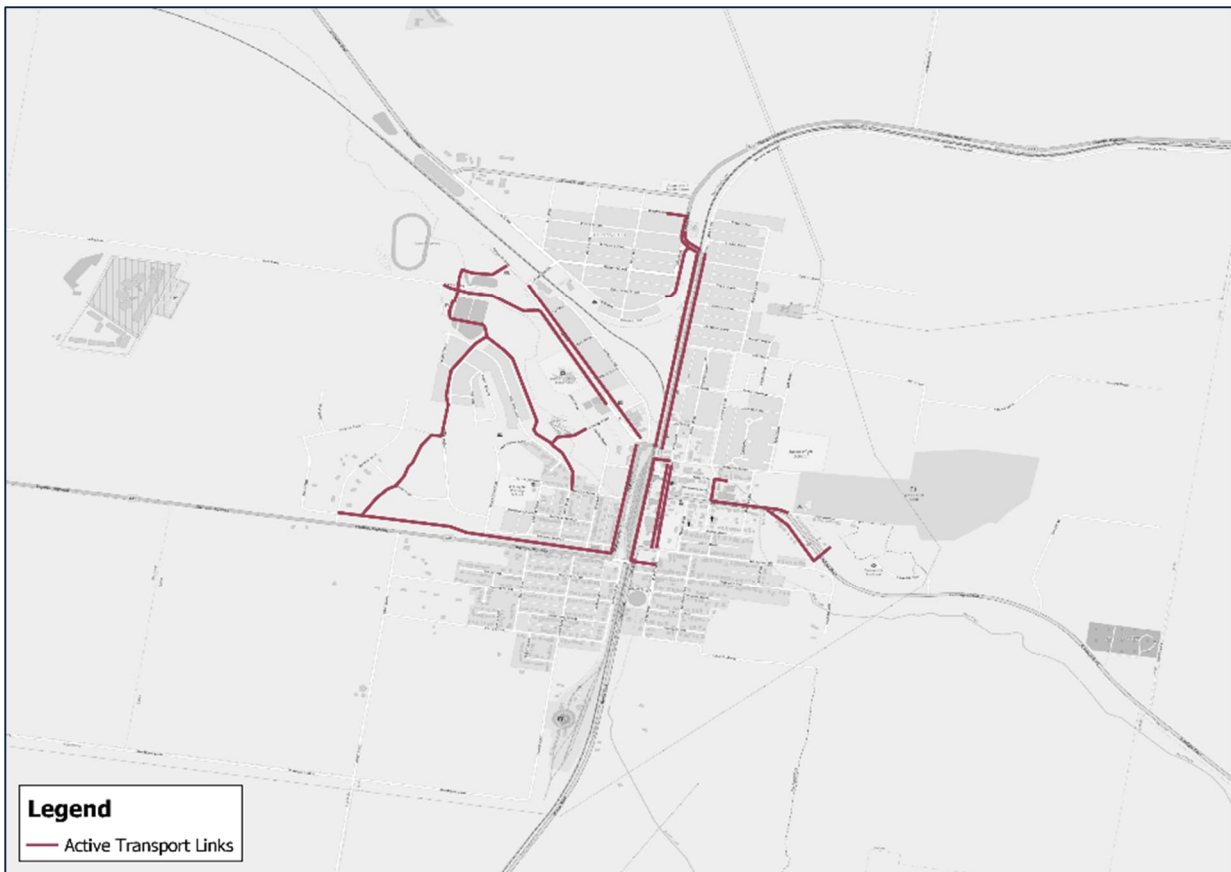


Figure 2-4: Existing Active Transport Links along Freight Routes in Junee

2.2.2 Public Transport

2.2.2.1 Public Bus

Five bus services operate within the Junee Town Centre, running between Junee and Wagga Wagga, with a varying number of stops in each route. Bus services run in both directions, each running from Monday to Friday. All buses are operated by Junee Buses. The following Table 2-1 lists bus service numbers, their respective routes, frequency, and start and end times.

Table 2-1: Existing Bus Services of Junee

Service No.	Bus Route	No. of Services	Start Time	End Time
921	Junee to Wagga Wagga via Harefield & Wallacetown	1 Service (Mon-Friday)	07:20	08:50
	Wagga Wagga to Junee via Wallacetown & Harefield		15:17	16:43
922	Junee to Wagga Wagga via Yathella & Wallacetown	1 Service (Mon-Friday)	07:21	09:06
	Wagga Wagga to Junee via Wallacetown & Yathella	2 Partial Services (Mon-Friday)	15:18 17:33	16:22 18:31
923	Junee to Wagga Wagga via Byrnes Rd	1 Service (Mon-Friday)	14:05	14:50
	Wagga Wagga to Junee via Byrnes Rd		09:20	10:00
924	Junee to Wagga Wagga via Wallacetown & Hampden Ave	1 Service (Mon-Friday)	10:00	11:05

	Wagga Wagga to Junee via Hampden Ave & Wallacetown		12:47	13:56
925	Junee to Wagga Wagga via Brucedale Dr & Riverina Anglican	1 Service (Mon-Friday)	07:29	08:38
	Wagga Wagga to Junee via Riverina Anglican & Old Junee		15:20	16:51

Source: TfNSW

Junee Station is serviced by a coach stop located in Railway Square providing transfers between trains and regional coaches. There are also several bus stops located near Junee Station, with 10 bus stops located within a 400m radius of station, and 23 bus stops within an 800m radius of the station. These stops could be used to provide transfers between train services and local destinations. The bus stops closest to the station are shown in Figure 2-5.



Figure 2-5: Location of Bus Stops in the vicinity of Junee Train Station

2.2.2.2 School Bus Services

Six bus school bus services operate within Junee, each service runs in both directions with a single daily service during weekdays, except during school holidays. All services are operated by Junee Buses.

Two services operate strictly within Junee Town Centre (S221 and S222), with the remainder providing connections from the town centre to schools/areas outside. The following Table 2-2 lists bus service numbers, their respective routes, frequency and start and end stops/times. Figure 2-6 presents school bus routes in Junee. As shown in the figure, several school bus services run along the existing freight routes in and outside of Junee.

Table 2-2: Existing School Bus Services in Junee

Service No.	School Bus Route	Start Stop	Start Time	End Stop	End Time
S221	Bus 1 - Junee Anzac Ave to Junee Schools	Anzac Av at Joffre St	08:09	St Joseph's Primary School	08:44
	Bus 1 - Junee Schools to Junee Goulburn St	Junee North Public School	15:17	Goulburn St at George St	16:17
S222	Bus 2 - Junee Belmore St to Junee Schools	Junee Bowling Club, Belmore St	08:20	St Joseph's Primary School	08:55
	Bus 2 - Junee Schools to Junee Boundary St	Junee North Public School	15:22	Boundary St opp Elizabeth St	16:02
S223	Eurongilly to Junee Schools via Illabo	4957 Gundagai Rd	07:37	Junee Preschool, Peel St	08:57
	Junee Schools to Eurongilly via Illabo	Junee Public School	15:20	4957 Gundagai Rd	16:40
S224	Erin Vale to Junee Schools via Pikedale Rd	Hillview Lane at Canola Way	07:55	Junee Preschool, Peel St	08:57
	Junee Schools to Erin Vale via Pikedale Rd	Junee Preschool, Peel St	15:12	Goldfields Way opp Kilbirnie Lane	16:18
S225	Yathella to Junee Schools via Old Junee	76 Cochranes Rd	07:49	Junee North Public School, Queen St	08:49
	Junee Schools to Yathella via Old Junee	Junee Public School, Lorne St	15:20	76 Cochranes Rd	16:23
S226	Junee Reefs to Junee Schools via Marinna	Junee Reefs Ivor Hall	08:00	Junee Preschool, Peel St	08:49
	Junee Schools to Junee Reefs via Marinna	Junee Preschool, Peel St	15:13	Junee Reefs Ivor Hall	16:05

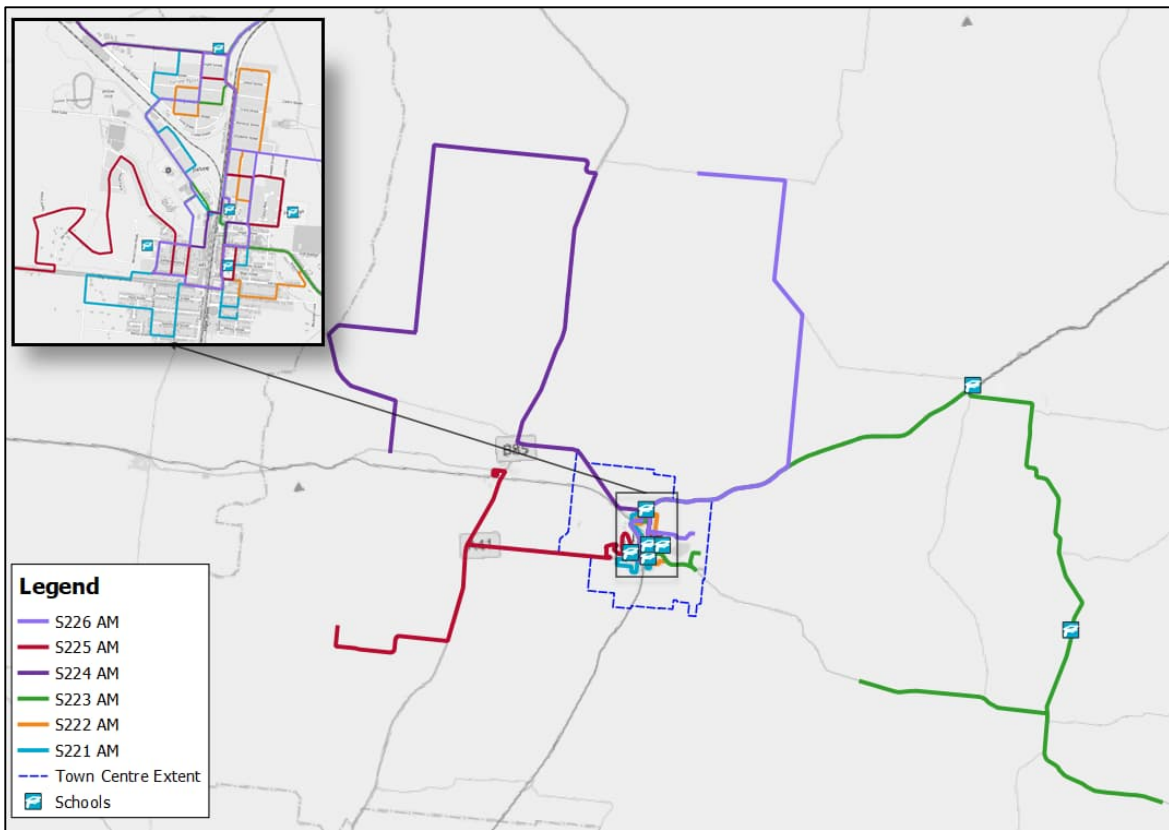


Figure 2-6: Existing School Bus Services and Routes in Junee

2.2.2.3 Rail- Passenger Rail

Junee Station is located on the Southern NSW Railway Line. It receives three services, each running in both directions. Two of these services run daily with the third running two times a week.

Information regarding train operations are based on the existing timetable information as published on the NSW Trainlink Website (Accessed March 28, 2022). The following Table 2-3 lists train service numbers, their respective routes, service frequency, and the arrival times at Junee Station.

Table 2-3: Junee Station Train Services

Service No.	Train Route	No. of Services	Arrival Time
621	Sydney (Central) to Melbourne (Southern Cross)	1 Service (Daily)	02:25
622	Melbourne (Southern Cross) to Sydney (Central)		00:48
623	Sydney (Central) to Melbourne (Southern Cross)	1 Service (Daily)	13:27
624	Melbourne (Southern Cross) to Sydney (Central)		13:51
641	Goulburn to Griffith	1 Service (Sat)	13:07
		1 Service (Wed)	17:53
642	Griffith to Goulburn	1 Service (Thu/Sun)	09:44

Source: TfNSW

Trains connect to regional coach lines at Junee, which provide access to Wagga Wagga and other towns between Junee and Canberra.

2.2.3 General Traffic

Olympic Highway is the key transport corridor through Junee running in an east-west direction and providing strategic connectivity to Junee with other regions. This is also a key freight route as shown in Figure 2-3. Olympic Highway becomes Seignior Street (west side of rail corridor) and Main Street (east side of rail corridor) after entering Junee and continues as the Olympic Highway after beyond the Junee township.

Old Junee Road is located on the north-west corner of Junee and connects Junee with Goldfields Way to the west. This is a key corridor for both freights and general traffic.

Byrnes Road runs from the south side of Junee to Wagga Wagga and provides connectivity to Harefield freight terminal, the Junee abattoir and the Bomen industrial area near Wagga Wagga.

Details of traffic flows on these key road corridors are discussed in Chapter 3 of this report.

2.3 Crash Data Analysis

Recent five-year crash data (2015-2019) for the Junee LGA was collected from TfNSW crash data site and was analysed to understand safety implications of the key freight corridors in the vicinity of Junee. Figure 2-7 shows location of crashes within Junee LGA boundary. As shown in the figure below, a significant amount of crashes occurred on the Olympic Highway, followed by Gundagai Road. No fatal crashes were recorded on Olympic Highway, however two fatal crashes were recorded on Gundagai Road between 2015 and 2019.

A total of 103 crashes was recorded in 5 years period (2015-2019), out of which 76 (73.8%) crashes involved some level of injuries. As shown in Figure 2-8, the number of serious injury crashes are the highest, followed by non-injury crashes and moderate injury crashes.

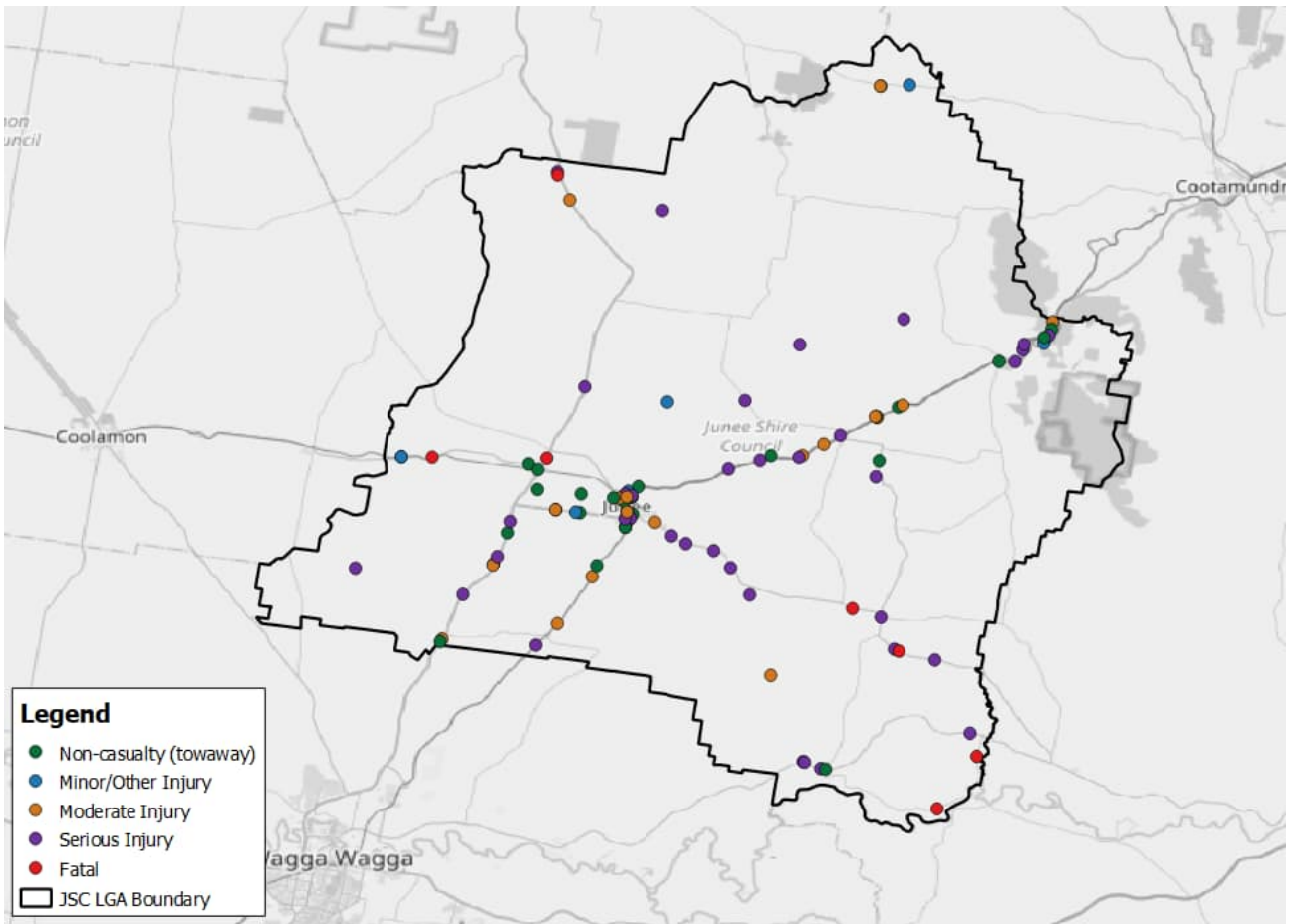


Figure 2-7: Location of Crashes within Junee LGA (5 years, 2015-2019)

Source: TfNSW

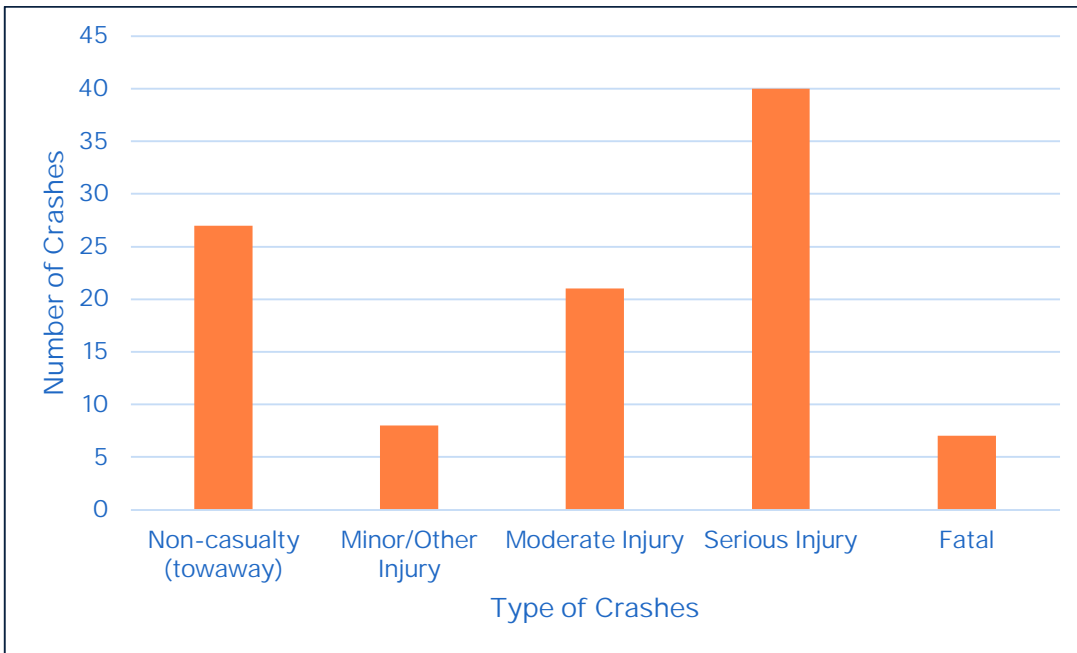


Figure 2-8: Distribution of Crashes by Injury Type (5 years, 2015-2019)

Figure 2-9 shows distribution of injury crashes by location. As shown, the majority of crashes occurred on two-way divided roads, including all seven fatal crashes, followed by T-junction and cross-intersection crashes.

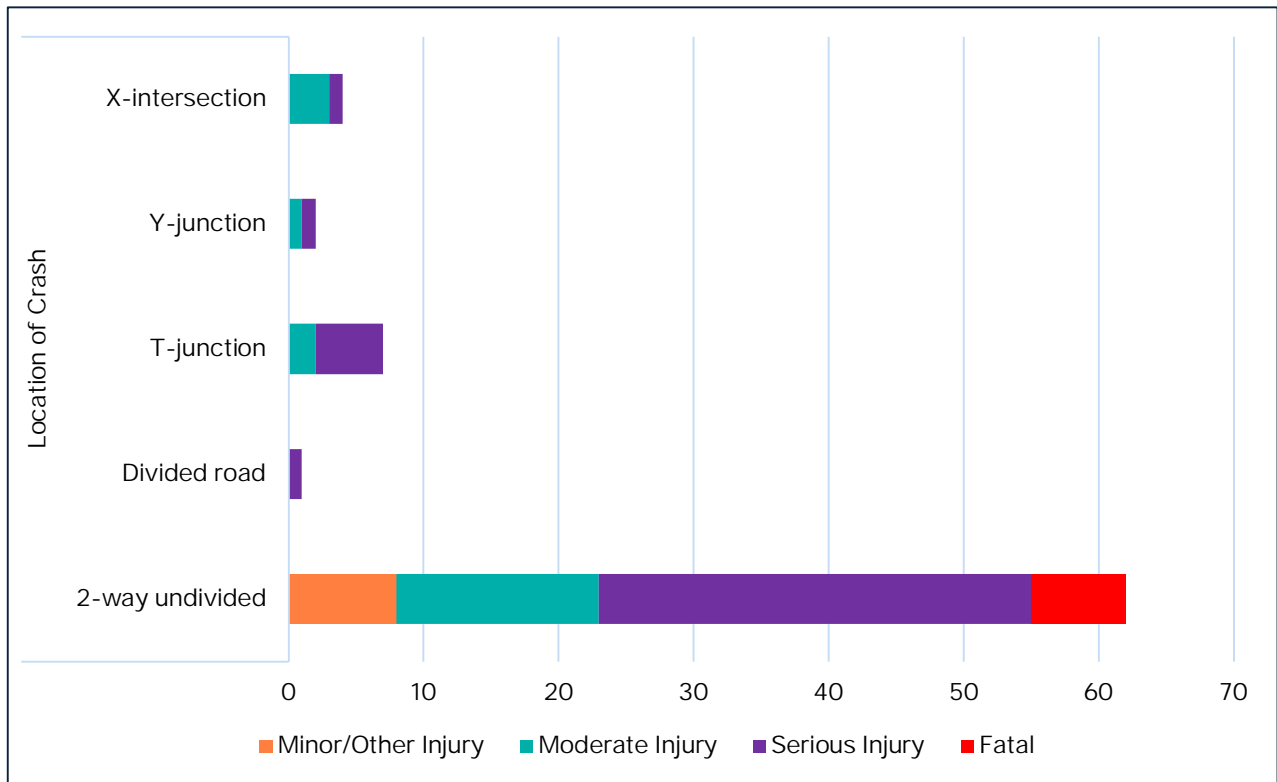


Figure 2-9 Distribution of Crashes by Location (Injury Crashes Only)

The crash severity index has been calculated for the injury crashes occurred within Junee Shire Council area and compared against the crash severity index of New South Wales. The crash severity index is typically calculated using a weighted method, with the highest weighting provided for fatal crashes and lowest weighting for minor/other injury crashes as shown in Table 2-4. Table 2-5 shows the calculated crash severity index for Junee Shire Council area and New South Wales. As shown, the crash severity index is higher within the Junee LGA as compared to the NSW average.

Table 2-4: Weightage of Injury Crashes

Injury	Rate
Fatal Crash	2.5
Serious Injury	2
Moderate Injury	1.5
Minor/Other Injury	1

Table 2-5: Crash Severity Index of Junee Shire Council and New South Wales

Description	Fatal Crashes	Serious injuries	Moderate injury crashes	Minor/Other Injury Crashes	Total	Crash Severity Index
JSC LGA	7	49	21	8	85	1.82
* NSW State-wide	1,819	26,844	42,430	32,876	103,969	1.49

* Note: NSW Statewide figures include the Sydney metropolitan area.

2.4 Key Network Constraints

The key constraints along the freight routes in the vicinity of Junee are:

Train Operation and Movements at Junee

Currently there are 13 rail services per day between Albury and Illabo which is anticipated to increase to 24 services by 2040 (ARTC 2021). It is also anticipated that the train services between Stockinbingal and Parkes would increase in future. It is understood that all of these train services would pass through Junee.

Junee railway station provides for train driver shift changes for several rail operators. This shift change currently requires the level crossing to be closed. The operational nature of the current level crossing activation together with future impacts associated with the Inland Rail project would likely affect the operation of Seignior Street, Broadway, Lorne Street and Main Street (due to increased level crossing closure).

The Junee rail station grounds are also used to shunt train rakes and reposition locomotive engines regularly for operational purposes. The Junee station has up to seven railroad sidings for this purpose and many of the movements require the activation of the level crossing. This is further impacted by the Griffith branch line approximately 300m north of the Junee Station on Broadway, trains from the branch that need to travel north to Sydney first must travel south to the Junee station, stop and reposition the engine from the southern end of the train rake to the northern end before the train travels north to Sydney. This operation activates the level crossing as well and consequently impacts the surrounding road operation. With respect to this movement (for train services between Sydney and Griffith and vice versa), a rail spur travelling from north to west previously facilitated this movement, however the spur has since been removed.

While the level crossing is activated, westbound traffic queues on Main Street northbound. There is currently 75m space for queueing here. Eastbound traffic has only 40m to queue before the queueing vehicles will interrupt the operation of the roundabout intersection of Broadway and Olympic Highway.

The Junee District Hospital is located approximately 500m west of the level crossing. While the crossing is activated, trips to and from the hospital would need to travel via the Olympic Highway underpass or Kemp Street bridge. While it is noted that this additional travel time and distance may increase emergency response times, Emergency Services have informed council that the alternative routes are acceptable.

The current intention for Kemp Street bridge is replacement on the existing alignment to facilitate the passage of double stacked trains (necessitating a higher clearance). This would require demolition of the existing bridge followed by construction of the new bridge (with tie-in works on both eastern and western approaches). During the construction period, extra reliance will be placed on the existing level crossing and underpass.

Figure 2-10 shows the existing level crossing arrangement.



Figure 2-10: Level crossing, looking east toward Main Street

Limited East-West Connectivity due to Existing Train Line

The existing rail tracks (both Southern Line and the Inland Rail) running through Junee bisects the town into two sections and creates a significant barrier for pedestrians, general traffic and freight movements. There are currently four crossing facilities available as shown in Figure 2-11 below.



Figure 2-11: Existing Crossing Rail Crossing Facilities in Junee

In the future, the increased train movements through Junee would increase the duration of level crossing closures, with likely spill over impacts on the adjacent road network, including impacts on pedestrian and freight movements along Lorne Street, Humphreys Street, Broadway, Main Street and Seignior Street. Lorne Street, Humphreys Street and Broadway Street are also high pedestrian activity areas. Interruption of traffic flows on these roads due to increased closure the level crossing would likely create a safety risk for pedestrians.

The 4.6m low level underpass at the northern end of Main Street

This underpass has a clearance of 4.6m and limits high vehicle traffic from traversing that route. Rail operators maintain the bridge (over the underpass) and there are no plans to increase the clearance. The Inland Rail project is expected to change the rail arrangement above the underpass, but final construction details have not yet been confirmed. Over-height vehicles travelling east-west would follow Old Junee Road and Queen Street, while vehicles travelling north-south would use the level crossing and follow a circuitous route through the residential areas. Figure 2-12 shows the poor visibility and geometry on the northbound approach to the underpass.



Figure 2-12: Northbound approach to rail underpass

Figure 2-13 shows a semi-trailer passing through the underpass. Also of note is the narrow footpath and damage to the pedestrian fence, indicating that it has been hit by a vehicle at some point.



Figure 2-13: Heavy vehicle traversing underpass

The Kemp Street Bridge

This Bridge is proposed to be raised and upgraded to allow A-double vehicles with the development of the Inland Rail Project. The Bridge itself is a rail asset and the Inland Rail project is committed to upgrading the bridge to allow A-double vehicles. However, the A-double design for both approaches to the bridge is out of scope for the Inland Rail project and JSC is investigating possible options. Figure 2-14 shows a possible layout for the intersection of Kemp Street with Ducker Street, which would allow passage of an A-double vehicle (nominally of a 30m length).

The new bridge should be designed to accommodate a SMI600 traffic loading as per AS5100.2

Existing Transport Context



Figure 2-14: Possible layout for intersection of Kemp Street and Ducker Street

Lord Street Bridge

Lord Street Bridge is an old brick bridge located on Lord Street between Prince Street and Earl Street that is in very poor condition (see Figure 2-15) and needs to be replaced/ upgraded to accommodate B-doubles. The bridge is formally closed to heavy vehicles during harvest season. Council plans to replace this bridge in 2022/23.



Figure 2-15: Lord Street Bridge showing current dilapidated state

HL Robinson Bridge

The HL Robinson Bridge is located on Old Junee Road approximately 175m east of Goldfields Way. The bridge is currently design rated to carry B-double loads, but is not suitable for Road Trains or A-doubles. Raising the load restrictions would improve the transport of grain to the grain processing facilities on Queen Street and local transport operators have indicated a desire for vehicles larger than B-doubles to use this bridge to transport grain and other agricultural products. Figure 2-16 shows the HL Robinson Bridge and its proximity to the intersection with Goldfields Way



Figure 2-16: HL Robinson Bridge, with intersection of Old Junee Road and Goldfields Way in background

High Pedestrian Activity Areas

There are a number of areas in Junee that have high numbers of pedestrians and other vulnerable road users, including the commercial centre, school zones and recreational areas. A key activity area is located on Lorne Street, between Belmore Street and Hill Street. Junee Public School is located on the eastern side of Lorne Street, while the Junee Recreation and Aquatic Centre is located on the western side. A zebra crossing runs between the two facilities and connects to the wider path network. On-street parking is provided on both sides of Lorne Street and the school bus stop is located on the eastern (southbound) side. It is expected that this area would be very busy at the start and end of each school day, and most of the day on weekends. Figure 2-17 shows the arrangement in this area.



Figure 2-17: Zebra Crossing over Lorne Street, looking south toward school bus stop

Peel Street, Lorne Street, Main Street and Broadway form much of the commercial centre of Junee. There is on-street parking, high pedestrian movements and limited visibility caused by adjacent building frontages.

Queen Street provides east-west connectivity between Olympic Highway and Old Junee Road and is the site of the grain transfer facility. However, Junee North Public School is located on the corner of Queen Street and Olympic Highway, so heavy vehicles using this route need to pass through the school zone and student crossing. Figure 2-18 shows an example of a large vehicle turning right from Olympic Highway (southbound) to Queen Street (westbound). Observations of this location during the site visit showed that heavy vehicles do not always stay lane-correct as they turn.



Figure 2-18: Heavy vehicle on Queen Street (westbound) entering school zone

3 Traffic Flow and Analysis

Traffic flow data has been analysed for key freight routes in the vicinity of Junee. A traffic survey company has been engaged to collect the traffic flow data. The traffic survey methodology and analysis of traffic data are discussed in the following section.

3.1 Traffic Survey and Data Collection

3.1.1 Methodology

A mid-block traffic survey was conducted on ten sites along key freight routes to collect 24-hours traffic flow data, including classification and speed. The data were collected for a period of 28-days from 14 October 2021 to 10 November 2021 to understand current traffic flows, including light and heavy vehicles along the routes. The peak cropping freight period occurs in November and December, as shown earlier in Figure 2-2, so the latter part of the survey is expected to cover the start of this peak.

3.1.2 Survey Location

Figure 3-1 shows the traffic survey locations in Junee. There are ten sites included for 24-hours traffic survey as shown in the figure below.

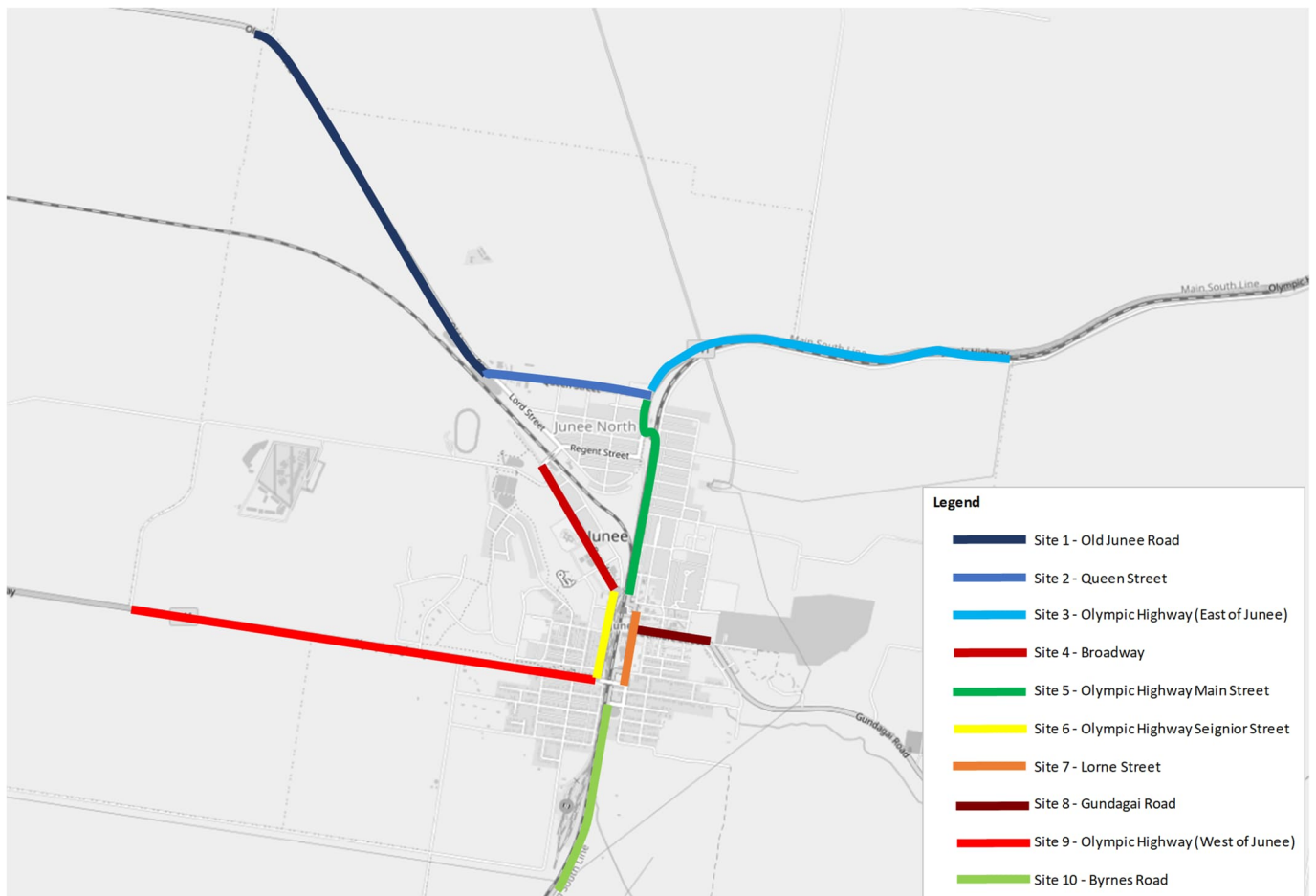


Figure 3-1: Location of Mid-Block Traffic Survey

Note: Potential impacts of covid and wet weather impacted harvest may influence the traffic data.

3.2 Traffic Flow Analysis

The traffic survey data was analysed to understand the traffic flows on various freight routes in the vicinity of Junee. Table 3-1 shows the daily traffic flow data of a typical weekday. As shown in the table, Lorne Street has highest daily traffic flows of all survey sites, followed by Olympic Highway – Main Street and Olympic Highway – Seignior Street. Queen Street is observed to have the highest daily heavy vehicle flows, followed by Olympic Highway – East of Junee and Old Junee Road.

Table 3-1: Daily Traffic Flows (Typical Weekday) and Heavy Vehicle Percentages

Survey Site/Street	Daily Traffic Flows (Typical Weekday)			
	Total	Light Vehicles	Heavy Vehicles	% of HV
Site 1 - Old Junee Road	1,132	826	306	27.03%
Site 2 - Queen Street	786	533	253	32.19%
Site 3 - Olympic Highway (East of Junee)	2,002	1,460	542	27.07%
Site 4 - Broadway	2,690	2,305	385	14.31%
Site 5 - Olympic Highway Main Street	3,262	2,903	359	11.01%
Site 6 - Olympic Highway Seignior Street	2,950	2,694	256	8.68%
Site 7 - Lorne Street	4,162	3,702	460	11.05%
Site 8 - Gundagai Road	1,102	889	213	19.33%
Site 9 - Olympic Highway (West of Junee)	1,921	1,443	478	24.88%
Site 10 - Byrnes Road	2,840	2,358	482	16.97%

Source: Traffic Survey Data 2021

Detailed traffic data analysis for each survey site are presented in the sections below.

3.2.1 Old Junee Road (Site 1)

Figure 3-2 shows the distribution of daily traffic flows (average weekday and average all days) on Old Junee Road. As shown in the figure, peak traffic flows occurred between 2:30 pm and 3:30 pm.

Figure 3-3 shows the distribution daily traffic by vehicle classification for a typical weekday. 7.24% of vehicles recorded on Old Junee Road consist of 'Six Axle Articulated' and 'B Double' trucks.

Figure 3-4 shows the average speed and 85th percentile speed of all vehicles during a 'typical weekday', 'average weekday' and 'average all days' on Old Junee Road. Current posted speed limit of Old Junee Road is 100 kmph. As shown in the figure, the average speed and 85th percentile speed during a typical weekday, average weekday and average all day are at or below the current posted speed limit of this road. No significant variation in average speed and 85th percentile speed is observed for 'typical weekday', 'average weekday' and 'average all days' on Old Junee Road.

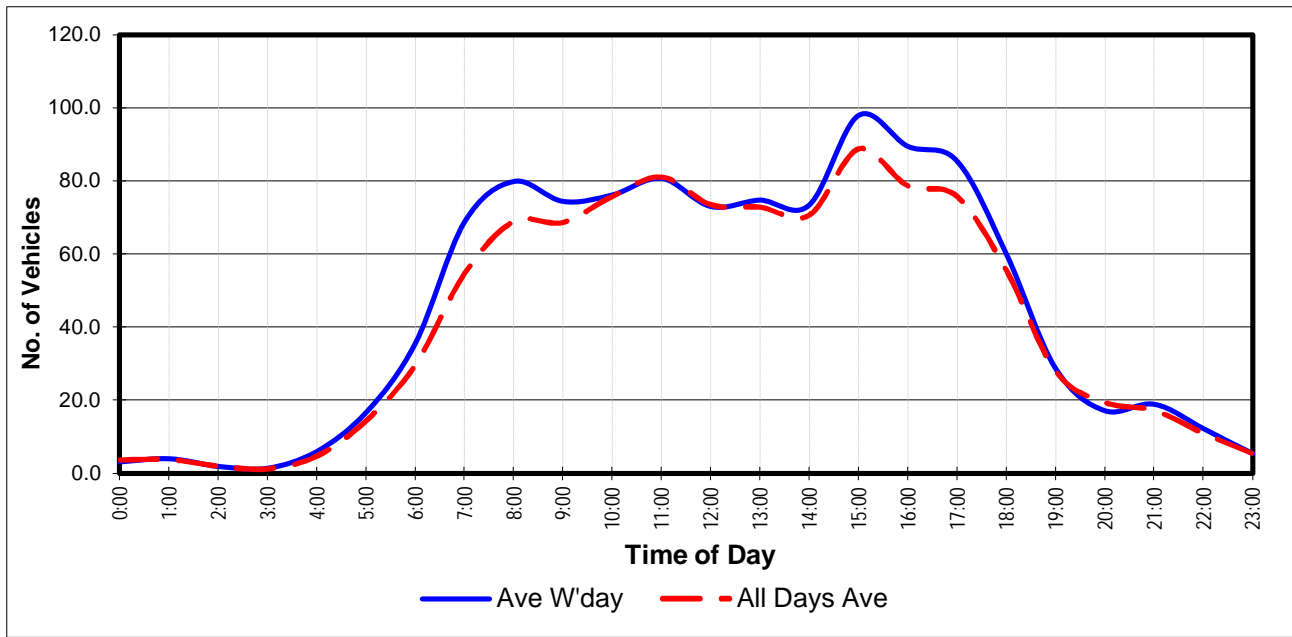


Figure 3-2: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Old Junee Road (Both Directions)

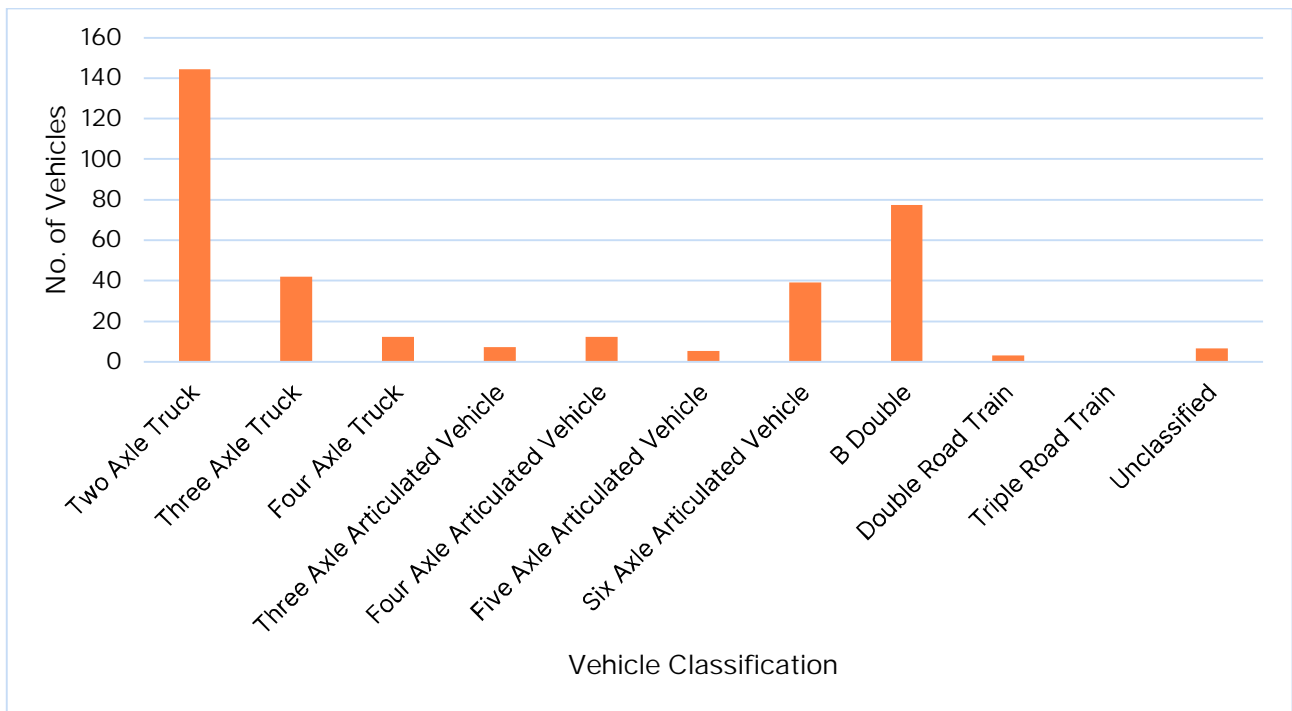


Figure 3-3: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Old Junee Road

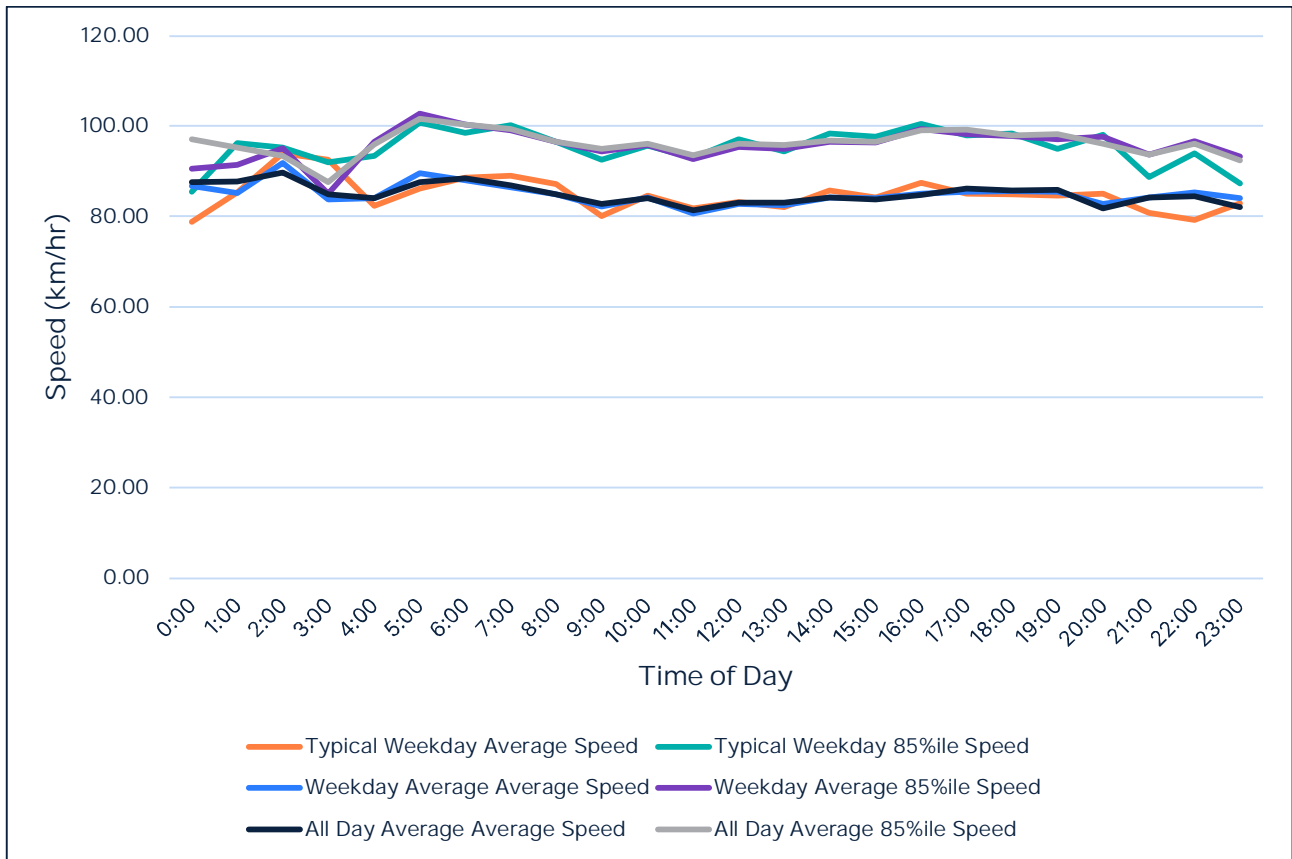


Figure 3-4: Average Speed and 85th Percentile Speed of Vehicles on Old Junee Road (Both Directions)

3.2.2 Queen Street (Site 2)

Figure 3-5 shows the distribution of daily traffic flows (average weekday and average all days) on Queen Street. As shown in the figure, peak traffic flows occurred between 7:30 am and 8:30 am (AM peak hour) and between 2:30 pm and 3:30 pm (PM peak hour), which coincide with the start and end of school.

Figure 3-6 shows the distribution of daily traffic by vehicle classification for a typical weekday. 17.7% of vehicles consist of 'Six Axle Articulated' and 'B Double' trucks on this road.

Figure 3-7 shows the average speed and 85th percentile speed of all vehicles during a 'typical weekday', 'average weekday' and 'average all days' on Queen Street. Current posted speed limit of Queen Street is 50 kmph. As shown in the figure, the average speed and 85th percentile speed of this road are above the current posted speed limit. No significant variation in average speed and 85th percentile speed is observed for 'typical weekday', 'average weekday' and 'average all days' on Queen Street, except for average and 85th percentile speed during typical weekday between 6 pm and 2 am.

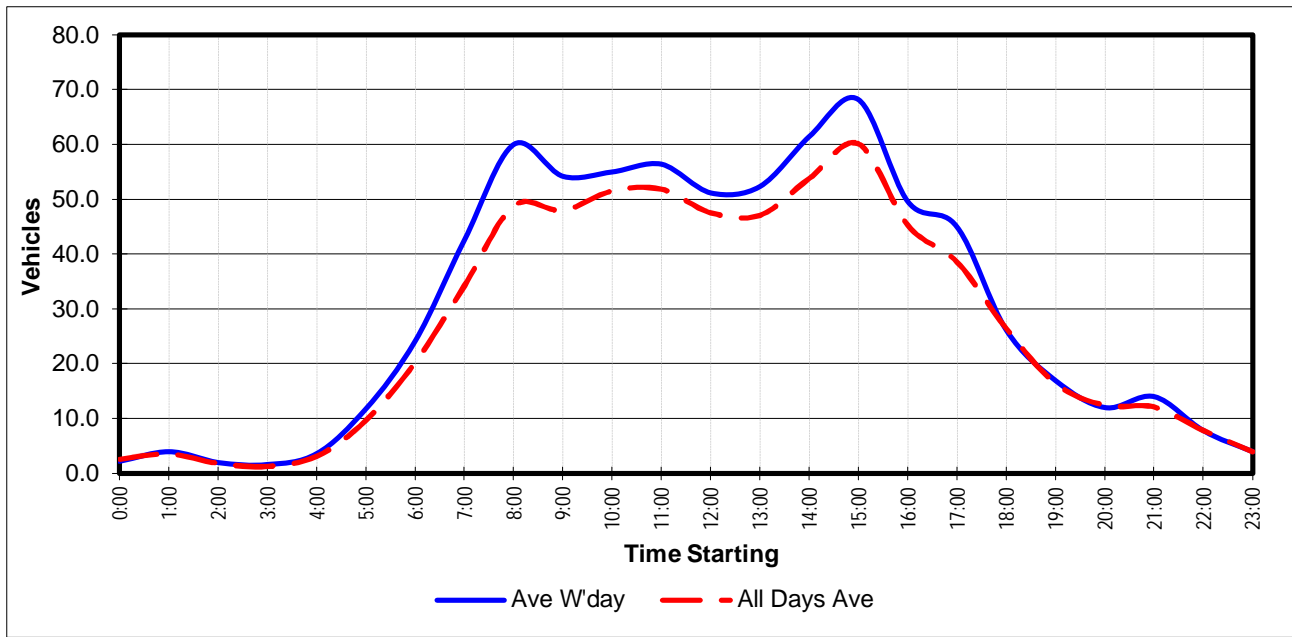


Figure 3-5: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Queen Street (Both Directions)

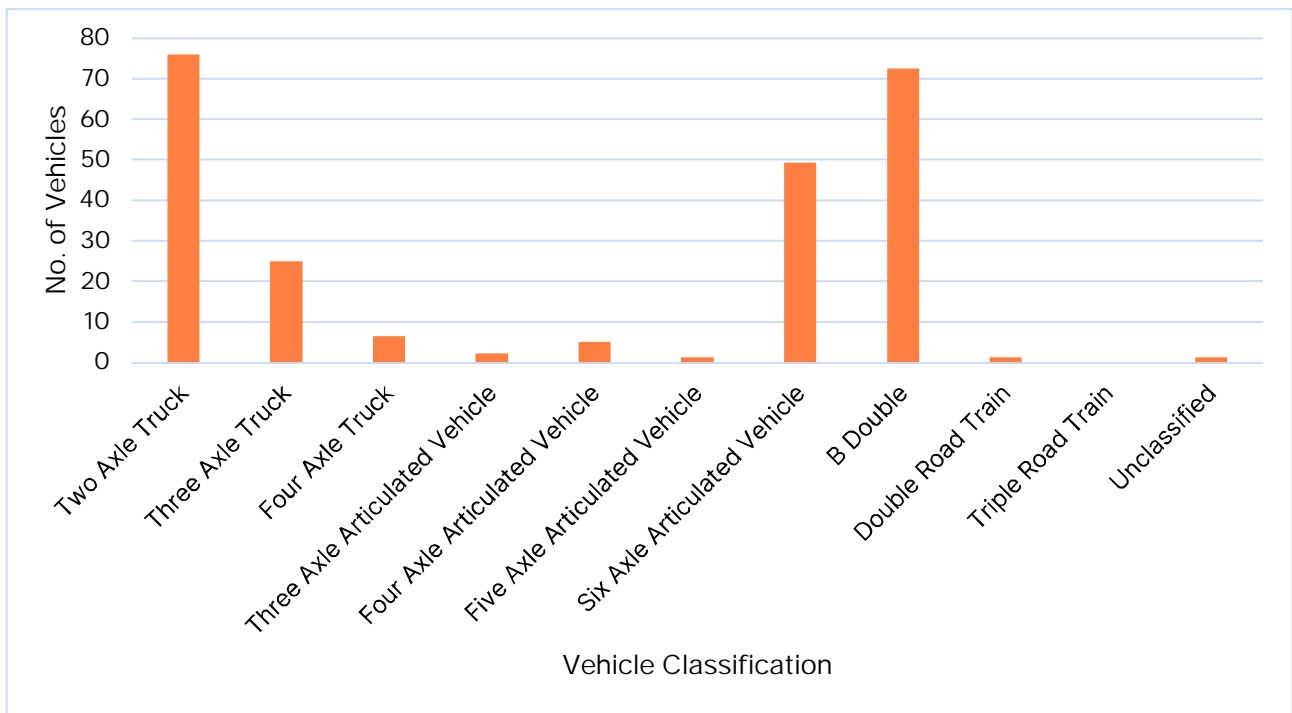


Figure 3-6: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Queen Street

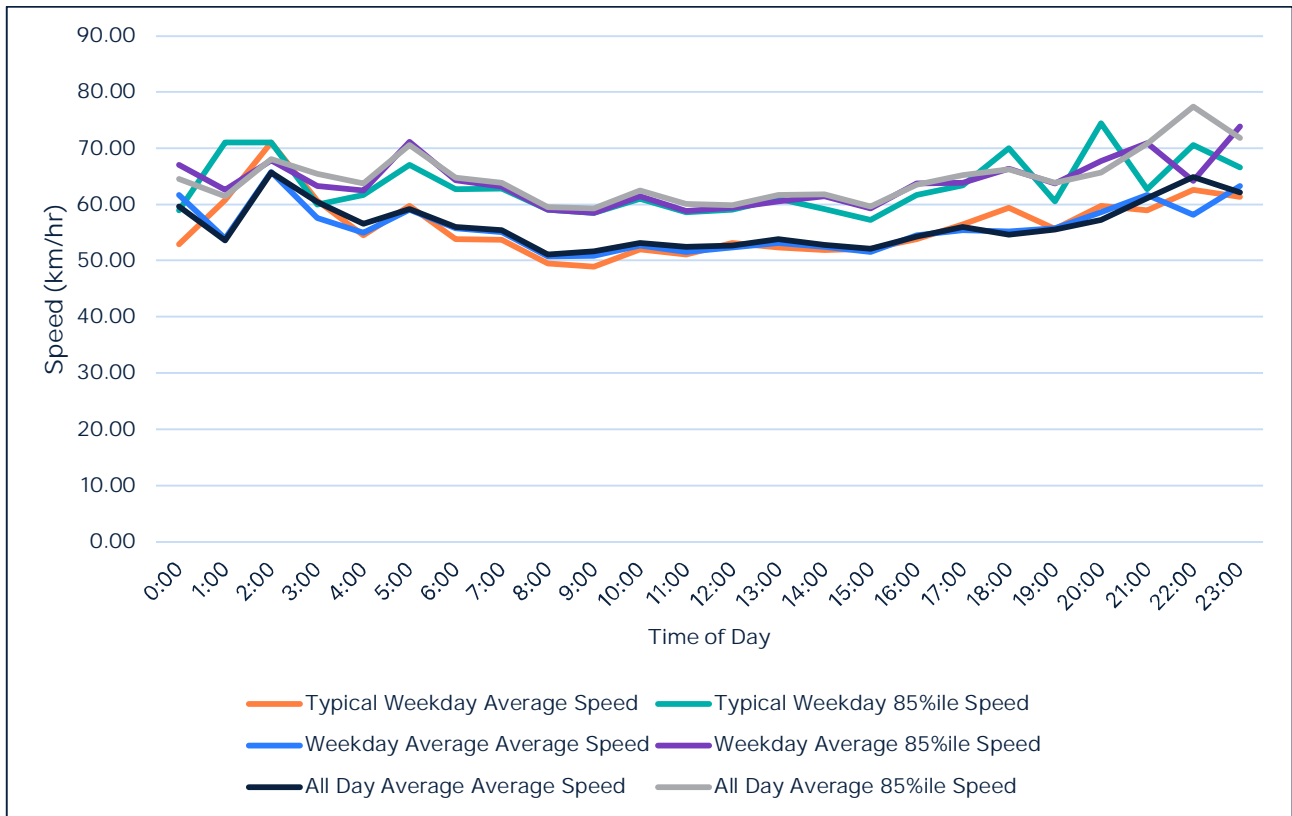


Figure 3-7: Average Speed and 85th Percentile Speed on Queen Street (Both Directions)

3.2.3 Olympic Highway – East of Junee (Site 3)

Figure 3-8 shows the distribution of daily traffic flows (average weekday and average all days) on Olympic Highway – East of Junee. As shown in the figure, peak traffic flows occurred between 3:30 pm and 4:30 pm.

Figure 3-8 shows the distribution of daily traffic by vehicle classification for a typical weekday. 5.5% of vehicles consist of 'Six Axle Articulated' and 'B Double' trucks on this road.

Figure 3-10 shows the average speed and 85th percentile speed of all vehicles during a 'typical weekday', 'average weekday' and 'average all days' on Olympic Highway – East of Junee. Current posted speed limit of Olympic Highway – East of Junee is 100 kmph. As shown in the figure, the average speed of vehicles travelling on this road is below the current posted speed limit, however the 85th percentile speed is above the current posted speed limit i.e. 85 percent of vehicles on this road are travelling at a speed beyond the current posted speed limit. No significant variation in average speed and 85th percentile speed is observed for 'typical weekday', 'average weekday' and 'average all days' on Olympic Highway – East of Junee, except for average and 85th percentile speed during typical weekday between 12 midnight and 4 am.

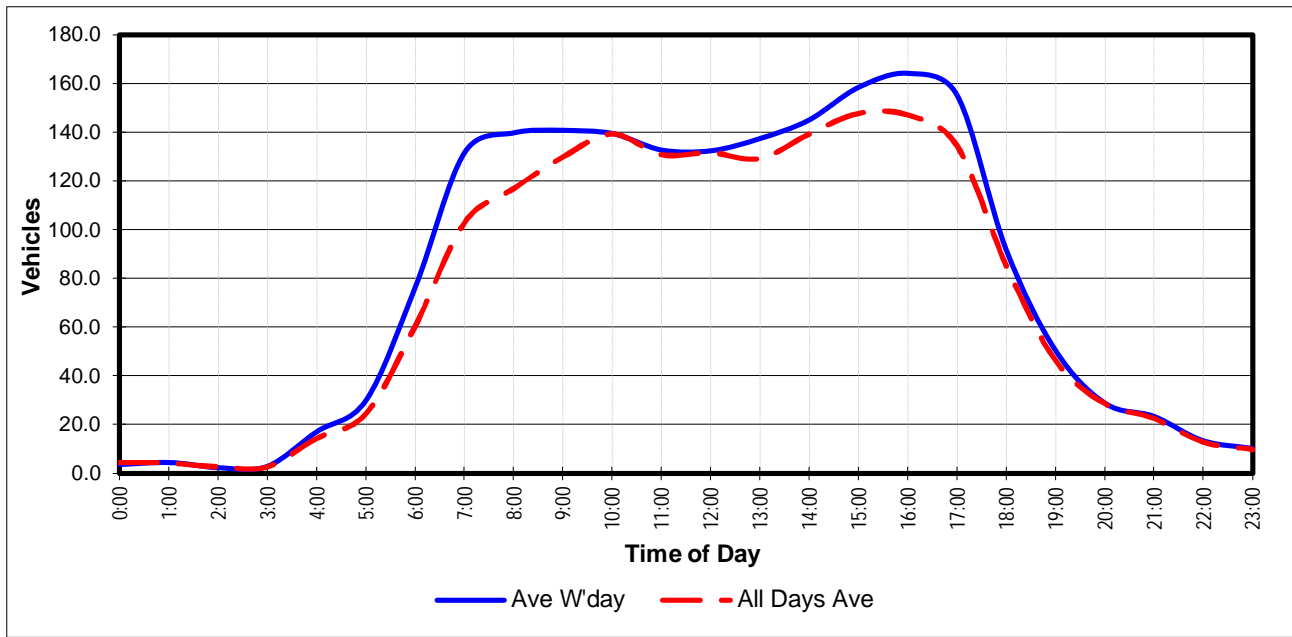


Figure 3-8: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Olympic Highway – East of Junee (Both Directions)

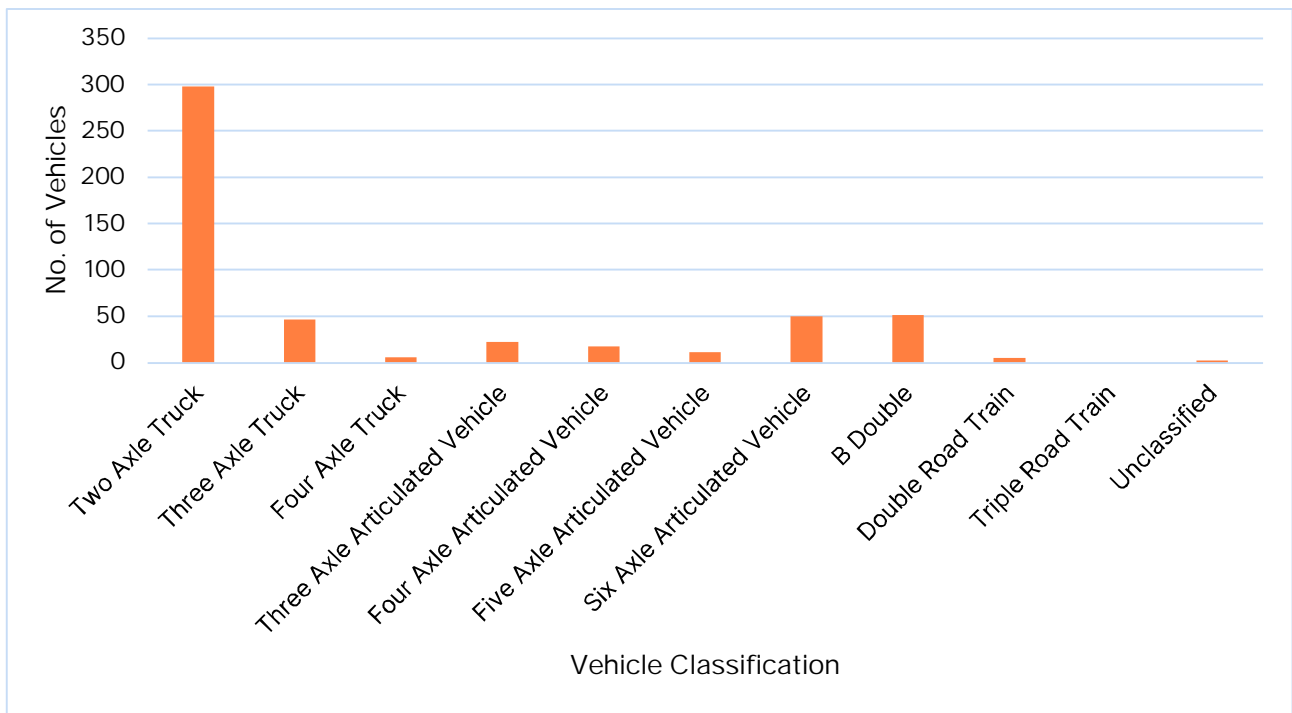


Figure 3-9: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Olympic Highway – East of Junee

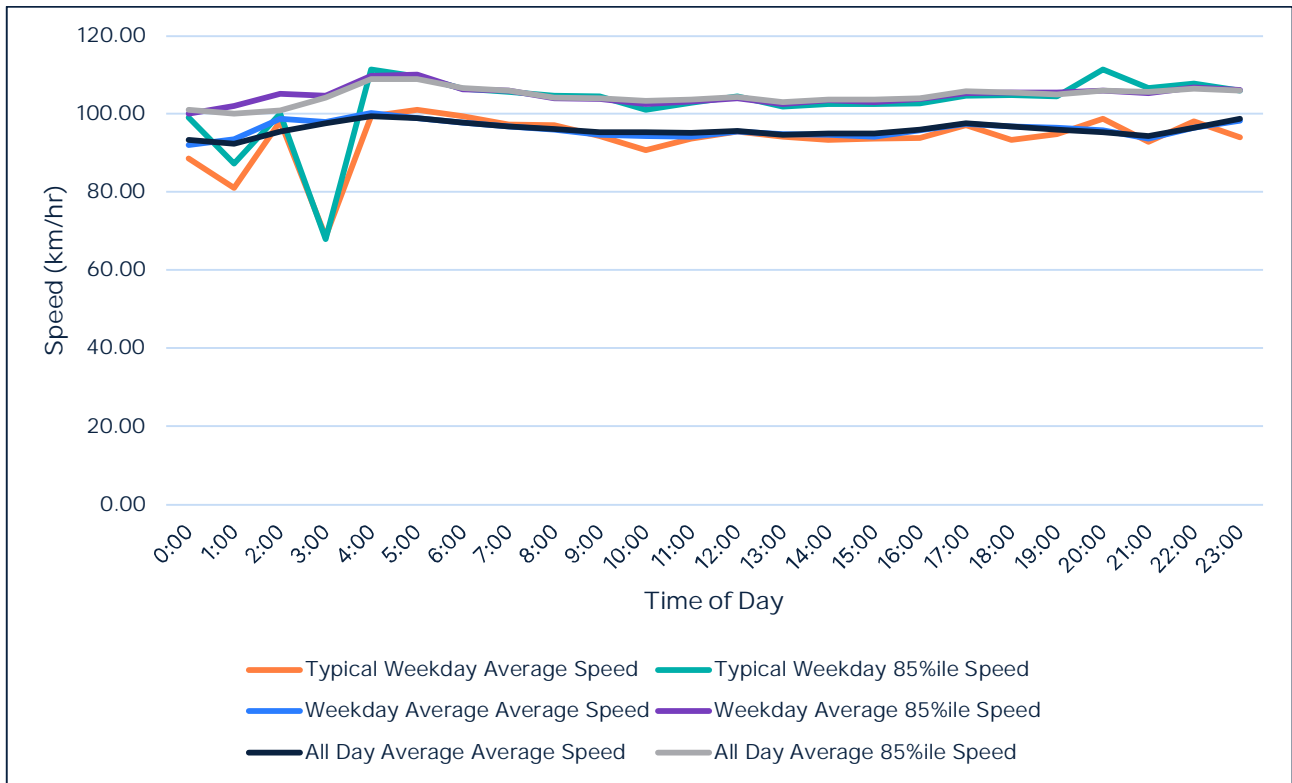


Figure 3-10: Average Speed and 85th Percentile Speed on Olympic Highway – East of Junee (Both Directions)

3.2.4 Broadway (Site 4)

Figure 3-11 shows the distribution of daily traffic flows (average weekday and average all days) on Broadway. As shown in the figure, peak traffic flows occurred between 3:00 pm and 4:00 pm.

Figure 3-12 shows the distribution daily traffic by vehicle classification for a typical weekday. Less than 1% of vehicles at this location are six-axle articulated or B Double.

Figure 3-13 shows the average speed and 85th percentile speed of all vehicles during a 'typical weekday', 'average weekday' and 'average all days' on Broadway. Current posted speed limit of Broadway is 50 kmph. As shown in the figure, the average speed of vehicles travelling on this road is at the current posted speed limit, however the 85th percentile speed is above the current posted speed limit i.e. 85 percent of vehicles on this road are travelling at a speed beyond the current posted speed limit. No significant variation in average speed and 85th percentile speed is observed for 'typical weekday', 'average weekday' and 'average all days' on Broadway.

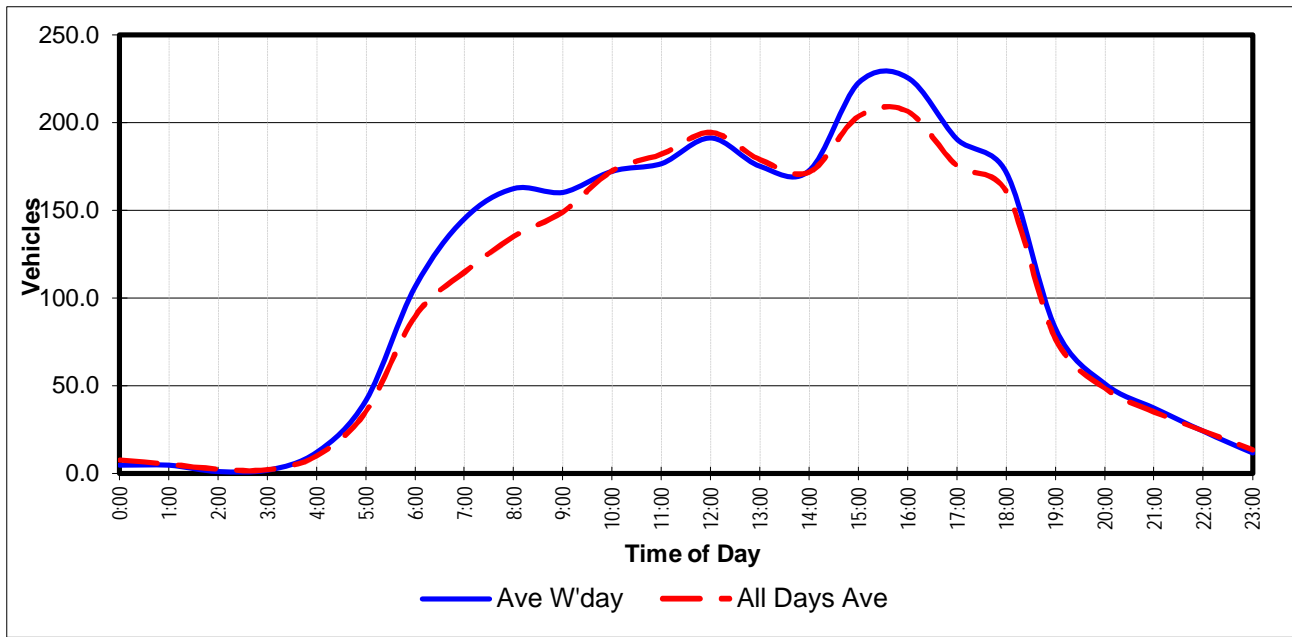


Figure 3-11: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Broadway (Both Directions)

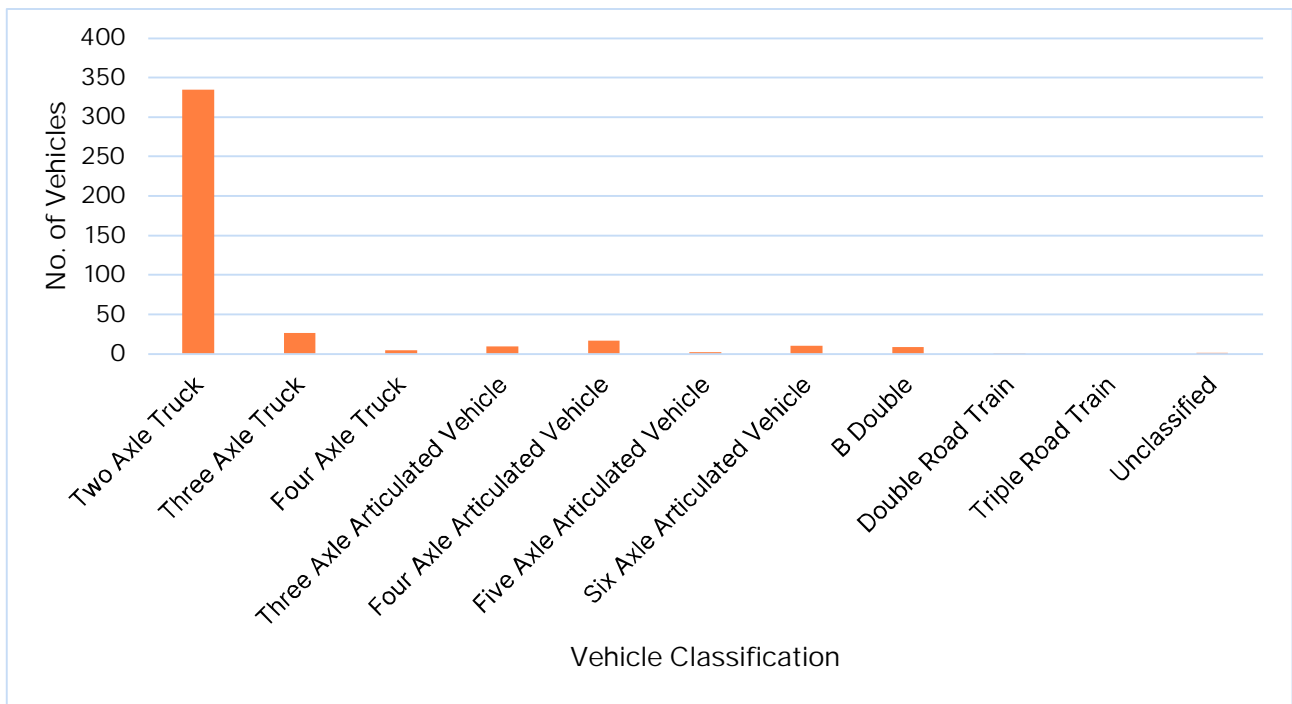


Figure 3-12: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Broadway

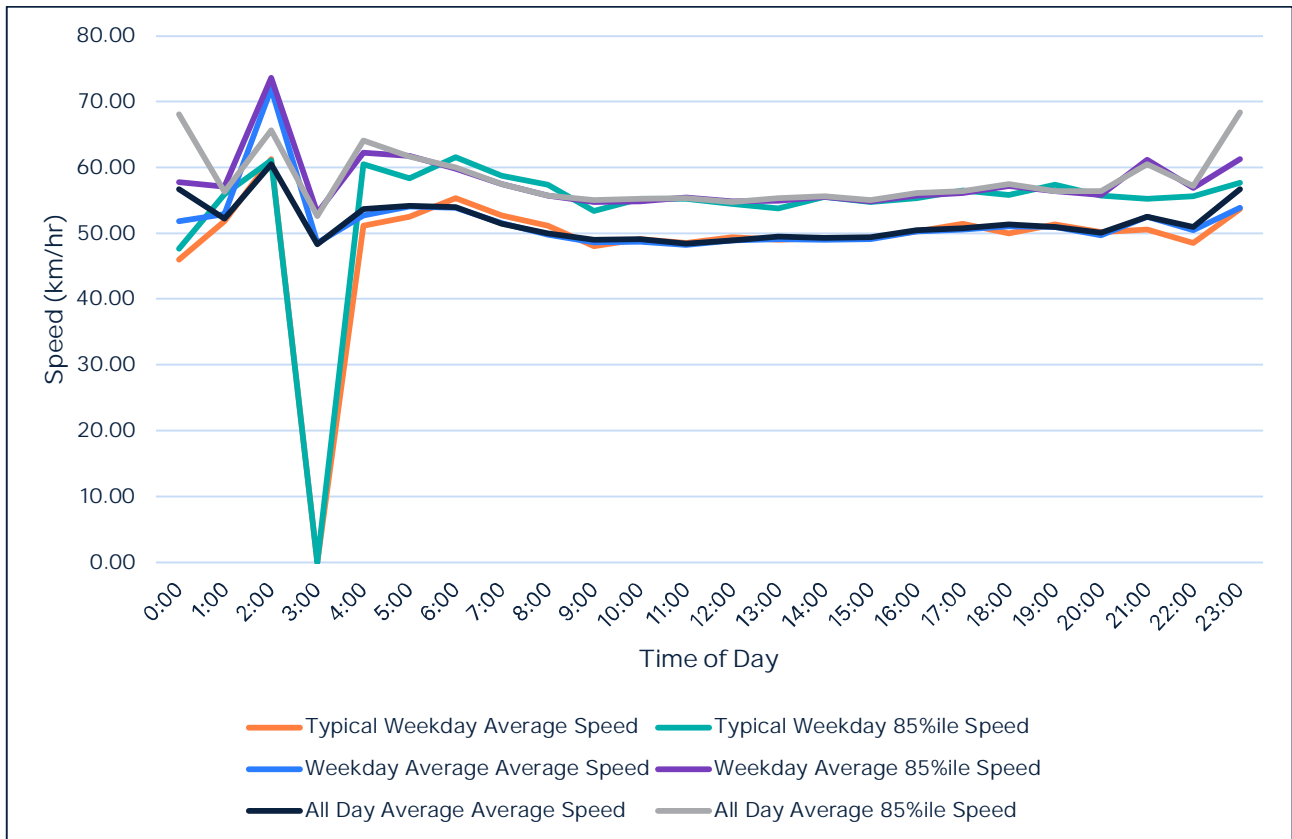


Figure 3-13: Average Speed and 85th Percentile Speed on Broadway (Both Directions)

3.2.5 Olympic Highway – Main Street (Site 5)

Figure 3-14 shows the distribution of daily traffic flows (average weekday and average all days) on Olympic Highway-Main Street. As shown in the figure, peak traffic flows occurred between 7:30 am and 8:30 am (AM peak hour) and between 2:30 pm and 3:30 pm (PM peak).

Figure 3-15 shows the distribution daily traffic by vehicle classification for a typical weekday. Less than 2% of vehicles at this location are six-axle articulated or B Double.

Figure 3-16 shows the average speed and 85th percentile speed of all vehicles during a 'typical weekday', 'average weekday' and 'average all days' on Olympic Highway-Main Street. Current posted speed limit of Olympic Highway – Main Street is 50 kmph. As shown in the figure, the average speed of vehicles travelling on this road is at the current posted speed limit, however the 85th percentile speed is above the current posted speed limit i.e. 85 percent of vehicles on this road are travelling at a speed beyond the current posted speed limit. No significant variation in average speed and 85th percentile speed is observed for 'typical weekday', 'average weekday' and 'average all days' on Olympic Highway-Main Street.

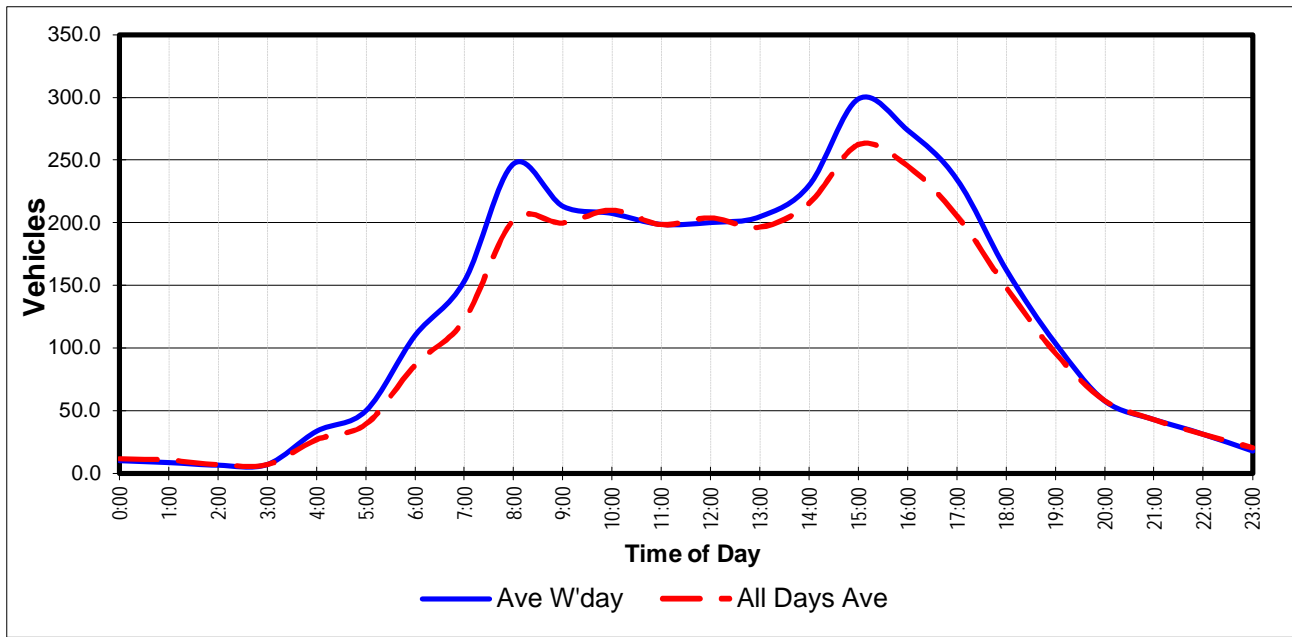


Figure 3-14: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Olympic Highway – Main Street (Both Directions)

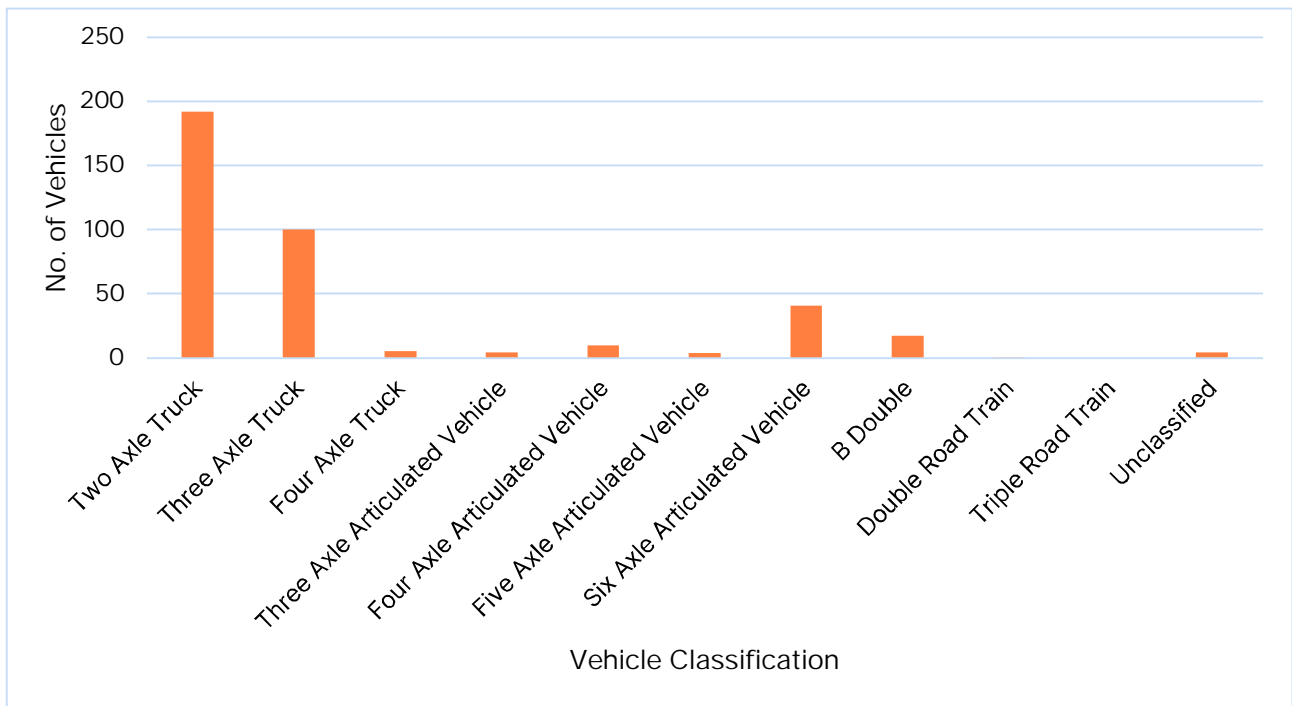


Figure 3-15: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Olympic Highway – Main Street

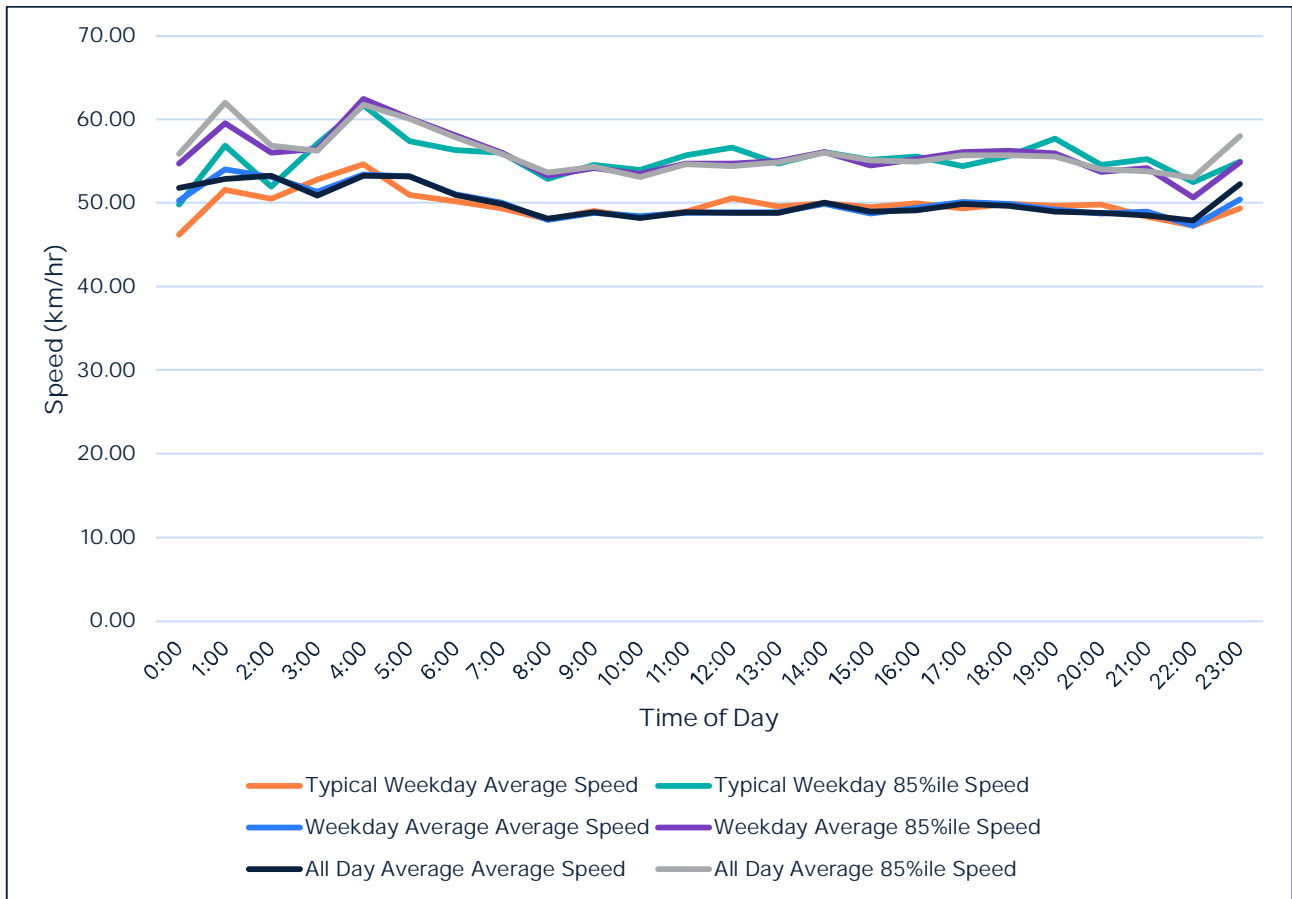


Figure 3-16: Average Speed and 85th Percentile Speed on Olympic Highway – Main Street (Both Directions)

3.2.6 Olympic Highway – Seignior Street (Site 6)

Figure 3-17 shows the distribution of daily traffic flows (average weekday and average all days) on Olympic Highway – Seignior Street. As shown in the figure, peak traffic flows occurred between 3:30 pm and 4:30 pm.

Figure 3-18 shows the distribution daily traffic by vehicle classification for a typical weekday. Less than 1% of vehicles at this location are six-axle articulated or B Double.

Figure 3-19 shows the average speed and 85th percentile speed of all vehicles during a ‘typical weekday’, ‘average weekday’ and ‘average all days’ on Olympic Highway – Seignior Street. Current posted speed limit of Olympic Highway – Seignior Street is 50 kmph. As shown in the figure, the average speed of vehicles travelling on this road is at the current posted speed limit, however the 85th percentile speed is above the current posted speed limit i.e. 85 percent of vehicles on this road are travelling at a speed beyond the current posted speed limit. No significant variation in average speed and 85th percentile speed is observed for ‘typical weekday’, ‘average weekday’ and ‘average all days’ on Olympic Highway – Seignior Street. Some variation in average speed and 85th percentile speed is observed between 12 midnight and 3:00 am.

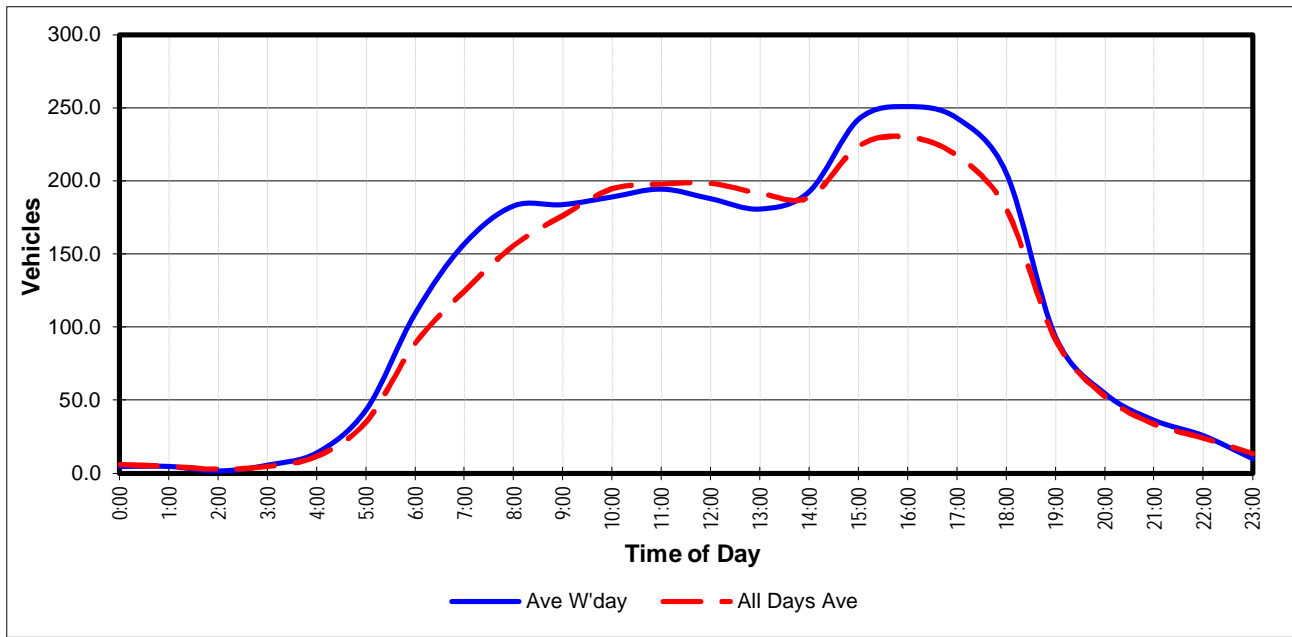


Figure 3-17: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Olympic Highway – Seignior Street (Both Directions)

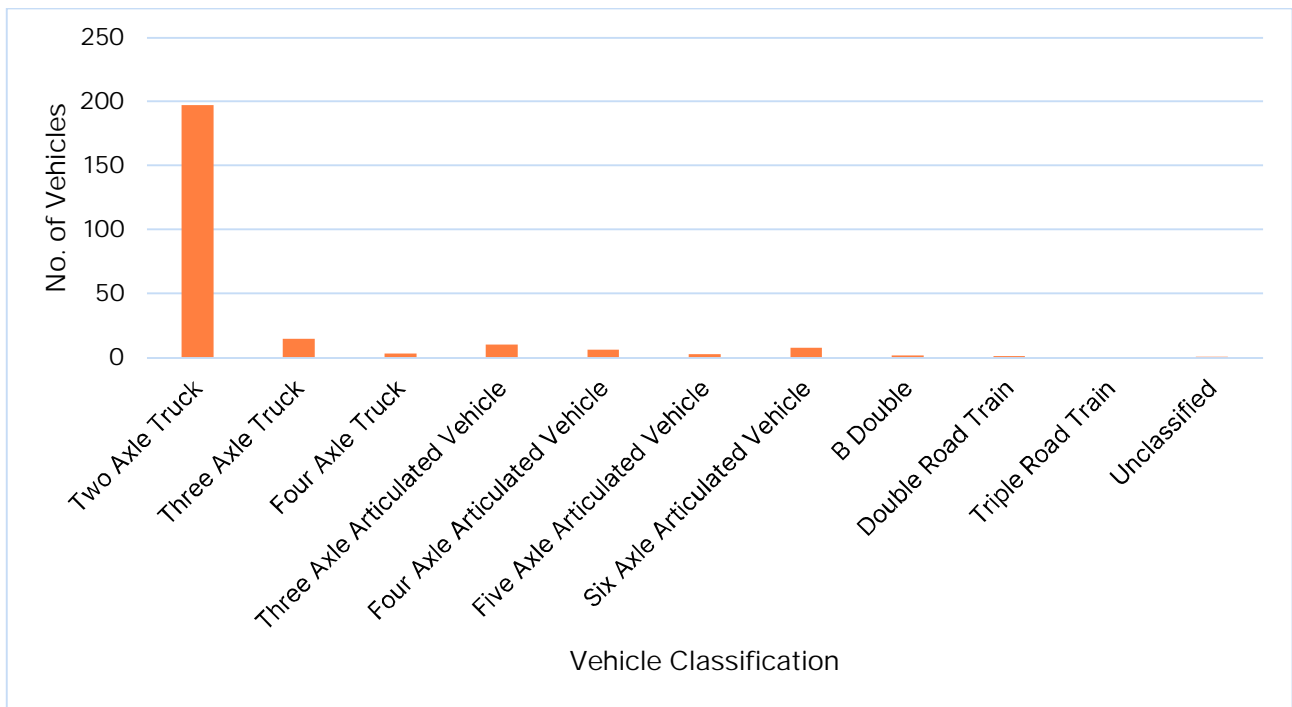


Figure 3-18: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Olympic Highway – Seignior Street

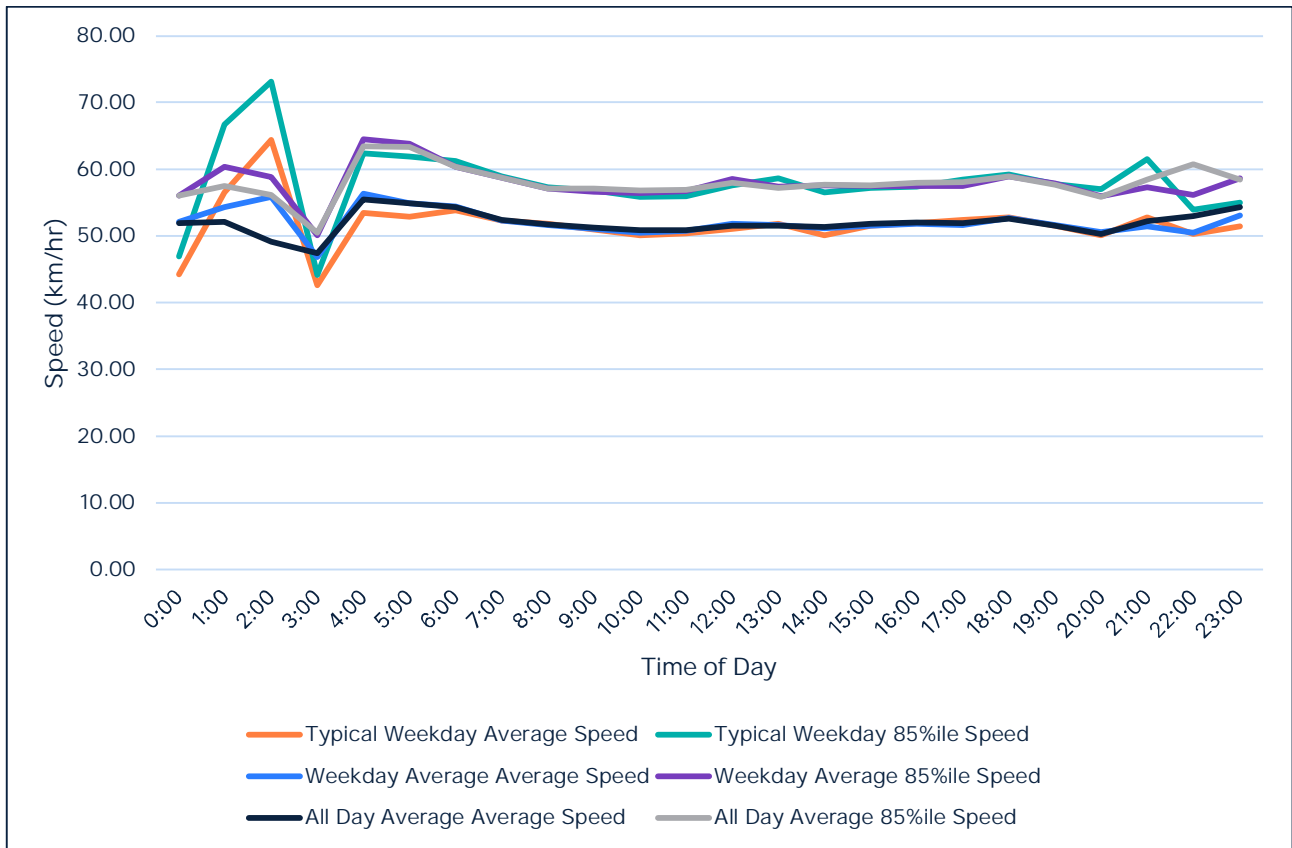


Figure 3-19: Average Speed and 85th Percentile Speed on Olympic Highway – Seignior Street (Both Directions)

3.2.7 Lorne Street (Site 7)

Figure 3-20 shows the distribution of daily traffic flows (average weekday and average all days) on Lorne Street. As shown in the figure, peak traffic flows occurred between 7:45 am and 8:45 am (AM peak) between 2:45 pm and 3:45 pm (PM peak).

Figure 3-21 shows the distribution daily traffic by vehicle classification for a typical weekday. Less than 2% of vehicles at this location are six-axle articulated or B Double.

Figure 3-22 shows the average speed and 85th percentile speed of all vehicles during a ‘typical weekday’, ‘average weekday’ and ‘average all days’ on Lorne Street. Current posted speed limit of Lorne Street is 50 kmph. As shown in the figure, the average speed of vehicles travelling on this road is at the current posted speed limit. It is however observed that 85 percent of vehicles on this road are travelling above the posted speed limit between 10 pm and 7 am. No significant variation in average speed and 85th percentile speed is observed for ‘typical weekday’, ‘average weekday’ and ‘average all days’ on Lorne Street.

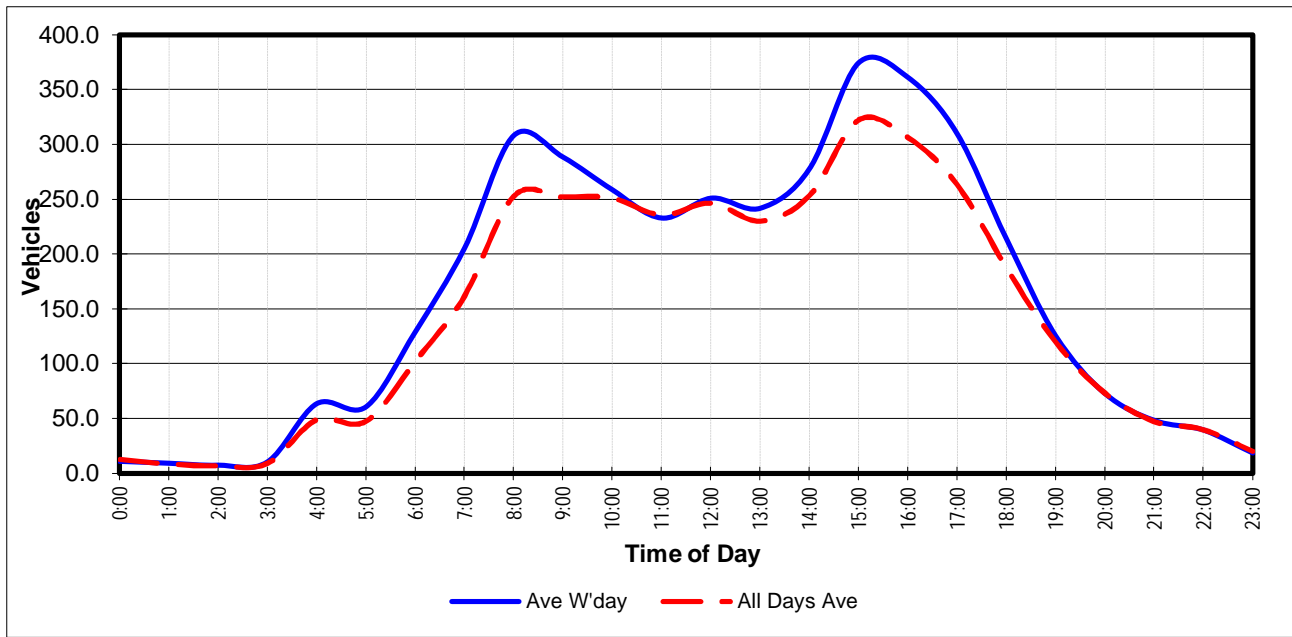


Figure 3-20: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Lorne Street (Both Directions)

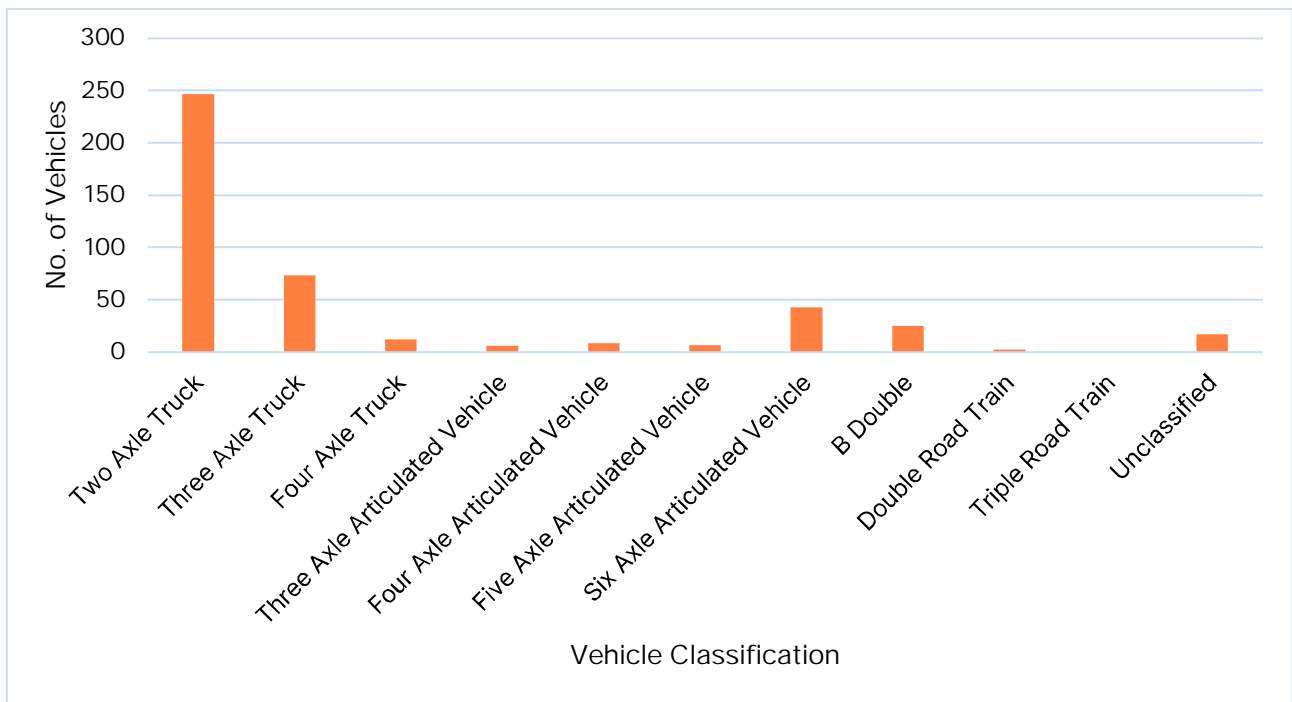


Figure 3-21: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Lorne Street

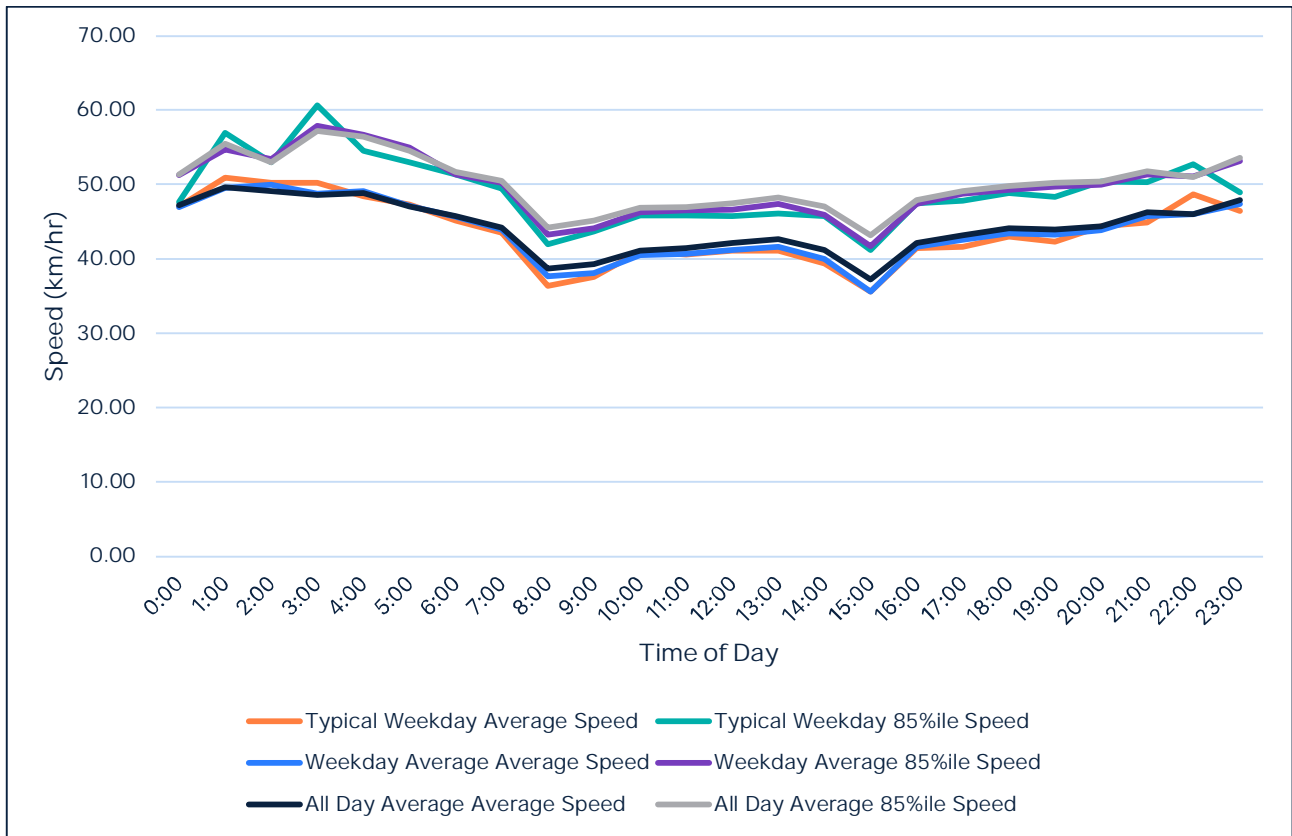


Figure 3-22: Average Speed and 85th Percentile Speed on Lorne Street (Both Directions)

3.2.8 Gundagai Road (Site 8)

Figure 3-23 shows the distribution of daily traffic flows (average weekday and average all days) on Gundagai Road. As shown in the figure, peak traffic flows occurred between 7:30 am and 8:30 am (AM peak) and between 3:00 pm and 4:00 pm (PM peak).

Figure 3-24 shows the distribution daily traffic by vehicle classification for a typical weekday. 3.90% of vehicles are 'Six Axle Articulated' and 'B Double' trucks on this road.

Figure 3-25 shows the average speed and 85th percentile speed of all vehicles during a 'typical weekday', 'average weekday' and 'average all days' on Gundagai Road. Current posted speed limit of Gundagai Road is 50 kmph. As shown in the figure, the average speed of vehicles travelling on this road is at the current posted speed limit, however the 85th percentile speed is slightly higher than the current posted speed limit. Some variation in speed profile was observed during early morning and late night.

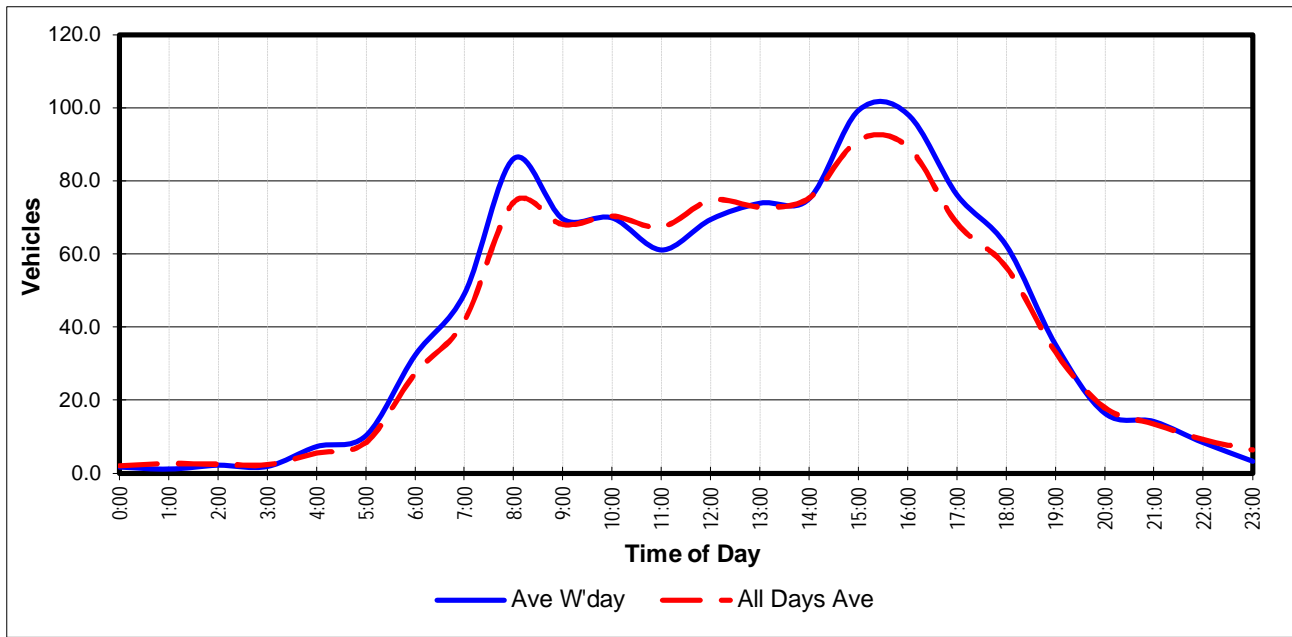


Figure 3-23: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Gundagai Road (Both Directions)

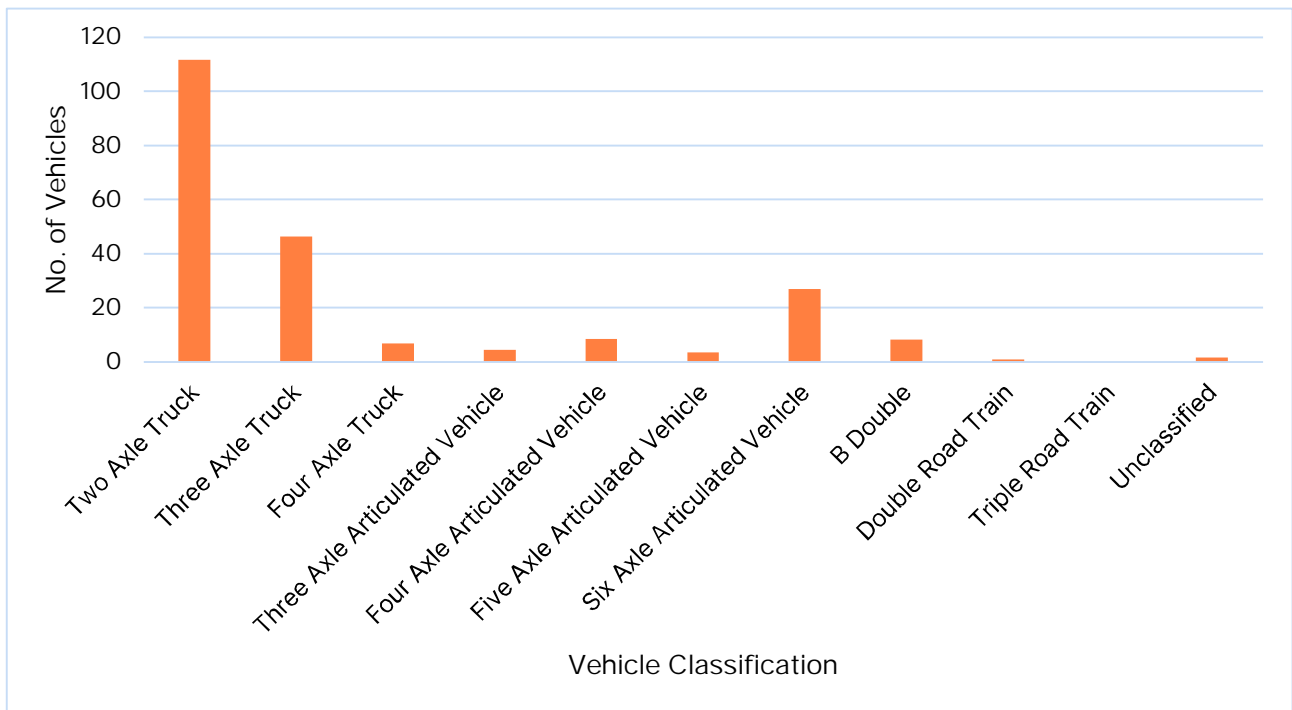


Figure 3-24: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Gundagai Road

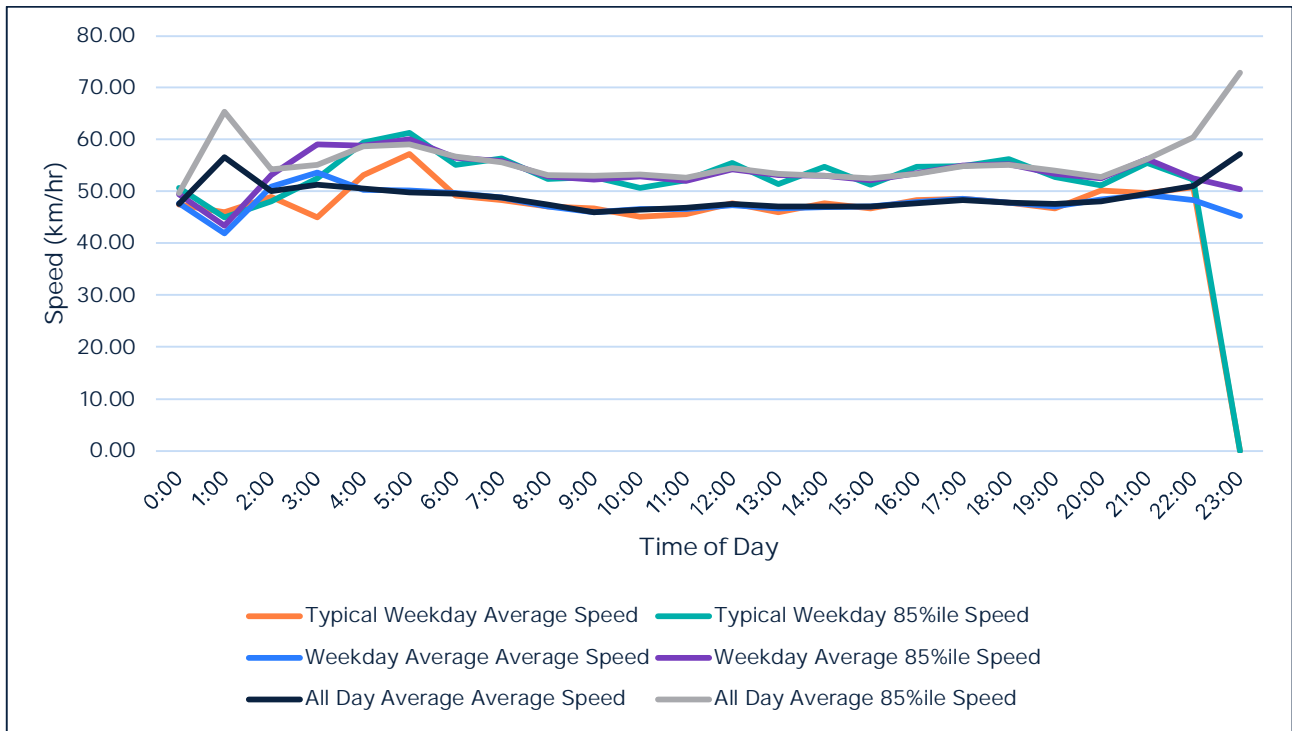


Figure 3-25: Average Speed and 85th Percentile Speed on Gundagai Road (Both Directions)

3.2.9 Olympic Highway – West of Junee (Site 9)

Figure 3-26 shows the distribution of daily traffic flows (average weekday and average all days) on Olympic Highway – West of Junee. As shown in the figure, peak traffic flows occurred between 7:30 am and 8:30 am (AM peak) and between 2:45 pm and 3:45 pm (PM peak).

Figure 3-27 shows the distribution daily traffic by vehicle classification for a typical weekday. Less than 1% of vehicles at this location are six-axle articulated or B Double.

Figure 3-28 shows the average speed and 85th percentile speed of all vehicles during a ‘typical weekday’, ‘average weekday’ and ‘average all days’ on Olympic Highway – West of Junee. Current posted speed limit of Olympic Highway – West of Junee is 80 kmph. As shown in the figure, the average speed of vehicles travelling on this road is at the current posted speed limit, however the 85th percentile speed is slightly higher than the current posted speed limit. No significant variation in average speed and 85th percentile speed is observed for ‘typical weekday’, ‘average weekday’ and ‘average all days’ on Olympic Highway – West of Junee, except for 3:00 am during which a sudden decrease of average speed and 85th percentile speed is observed during typical weekday.

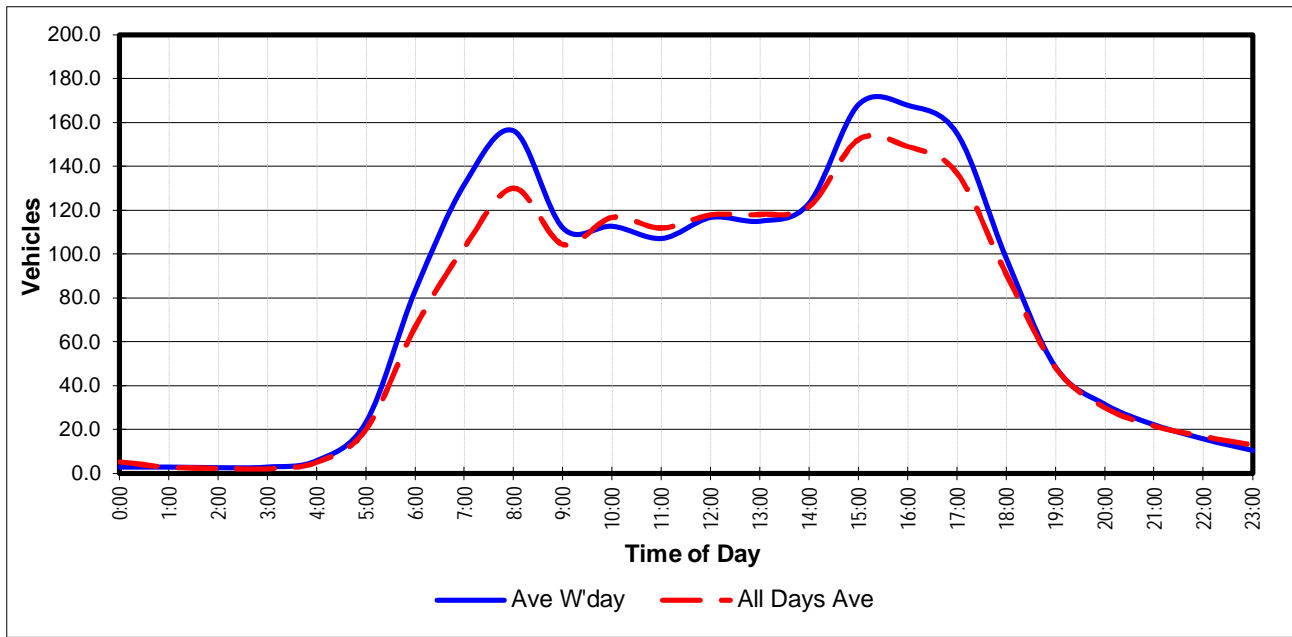


Figure 3-26: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Olympic Highway – West of Junee (Both Directions)

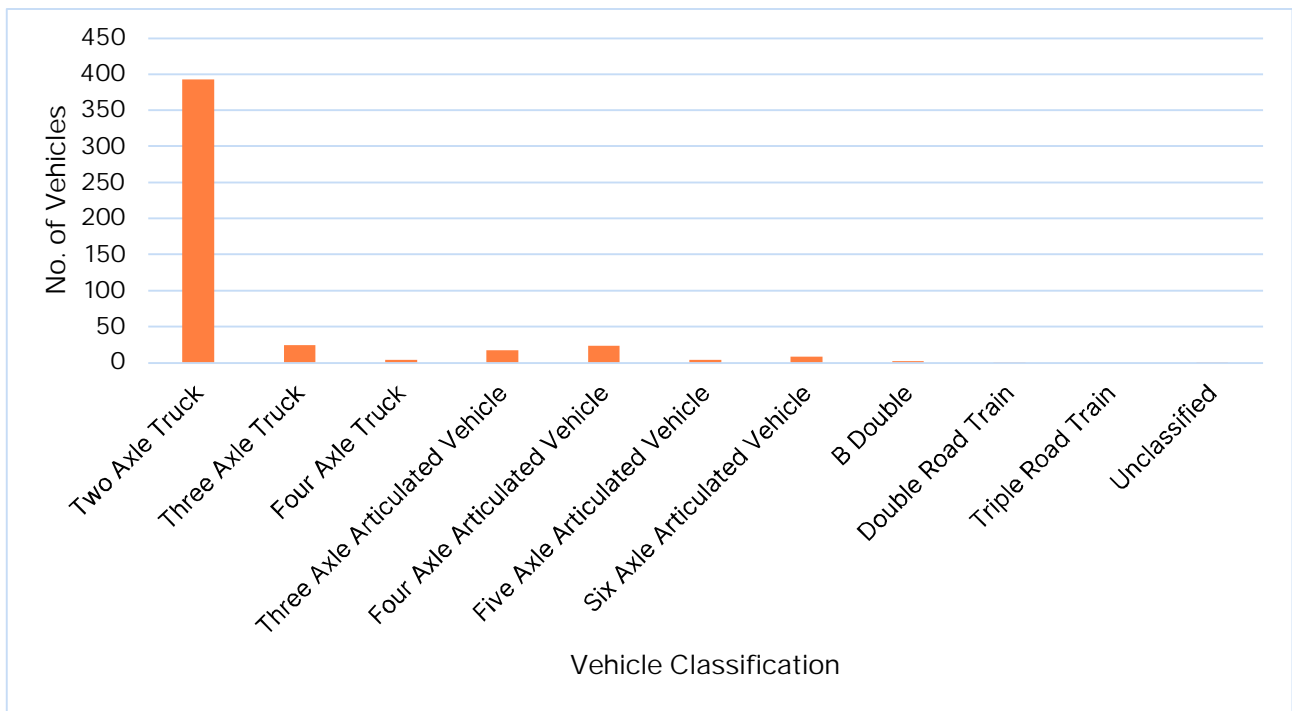


Figure 3-27: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Olympic Highway – West of Junee

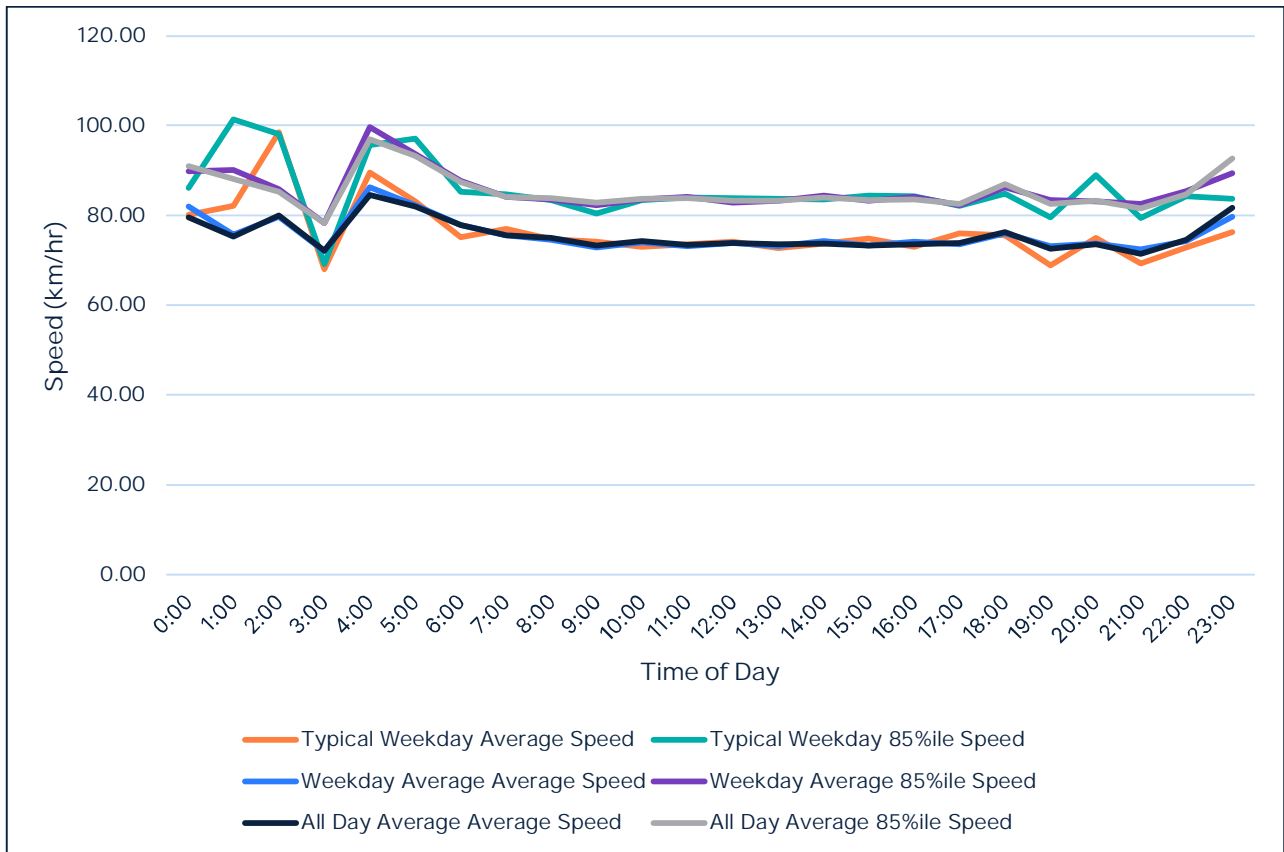


Figure 3-28: Average Speed and 85th Percentile Speed on Olympic Highway – West of Junee (Both Directions)

3.2.10 Byrnes Road (Site 10)

Figure 3-29 shows the distribution of daily traffic flows (average weekday and average all days) on Byrnes Road. As shown in the figure, peak traffic flows occurred between 7:00 am and 8:00 am (AM peak) and between 3:30 pm and 4:30 pm (PM peak).

Figure 3-30 shows the distribution daily traffic by vehicle classification for a typical weekday. Less than 3% of vehicles at this location are six-axle articulated or B Double.

Figure 3-31 shows the average speed and 85th percentile speed of all vehicles during a 'typical weekday', 'average weekday' and 'average all days' on Byrnes Road. Current posted speed limit of Byrnes Road is 50 kmph. As shown in the figure, the average speed and 85th percentile speed of this road are above the current posted speed limit. In general no significant variation in average speed and 85th percentile speed is observed for 'typical weekday', 'average weekday' and 'average all days' on Byrnes Road. However, some variation of 85th percentile speed was observed between 1:00 am and 5:30 am during typical weekday.

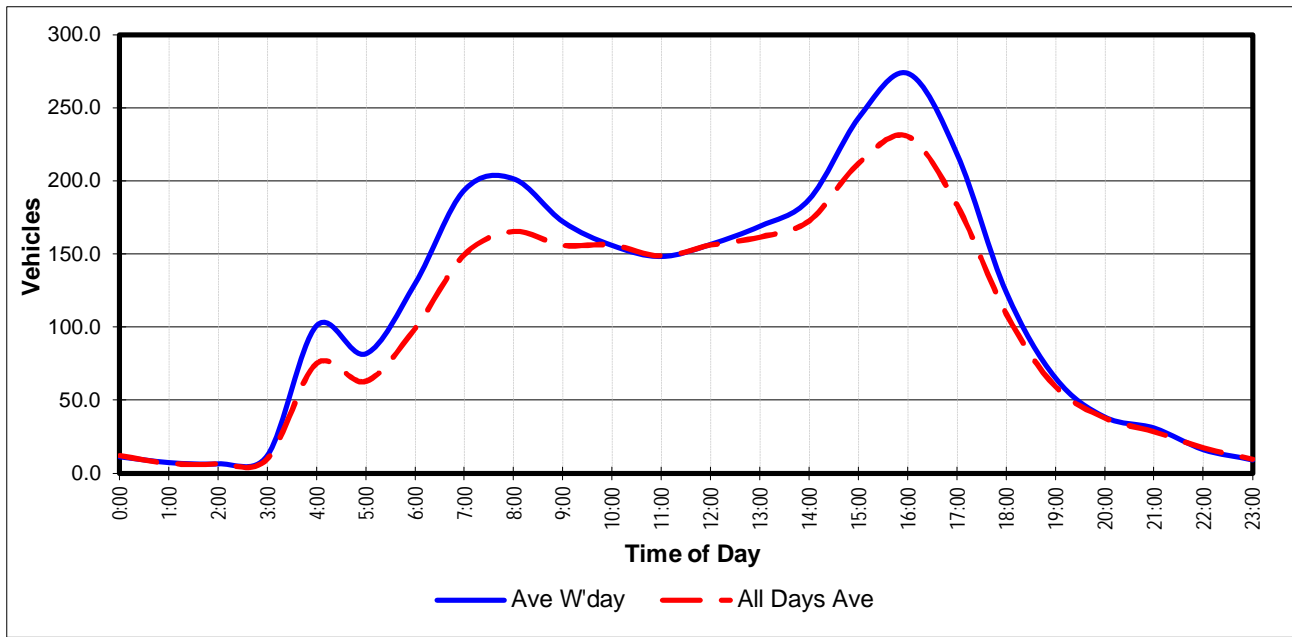


Figure 3-29: Average Weekday (24-Hours) and Average All Days (24-Hours) Traffic Flows on Byrnes Road (Both Directions)

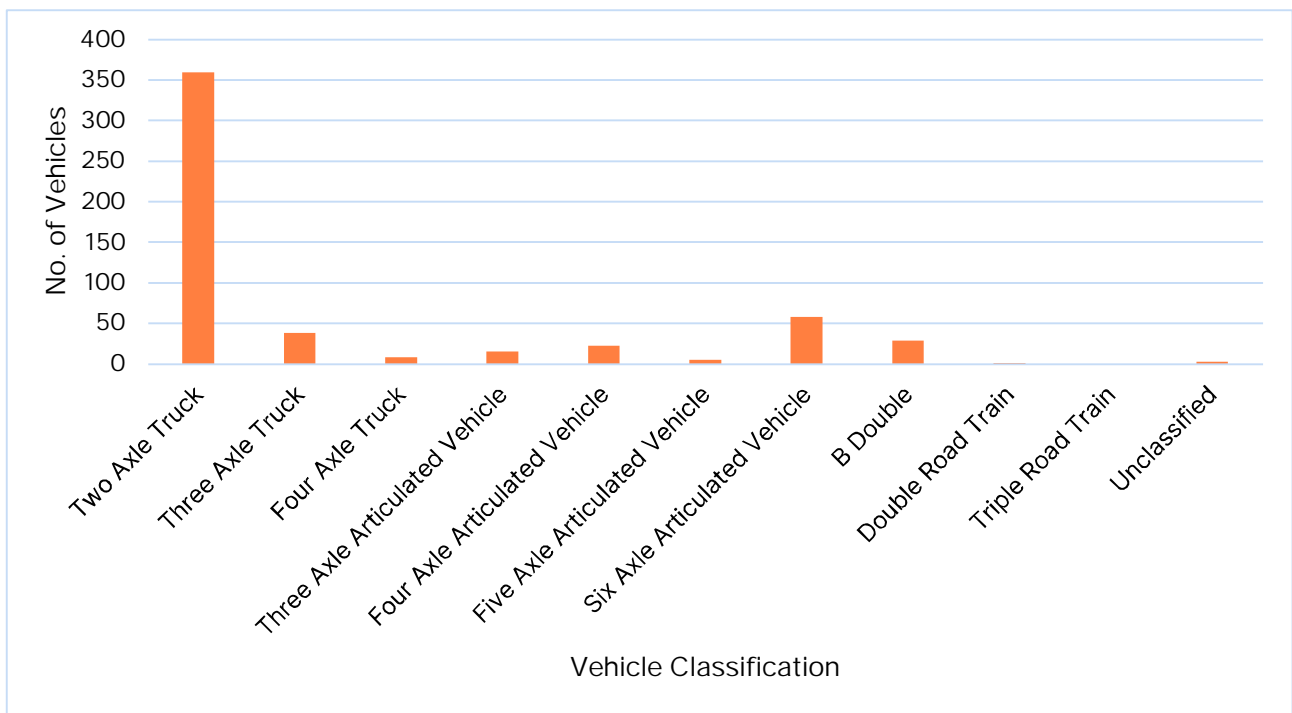


Figure 3-30: Distribution of Daily Vehicle Flows (Both Direction) by Vehicle Classification on Byrnes Road

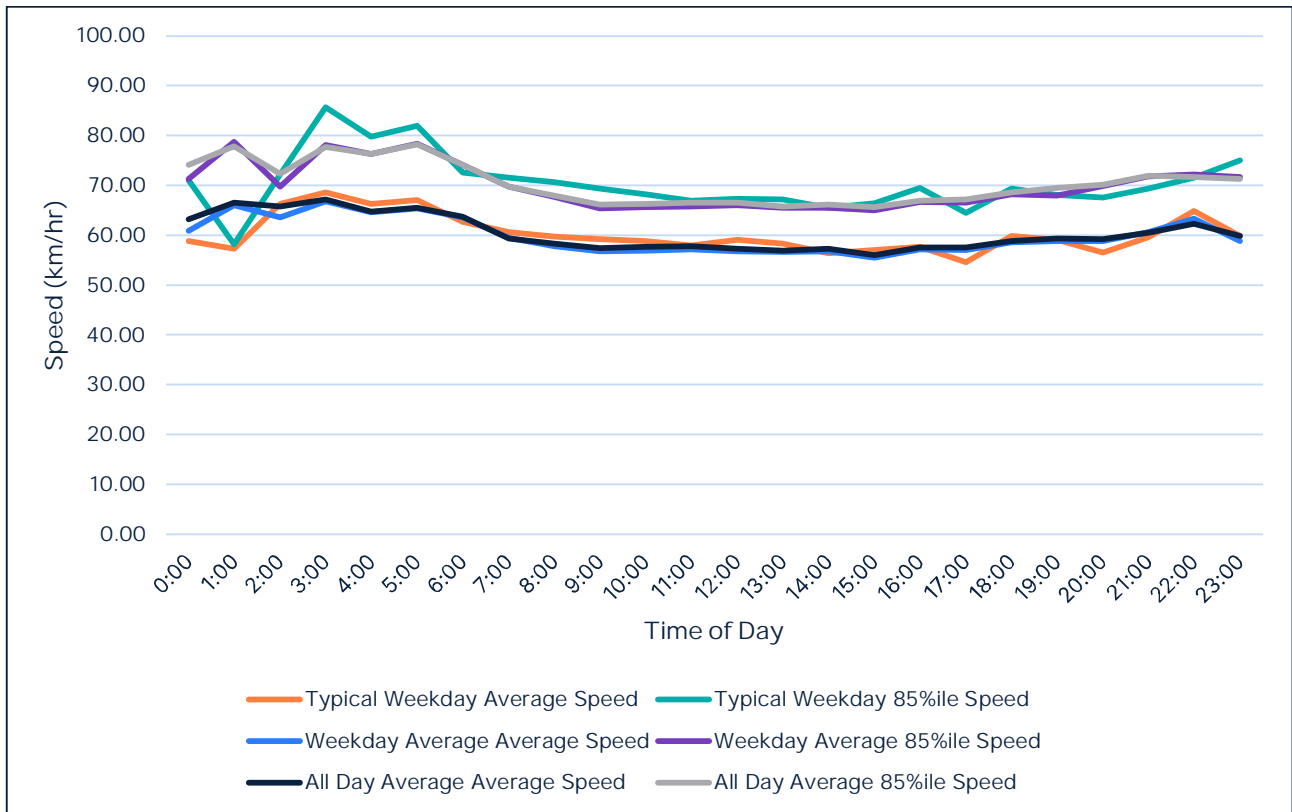


Figure 3-31: Average Speed and 85th Percentile Speed on Byrnes Road (Both Directions)

3.3 Traffic Growth and Annual Average Daily Traffic (AADT)

The population and employment projection data of Junee is not included in the Census of Population and Housing projection dataset for TfNSW travel zones (TZP16). However, the latest population and growth data was obtained from the website (<https://population.com.au/> accessed on November 1 2021) which estimated a population growth rate of 1.50% per year for Junee. It is assumed that the traffic volume in the area will follow a similar growth for the next 20-years.

It is also to be noted that traffic growth, especially growth of freight movements in the area may also depend on the extent of industrial growth and associated increase in employment in the area. As mentioned in Section 2 of the report, the need for freight movements along the freight routes in the vicinity of Junee is anticipated to be increased by 2031 due to growth of grain, meat and livestock, timber and horticulture industries. Considering this, two growth scenarios have been considered to forecast the daily traffic movements along the freight routes for a 20-year planning horizon:

- Low growth scenario: 1-3% annual traffic growth
- High growth scenario: 3-10% annual traffic growth

For the purposes of estimating the traffic forecast, three more interim growth scenarios have been considered based on the low growth and high growth scenario ranges, namely:

- ‘Low’ low growth scenario (1%), ‘Medium/Average’ low growth scenario (2%) and ‘High’ low growth scenario (3%)
- ‘Low’ high growth scenario (3%), ‘Medium/Average’ high growth scenario (6.5%) and ‘High’ high growth scenario (10%)

It is anticipated that with 1.50% annual population growth and approximately 2% industrial growth (i.e. 2% annual freight movement growth), Junee will experience traffic growth of approximately 3-3.5% annual growth over the 20-year planning horizon.

A one-year period traffic volume data for the study area road network is not available to estimate the AADT. Therefore, average of a week recent traffic survey data is used to estimate the average daily traffic flows along the surveyed road network. It is assumed that the Average Daily Traffic (ADT) would represent the AADT data. Table 3-2 shows the current AADT and forecasted AADT flows over a 20-year planning horizon for the key transport corridors in the vicinity of Junee study area, assuming uniform growth across the network and that there are no major changes to travel patterns and to connectivity in the road network.

The growth assumptions outlined here use the same growth rate between light and heavy vehicles. Further investigation would be required to determine whether these growth rates should be differentiated by vehicle type. Light vehicle growth around Junee will be largely driven by changes in local population. Heavy vehicles tend to travel through Junee (to and from different areas) and will more likely be driven from industrial and/or agricultural development in the broader region. Some heavy vehicle traffic will be correlated with the location and size of key freight generating precincts (e.g. abattoirs, grain receival silos and rail terminals) in Junee.

Table 3-2: AADT and Forecasted Daily Traffic Flows

Site/Street	Traffic Counts – AADT* (2021)	Forecast Traffic (20 years Growth)					
		Lower Growth (1-3%)			Higher Growth (3-10%)		
		Low (1%)	Medium (2%)	High (3%)	Low (3%)	Medium (6.5%)	High (10%)
Site 1 - Old Junee Road	1,006	1,228	1,355	1,817	1,817	3,545	6,768
Site 2 - Queen Street	649	792	874	1,172	1,172	2,287	4,366
Site 3 - Olympic Highway (East of Junee)	1,769	2,159	2,383	3,195	3,195	6,233	11,901
Site 4 - Broadway	2,397	2,925	3,228	4,329	4,329	8,446	16,126
Site 5 - Olympic Highway Main Street	2,852	3,480	3,841	5,151	5,151	10,049	19,187
Site 6 - Olympic Highway Seignior Street	2,653	3,237	3,573	4,792	4,792	9,348	17,848
Site 7 - Lorne Street	3,502	4,273	4,717	6,325	6,325	12,340	23,560
Site 8 - Gundagai Road	983	1,199	1,324	1,775	1,775	3,464	6,613
Site 9 - Olympic Highway (West of Junee)	1,689	2,061	2,275	3,051	3,051	5,951	11,363
Site 10 - Byrnes Road	2,431	2,966	3,274	4,391	4,391	8,566	16,355

* Seven Days Average Daily Traffic Flow

4 Infrastructure Review

4.1 Gap Assessment Overview

In consultation with Junee Shire Council, an overview assessment of the urban road network in Junee identified 14 locations where there are existing safety or operational concerns related to the movement of freight and its interaction with other road users. To assist the prioritisation of these locations, an assessment framework was developed considering both the “freight” and “urban” context of each of the priority sites to discern the locations’ relative priority:

- Freight context:
 - Respective freight corridor role within Junee.
 - Daily heavy vehicle (HVs) movements including articulated HVs.
 - Freight accessibility impacts.
 - Impact on freight movements.
- Urban context:
 - Road safety impacts.
 - Accessibility impacts.
 - Amenity impacts.
 - Infrastructure impacts.

The location of these 14 priority areas is provided in Figure 4-1, with the prioritisation framework presented below in Table 4-1.

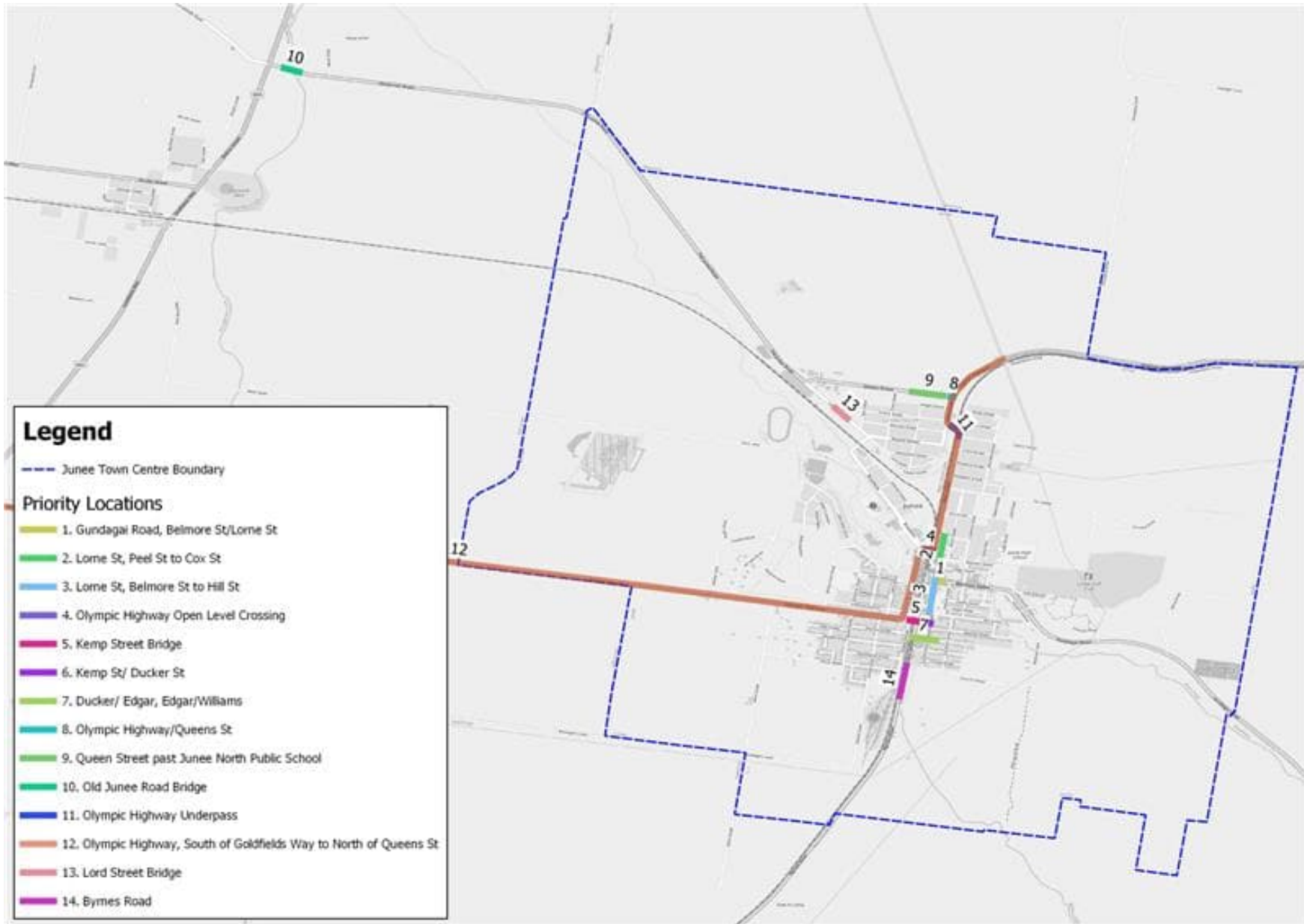


Figure 4-1: Priority locations for safety and operational concerns in Junee

Table 4-1: Priority locations of safety and operational constraints to the operation of freight movements in Junee

ID	Location	Freight Context				Urban Context				Overall Priority
		Freight corridor	Daily HV Movements on corridor	Freight Accessibility Impacts	Impact on freight movements	Road Safety Impacts	Accessibility Impacts	Amenity Impacts	Infrastructure impacts	
1	Gundagai Road (Belmore Street)/Lorne Street intersection	<ul style="list-style-type: none"> East-west freight corridor B-Double route 	<ul style="list-style-type: none"> 215 HVs 54 articulated 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Friction associated with HV movements through town centre 	<ul style="list-style-type: none"> HV passage (turning movements) in Junee town centre Mixing of HV and pedestrians 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Noise and vehicle emissions in town centre environment 	<ul style="list-style-type: none"> Pavement wear (including from turning HVs at intersection) 	High
2	Lorne Street, Peel Street to Cox Street	<ul style="list-style-type: none"> North-south (collector) freight corridor through Junee B-Double route 	<ul style="list-style-type: none"> 439 HVs 91 articulated 	<ul style="list-style-type: none"> Existing intersection geometries do not support safe and efficient passage of HVs 	<ul style="list-style-type: none"> Friction associated with HV movements through town centre 	<ul style="list-style-type: none"> HV passage through Junee town centre Mixing of HV and pedestrians Existing intersection geometries do not support safe and efficient passage of HVs (at Cox Street) 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Noise and vehicle emissions in town centre environment 	<ul style="list-style-type: none"> Pavement wear 	High
3	Lorne Street (Belmore Street to Hill Street)	<ul style="list-style-type: none"> North-south (collector) freight corridor through Junee B-Double route 	<ul style="list-style-type: none"> 439 HVs 91 articulated 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Friction associated with HV movements past Junee Public School (including through school zone) 	<ul style="list-style-type: none"> Mixing of HVs, pedestrians (including primary school children) and parked/manoeuvring vehicles 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Noise and emissions in school environment 	<ul style="list-style-type: none"> Pavement wear 	High
4	Olympic Highway Open Level Crossing (OLC)	<ul style="list-style-type: none"> Through town freight corridor B-Double route 	<ul style="list-style-type: none"> 378 HVs 76 articulated 	<ul style="list-style-type: none"> OLC closures can delay HV passage 	<ul style="list-style-type: none"> OLC closures can delay HV passage 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> OLC closures can delay LV and active travel passage OLC closures can impact emergency service access 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	High
5	Kemp Street Bridge	<ul style="list-style-type: none"> Freight link from Olympic Highway to Byrnes Road (including abattoir access) B-Double route 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Load limited bridge, requiring freight vehicles to divert through town centre 	<ul style="list-style-type: none"> Additional HV movements through Junee town centre (incl. longer trips) 	<ul style="list-style-type: none"> Increased passage of HVs through town centre 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Bridge earmarked for replacement by ARTC Inland Rail project 	High
6	Kemp Street/Ducker Street intersection	<ul style="list-style-type: none"> Freight link from Olympic Highway to Byrnes Road 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Will exhibit increased HV movements following 	<ul style="list-style-type: none"> Related project (Kemp Street bridge) will allow increased HV 	<ul style="list-style-type: none"> Existing intersection geometry does not permit safe 	<ul style="list-style-type: none"> Existing intersection geometry will not permit passage 	<ul style="list-style-type: none"> Existing intersection geometry will likely lead to 	<ul style="list-style-type: none"> Existing intersection will likely exhibit increased 	High

ID	Location	Freight Context				Urban Context				Overall Priority
		Freight corridor	Daily HV Movements on corridor	Freight Accessibility Impacts	Impact on freight movements	Road Safety Impacts	Accessibility Impacts	Amenity Impacts	Infrastructure impacts	
		(including abattoir access)		replacement of Kemp Street Bridge (by ARTC)	movements along Kemp Street (and through Decker Street intersection)	passage of opposing vehicles (particularly HVs)	of some HV types (e.g. high productivity vehicles)	increased amenity impacts (e.g. excessive HV braking/turning) in a residential area.	deterioration (e.g. pavement wear, mounting of kerbs by HVs, etc)	
7	Intersections of Ducker/Edgar, Edgar /William	<ul style="list-style-type: none"> Freight link from Olympic Highway to Byrnes Road (including abattoir access) 	<ul style="list-style-type: none"> 539 HVs 133 articulated 	<ul style="list-style-type: none"> Will exhibit increased HV movements following replacement of Kemp Street Bridge (by ARTC) 	<ul style="list-style-type: none"> Related project (Kemp Street bridge) will allow increased HV movements along Kemp Street (and Ducker and Edgar Street intersections) 	<ul style="list-style-type: none"> Existing intersection geometries do not support safe and efficient passage of HVs 	<ul style="list-style-type: none"> Existing intersection geometries do not support safe and efficient passage of HVs 	<ul style="list-style-type: none"> Existing intersection geometry will likely lead to increased amenity impacts (e.g. excessive HV braking/turning) in a residential area. 	<ul style="list-style-type: none"> Existing intersection will likely exhibit increased deterioration (e.g. pavement wear, mounting of kerbs by HVs, etc) 	High
8	Olympic Highway/Queen Street	<ul style="list-style-type: none"> Heavy vehicle bypass of Junee (from north to south) 	<ul style="list-style-type: none"> 240 HVs 132 articulated 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> HVs not staying lane correct whilst undertaken turn towards public school (increasing crash risk). 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Pavement wear 	High
9	Queen Street past Junee North Public School	<ul style="list-style-type: none"> Heavy vehicle bypass of Junee (from north to south) 	<ul style="list-style-type: none"> 240 HVs 132 articulated 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Friction associated with HV movements past Junee North Public School (including through school zone) 	<ul style="list-style-type: none"> Mixing of HVs, pedestrians (including primary school children) and parked/manoeuvring vehicles 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Noise, emissions past school environment 	<ul style="list-style-type: none"> Pavement wear 	High
10	HL Robinson Bridge	<ul style="list-style-type: none"> Heavy vehicle bypass of Junee (from north to south) 	<ul style="list-style-type: none"> 343 HVs 145 articulated 	<ul style="list-style-type: none"> Existing bridge does not accommodate desired vehicle loads 	<ul style="list-style-type: none"> Potential bridge closure would direct HVs through Junee urban area 	<ul style="list-style-type: none"> Potential bridge closure would direct HVs through Junee urban area 	<ul style="list-style-type: none"> Potential bridge closure would direct HVs through Junee urban area 	<ul style="list-style-type: none"> Potential bridge closure would direct HVs through Junee urban area 	<ul style="list-style-type: none"> Pavement wear in Junee town centre (should bridge be closed) Bridge deterioration 	High
11	Olympic Highway underpass	<ul style="list-style-type: none"> Olympic Highway through Junee 	<ul style="list-style-type: none"> 378 HVs 76 articulated 	<ul style="list-style-type: none"> Low clearance requires some HVs to travel via Broadway Street 	<ul style="list-style-type: none"> Low clearance requires some HVs to travel via Broadway Street (additional travel distance) 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Risk of HV strike on rail overbridge 	High

ID	Location	Freight Context				Urban Context				Overall Priority
		Freight corridor	Daily HV Movements on corridor	Freight Accessibility Impacts	Impact on freight movements	Road Safety Impacts	Accessibility Impacts	Amenity Impacts	Infrastructure impacts	
12	Olympic Highway, south of Goldfields Way to north of Queen Street	<ul style="list-style-type: none"> Olympic Highway through Junee 	<ul style="list-style-type: none"> 378 HVs 76 articulated 	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Slow travel time (travel in urban area) with intermittent impact of OLC closure. 	<ul style="list-style-type: none"> Mixing of through HV movements with local LV movements within an urban area 	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Noise, emissions in an urban environment 	<ul style="list-style-type: none"> Pavement wear 	Medium
13	Lord Street Bridge	<ul style="list-style-type: none"> Local freight interconnector 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Load limited bridge 	<ul style="list-style-type: none"> Some HVs restricted due to load limit on bridge 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Bridge deterioration 	Medium
14	Byrnes Road	<ul style="list-style-type: none"> Freight corridor link to Harefield 	<ul style="list-style-type: none"> 539 HVs 133 articulated 	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Road surface is poor, with narrow shoulders 	<ul style="list-style-type: none"> Narrow seal width and rough surface increases crash risk 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Accelerated pavement wear due to poor surface and narrow shoulders 	Medium

From Table 4-1, ten (10) high priority locations and four (4) medium priority locations were identified, these included:

- High priority sites:
 - Intersection of Belmore Street/Lorne Street
 - Lorne Street/Peel Street corridor through the Junee town centre
 - Lorne Street (Belmore Street to Hill Street) past the Junee Public School
 - Olympic Highway level crossing
 - Kemp Street Bridge
 - Intersection of Kemp Street and Ducker Street
 - Intersections of Ducker Street/Edgar Street/William Street
 - Intersection of Olympic Highway/Queen Street
 - Queen Street past the Junee North Public School
 - HL Robinson Bridge
 - **Olympic Highway underpass**
- Medium priority sites:
 - ~~Olympic Highway underpass~~
 - Olympic Highway (south of Goldfields Way to north of Queen Street)
 - Lord Street bridge
 - Byrnes Road

A brief narrative of the identified high and medium priority sites is provided below.

4.2 High Priority Sites

4.2.1 Belmore Street – Lorne Street intersection

Issue: The intersection needs better delineation and channelisation.

Heavy vehicle volumes: 215 Heavy Vehicles, including 54 Articulated

As Gundagai Road/Belmore Street approaches the town centre (at Lorne Street), there are a number of adjacent land uses that are accessed by light vehicles and pedestrians from Belmore Street. Cars undertaking parking manoeuvres and pedestrians crossing the road conflict with through heavy vehicle movements, reducing safety and amenity. Better delineation, median refuges, pedestrian crossing facilities and a reduced speed limit through town would improve the safety and amenity of the town centre along Belmore Street and its intersection with Lorne Street.

4.2.2 Peel Street/Lorne Street (Belmore Street to Cox Street)

Issue: Heavy vehicle movements reduce pedestrian safety and amenity.

Heavy vehicle volumes: 439 Heavy Vehicles, including 91 Articulated

A large number of heavy vehicles travel through the Junee town centre (along Lorne and Peel streets) with ensuing road safety and amenity impacts. A reduced through town speed limit, and upgraded pedestrian facilities would improve the safety and amenity of the town centre. Pedestrian facilities could include wider footpaths, median islands and kerb blisters to reduce crossing distances.

4.2.3 Lorne Street (Belmore Street to Hill Street)

Issue: Heavy vehicles pass through the school zone, which is also used by school buses, parked cars and pedestrians crossing between the school and the recreation centre.

Heavy vehicle volumes: 439 Heavy Vehicles, including 91 Articulated

Lorne Street is classified as a regional road. This section of Lorne Street (passing Junee Public School and the Junee Recreation & Aquatic Centre), has one of the highest daily volumes of heavy vehicles in the study area. Furthermore, the pedestrian crossing between the school and recreation centre is considered to be the busiest pedestrian area in Junee, mainly consisting of school-age pedestrians. Lorne Street also has a pick-up/set-down area and school bus stop. The conflict between heavy vehicles and other road users at this location increases road safety risk. Opportunities for separating heavy vehicles and school-based traffic should be investigated immediately to improve the safety and operations of both the freight corridor and access to the adjacent school, and recreation and aquatic centre.



Figure 4-2: Lorne Street near the school crossing at Junee Public School (looking south)

4.2.4 Olympic Highway – Level Crossing

Issue: Train driver changes at Junee Station block the level crossing for extended periods of time.

Heavy vehicle volumes: 378 Heavy Vehicles, including 76 Articulated

The Olympic Highway caters for a large number of heavy vehicles through Junee, but trains often block the level crossing while undertaking a change in train drivers. As train volumes and lengths increase in the future, it is expected that these blockages will become longer and more frequent. Providing information signage advising of

boom gate closure would inform motorists of the potential to use alternative routes to bypass the level crossing (e.g. travel via the Kemp Street bridge), which could reduce the impact of these closures.

Options to relocate the train driver area from Junee train station could also be explored, which would require consultation with ARTC.



Figure 4-3: Olympic Highway level crossing (looking north)

4.2.5 Kemp Street bridge

Issue: The bridge has a very low load limit.

Heavy vehicle volumes: Unknown. Load limits on the bridge should preclude heavy vehicle movements.

Kemp Street bridge is currently load limited prohibiting the passage of most heavy vehicles. This bridge is expected to be upgraded by the Inland Rail project to provide increase clearance for higher trains. As part of the project, load limits would be removed on the bridge enabling use by heavy vehicles including high productivity vehicles. The intersection of Kemp Street and Ducker Street (on the eastern side of the bridge) would need to be upgraded to allow heavy vehicle swept paths for vehicles turning to the south (towards the abattoir). Noting the passage of heavy vehicle through an urban area, reduced speed limits could be considered to improve road safety and reduce amenity impacts.

The replacement bridge should be designed to accommodate a SM1600 traffic loading as per AS1100.2



Figure 4-4: Kemp Street Bridge (looking east)

4.2.6 Kemp Street – Ducker Street intersection

Issue: Intersection geometry restricts heavy vehicle movements.

Heavy vehicle volumes: Unknown. Load limits on the bridge preclude heavy vehicle movements.

After the Kemp Street bridge is replaced (as part of the Inland Rail project), a large increase in heavy vehicles is expected to use the bridge. The intersection of Kemp Street and Ducker Street does not currently provide sufficient width for turning heavy vehicles' swept paths. Junee Shire Council has prepared a preliminary layout for the intersection's upgrade, which should be coordinated with the replacement of the Kemp Street bridge.

4.2.7 Edgar/William/Ducker Streets

Issue: Intersection geometry restricts heavy vehicle movements.

Heavy vehicle volumes: 539 Heavy Vehicles, including 133 Articulated

Currently, vehicles travelling to and from Junee via Byrnes Road turn from Edgar Street onto William Street and then to Ducker Street/Lorne Street, or turn from Edgar Street onto Hill Street and then onto Lorne Street. The geometry of either of these corridors do not support heavy vehicle turning movements. At a minimum, intersection geometries should be upgraded to ensure safe turning movements for heavy vehicles in the urban environment.

Alternatively, eastbound heavy vehicles travelling over the Kemp Street Bridge could be directed to the intersection of Ducker and Hill Street, to then travel south along the William Street corridor. This would reduce the number of residences impacted by heavy vehicle noise and emissions.

Council has also noted that these local roads have also been recently classified as regional roads by TfNSW, reflecting the increased heavy vehicle demands on these road corridors.



Figure 4-5: Intersection of Edgar Street (Byrnes Road) and William Street (looking south)

4.2.8 Queen Street – Olympic Hwy intersection

Issue: The intersection of Queen Street with Olympic Highway has poor geometry and sightlines.

Heavy vehicle volumes: 240 Heavy Vehicles, including 132 Articulated

Vehicles turning out of Queen Street onto the Olympic Highway have poor visibility of northbound traffic on the highway. In addition, heavy vehicles often do not stay lane correct as they turn from the north towards Junee North Public School (increasing crash risk). Upgrades to the intersection's geometry and sight lines should be considered.



Figure 4-6: Intersection of Queen Street and Olympic Highway (looking east)

4.2.9 Queen Street, near Junee North Public School

Issue: Many heavy vehicles pass through the Junee North Public School zone, conflicting with buses, parked cars and pedestrians.

Heavy vehicle volumes: 240 Heavy Vehicles, including 132 Articulated

Queen Street is used as a bypass for some heavy vehicles not wishing to pass through Junee, and also for trucks travelling to and from the grain terminal. These heavy vehicles pass through the Junee North Public School pick-up/set-down area and bus stop directly in front of the school. The conflicts between buses, pedestrians, parking cars and heavy vehicles leads to an increased risk of a crash.

Relocating the school access away from Queen Street (such as a side road access immediately west of the school site) would significantly reduce the road safety risk associated with heavy vehicle movements along Queen Street.

Junee Shire Council have also noted the potential for future residential development occurring on the southern side of the Queen Street corridor (opposite the school). To minimise the friction and potential amenity impacts associated with the road freight corridor, the proposed residential development should consider the following:

- Alternate access be provided onto Knight Street.
- Provision of a setback to reduce amenity impacts.

4.2.10 HL Robinson Bridge

Issue: The bridge accommodates B-doubles, but there is a desire to service larger vehicles. **Heavy vehicle volumes: 343 Heavy Vehicles, including 145 Articulated**

The HL Robinson Bridge has been assessed as being satisfactory for HML Semi Trailer and B-doubles up to 26m but is not suitable for Road Trains or A-doubles and needs to be upgraded/replaced to accommodate these higher productivity vehicles.



Figure 4-7: HL Robinson Bridge (looking west)

4.3 Medium Priority Sites

4.3.1 Olympic Highway underpass (Reclassified High Priority Site)

Issue: Underpass has low height limit, which restricts heavy vehicle moments.

Heavy vehicle volumes: 378 Heavy Vehicles, including 76 Articulated

The Olympic Highway carries a large number of heavy vehicles through Junee, but passes through an underpass with limited clearance. Higher vehicles must find a different route through Junee, most likely via Old Junee Road or Broadway Street. SMEC understands that lowering the road surface is considered difficult, but may be necessary to ensure that higher vehicles have a viable route through Junee (should Old Junee Road be closed).



Figure 4-8: Olympic Highway underpass (looking west)

4.3.2 Olympic Highway

Issue: Heavy vehicles pass through Junee town centre travelling along Olympic Highway.

Heavy vehicle volumes: 378 Heavy Vehicles, including 76 Articulated

The Olympic Highway carries a large number of heavy vehicles through Junee, but many of these vehicles could bypass the town centre by using Goldfields Way, Old Junee Road and Queen Street instead. Signage could be installed along Olympic Highway south of Goldfields Way (for northbound vehicles) and north of Queen Street (for southbound vehicles) to provide this information. Issues around Junee North Public School and HL Robinson Bridge should be addressed before additional heavy vehicles are encouraged to use this route. A reduced speed limit through the town centre may also act as an incentive for through heavy vehicles to shift to the heavy vehicle bypass of Junee (via Old Junee Road), and should be considered.



Figure 4-9: Olympic Highway west of Kemp Street intersection (looking west)

4.3.3 Lord Street Bridge

Issue: The bridge is located on a B-double route, but does not support B-double loads.

Heavy vehicle volumes: Unknown. Load limits on the bridge preclude heavy vehicle movements.

Lord Street bridge (of brick construction) is currently in very poor condition and needs to be replaced/ upgraded to accommodate B-doubles.

Junee Shire Council have indicated a potential culvert solution for replacement of the existing bridge in 2022/23, which may be more economically viable than a new bridge.



Figure 4-10: Lord Street bridge (looking east)

4.3.4 Byrnes Road

Issue: Byrnes Road has poor surface and worn delineation.

Heavy vehicle volumes: 539 Heavy Vehicles, including 133 Articulated

Byrnes Road carries the largest number of heavy vehicles in the study area, but the road is in poor condition with worn delineation and unformed shoulders. These issues should be addressed to improve safety for light and heavy vehicles travelling along the corridor. Widening of the road formation as well as pavement reconstruction would improve the safety and condition of the corridor. Byrnes Road has also been recently classified as a regional road by TfNSW, reflecting the increased heavy vehicle demands on the corridor.

A reduced speed limit of 80km/hr both ways Junee & Abbattiors may help improve road safety.



Figure 4-11: Byrnes Road (looking south)

4.4 Freight Network Context

When considering the 14 identified priorities within the Junee urban area, the overarching context of the priority locations was considered within both the freight and urban context, but also the “existing” and “future” state of freight movements within Junee.

Junee’s road freight network is characterised by several key freight corridors which either travel through the Junee urban area, or on Junee’s urban fringe. Key road freight corridors include:

- Route 1: The Olympic Highway corridor through Junee (including the level crossing).
- Route 2: The heavy vehicle bypass of Junee via Goldfields Way, Old Junee Road and Queen Street.
- Route 3: Gundagai Road (Gundagai to Junee).
- Route 4: Byrnes Road (Edgar Street); and
- Route 5: The internal (internal to Junee) “road freight connectors” from Cox Street (from the intersection of Olympic Highway) to Byrnes Road including Peel Street, Lorne Street, Ducker Street, William Street, as well as the Kemp Street bridge connection from the Olympic Highway.

The indicative location of these key freight corridors in the Junee area is provided below in Figure 4-12.

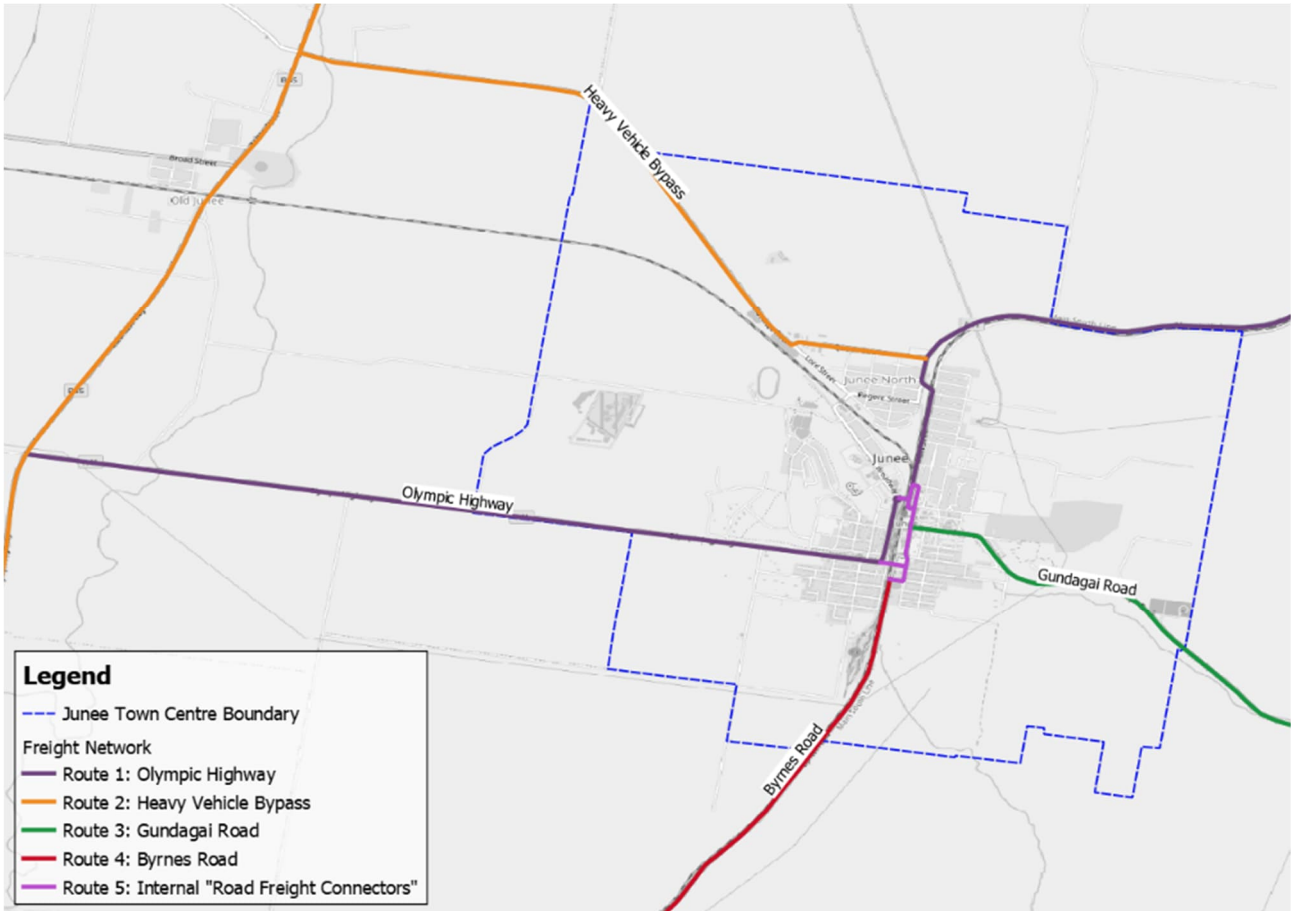


Figure 4-12: Junee Road freight network (key corridors)

When considering the “existing” and “future” state of the road freight network in Junee, it is noted that the Inland Rail project will have a significant impact. Inland rail (projected for opening in 2027) will see a rise in the number of daily double-stacked freight trains through Junee to 20 daily freight trains.

The increase in the length and frequency of freight trains will realise extended and more frequent closures of the Olympic Highway level crossing (with ensuing delays), as well as an increased reliance on alternate crossings of the rail corridor (including the Kemp Street).

The introduction of double-stacked trains will also require the replacement of the existing load limited Kemp Street bridge (projected opening year mid-2025), which will improve the standard of an alternate crossing of the rail corridor (with the bridge being able to accommodate most heavy vehicle types).

As such, the Inland Rail project (including the replacement of the Kemp Street bridge) will likely see a change in light and heavy vehicle movements within the Junee area including (but not limited to):

- Increased reliance (and traffic volumes) on the heavy vehicle bypass of Junee for north-south through movements on the Olympic Highway, with ensuing impacts on:
 - The condition of the HL Robinson Bridge.
 - The safety of the Queen Street and the Olympic Highway intersection (noting existing intersection geometry deficiencies).
 - The safety of Queen Street through the school zone at Junee North Public School (including the school crossing).
- Increased reliance (and traffic volumes) on the internal “road freight connectors” within Junee, with ensuing impacts on the:

- The safety and amenity of the Junee town centre including the Peel Street/Lorne Street corridor.
- The safety of Lorne Street through the school zone at Junee Public School (including pedestrian crossing and parking vehicles).
- The Ducker, Edgar and William Street corridors, with increased heavy vehicle movements from the Kemp Street bridge.

5 Potential Mitigation Measures

5.1 Development of Mitigation Measures

In identifying potential mitigation measures, priority sites were reviewed and considered against several key criteria to ensure Junee Shire Council was well positioned to progress the development of priority sites. This included:

- Considering mitigation measures within the context of the integrated nature of the road network in Junee (e.g. connected priority sites within the Junee town centre).
- Identification of indicative improvement types to address the priority sites.
- When considering priority sites, consideration of the scale of safety and operational issues when considering potential mitigation measures (i.e. appropriateness of proposed mitigation measures).
- Consideration of the “feasibility” of proposed works, in terms of “scale”.
- Consideration of timing of potential mitigation works (e.g. short (0-5 years), medium (5-10 years) or long term (>10 years)).
- Consideration of the indicative capital cost of works, and likely “value for money” that proposed mitigation measure would likely provide.
- Identification of respective road authorities (i.e. Junee Shire Council for local roads and Transport for NSW (TfNSW) for state-controlled roads). Where mitigation measures are identified on state roads, further consultation would be recommended with TfNSW.
- Consideration of potential funding programs (e.g. NSW State and Federal Government grants) pending the type and capital value of the mitigation measures.
- To align with the TfNSW Future Transport 2056 Strategy, priority sites and potential mitigation measures were viewed through each of the Future Transport 2056 “Guiding Principles” which included (to ensure strategic alignment):
 - Customer focused:
 - Flexible services are an integral part of the transport system helping to deliver reliability
 - A transport system that adapts to and embraces new technology.
 - Successful places:
 - The appropriate movement and place balance is established enabling people and goods to move efficiency through the network whilst ensuring local access and vibrant places.
 - Supporting centre with appropriate transport services and infrastructure.
 - A strong economy:
 - Changes in land use, population and demand, including seasonal changes, are served by the transport systems.
 - Economic development is enabled by regional services and infrastructure.
 - Safety and performance:
 - A safe transport system for every customer with zero deaths or serious injuries on the network by 2056.
 - A transport system that is resilient to significant weather events including floods, fog and bus fires.

Potential Mitigation Measures

- Accessible services:
 - Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres.

A summary of potential mitigation measures for each of the identified priority sites is provided below in Table 5-1 below, with indicative location of mitigation measure provided in Figure 5-1.

Table 5-1: Potential mitigation measures of priority sites

ID	Priority	Key Freight Corridor	Priority Site Location	Problem description and types	Future Transport Customer Outcomes Sought	Potential improvement type / scope	Indicative feasibility of proposed works	Road Authority	Potential timing of improvements	Indicative capital value range ¹	Indicative Value for Money	Potential Fundings Sources
1	High	Internal road freight connectors	Intersection of Belmore Street/Lorne Street (June town centre)	Conflict of HV movements within Town Centre environment (incl. pedestrian movements).	<ul style="list-style-type: none"> Successful places Safety and performance 	<ul style="list-style-type: none"> Upgraded pedestrian crossings Upgraded intersections (medians) Improved delineation and signage Reduced speed limits within "town centre" 	High – works are of a minor nature	Local (JSC)	Short-term	\$0.5M – \$2M	High	JSC NSW: Fixing Local Roads
2	High	Internal road freight connectors	Lorne Street, Peel Street and Cox Street (June town centre)	Conflict of HV movements within Town Centre environment (incl. pedestrian movements).	<ul style="list-style-type: none"> Successful places Safety and performance 	<ul style="list-style-type: none"> Upgraded pedestrian crossings Upgraded intersections Improved delineation and signage Reduced speed limits within "town centre" Potential change in road priorities (to support HV movements) at Cox Street/Peel Street 	High – works are of a minor nature	Local (JSC)	Short-term	\$0.5M – \$2M	High	JSC NSW: Fixing Local Roads
3	High	Internal road freight connectors	Lorne Street (Belmore Street to Hill Street)	Conflict of HV movements through a school zone (and adjacent aquatic centre)	<ul style="list-style-type: none"> Successful places Safety and performance A strong economy 	<ul style="list-style-type: none"> Relocation of school entrance (and parking) to Stewart Street 	High – works are of a minor nature	Local (JSC)	Short-term	\$0.5M – \$2M	High	JSC NSW: School Zone Infrastructure Sub Program
4	High	Olympic Highway	Olympic Highway Open Level Crossing (OLC)	Lengthy OLC closure times (due to train driver changeover)	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Potential variable message signs (VMS) at key detour points Relocation of train driver changeover facilities away from level crossing (e.g. towards Harefield) 	High – installation of VMS to alert of potential detour around OLC	State (TfNSW)	Short-term	<\$0.5M	High	TfNSW
						<ul style="list-style-type: none"> Relocation of train driver changeover facilities away from level crossing (e.g. towards Harefield) 	Uncertain – relocation of driver changeover facilities (requires consultation with ARTC)	N/A – ARTC	Medium-term	Unknown	Unknown	ARTC
5	High	Internal road freight connectors	Kemp Street bridge	<ul style="list-style-type: none"> HV load limit, impacting freight productivity. Low bridge clearance for double-stacked trains (Inland Rail) 	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Replace bridge 	Major capital works (funded by ARTC)	Local (JSC)	Short-term	Unknown – Funded by ARTC	High	ARTC

ID	Priority	Key Freight Corridor	Priority Site Location	Problem description and types	Future Transport Customer Outcomes Sought	Potential improvement type / scope	Indicative feasibility of proposed works	Road Authority	Potential timing of improvements	Indicative capital value range ¹	Indicative Value for Money	Potential Fundings Sources
6	High	Internal road freight connectors	Intersection of Kemp Street/Ducker Street	<ul style="list-style-type: none"> Intersection geometry restrict HV movements Kemp Street Bridge upgrade (by ARTC) would facilitate larger/heavier HV movements through this intersection 	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Upgraded intersections (for improved HV passage) 	High – works are of a minor nature	Local (JSC)	Short-term	\$0.5M – \$2M	High	JSC NSW State: Fixing Country Roads Federal: Heavy Vehicle Safety and Productivity Program
7	High	Internal road freight connectors	Ducker to William streets: <ul style="list-style-type: none"> Ducker Street/Edgar Street intersection Edgar Street/William Street intersection 	<ul style="list-style-type: none"> Intersection geometries restrict HV movements Kemp Street Bridge upgrade (by ARTC) would facilitate larger/heavier HV movements through these local roads 	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Upgraded intersections (for improved HV passage) Improved delineation and signage Potential change in road priorities (to support HV movements) 	High – works are of a minor nature	Local (JSC)	Short-term	\$0.5M – \$2M (per intersection)	High	JSC NSW State: Fixing Country Roads Federal: Heavy Vehicle Safety and Productivity Program
8	High	HV bypass of Junee	Olympic Highway / Queen Street intersection	Poor lane discipline and sight lines through intersection	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Upgraded intersection to improve lane discipline, sight lines and reduce vehicle speeds 	High – works are of a minor nature	State (TfNSW)	Short-term	\$2M - \$5M	High	TfNSW Federal: Heavy Vehicle Safety and Productivity Program
9	High	HV bypass of Junee	Queen Street near Junee North Public School	Heavy vehicle passage through school zone, with school crossing and parked cars (school drop off)	<ul style="list-style-type: none"> Successful places Safety and performance A strong economy 	<ul style="list-style-type: none"> Potential relocation of staff, pick up areas (including bus) off Queen Street onto vacant land immediately west of school site. 	Moderate – would require acquisition of adjacent lands for parking areas	Local (JSC)	Short-term	\$2M - \$5M	High	JSC NSW State: School Zone Infrastructure Sub Program
10	High	HV bypass of Junee	HL Robinson Bridge	Load limits on bridge do not accommodate desired usage	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Bridge strengthening and/or replacement 	Moderate	Local (JSC)	Short-term	\$15M-\$25M	High	NSW State: Fixing Country Roads Federal: Bridge Renewal Program
11	High	Olympic Highway	Olympic Highway underpass	Rail overbridge clearance restricts movement of some heavy vehicles and loads	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Regrading of the highway (and approaches) under the railway overbridge 	Medium – some approach and drainage works would be required.	State (TfNSW)	Medium-term	\$5M-\$15M	High	TfNSW
12	Medium	Olympic Highway	Olympic Highway (south of Goldfields)	Decreased amenity from slow moving	<ul style="list-style-type: none"> Successful places 	<ul style="list-style-type: none"> Reduced speed limits through town centre 	High – works are of a minor nature	State (TfNSW)	Short-term	\$0.5M – \$2M	High	TfNSW

ID	Priority	Key Freight Corridor	Priority Site Location	Problem description and types	Future Transport Customer Outcomes Sought	Potential improvement type / scope	Indicative feasibility of proposed works	Road Authority	Potential timing of improvements	Indicative capital value range ¹	Indicative Value for Money	Potential Fundings Sources
			Way to North of Queen Street)	heavy vehicle travel through the Junee town centre, with intermittent impact of OLC closures.	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Traffic calming measures 						
13 ²	Medium	N/A – local road	Lord Street Bridge	Load limited bridge	<ul style="list-style-type: none"> Safety and performance A strong economy 	<ul style="list-style-type: none"> Bridge strengthening and/or replacement 	Moderate	Local (JSC)	Short-term	\$5M-\$15M	Medium	NSW State: Fixing Country Roads Federal: Bridge Renewal Program

1: Indicative capital value costs have been provided as a means to consider the scale of proposed mitigation measures, and do not negate the need to develop format cost estimates, following further planning and development of potential mitigation measures.

2: JSC have advised funding for Lord Street Bridge upgrade

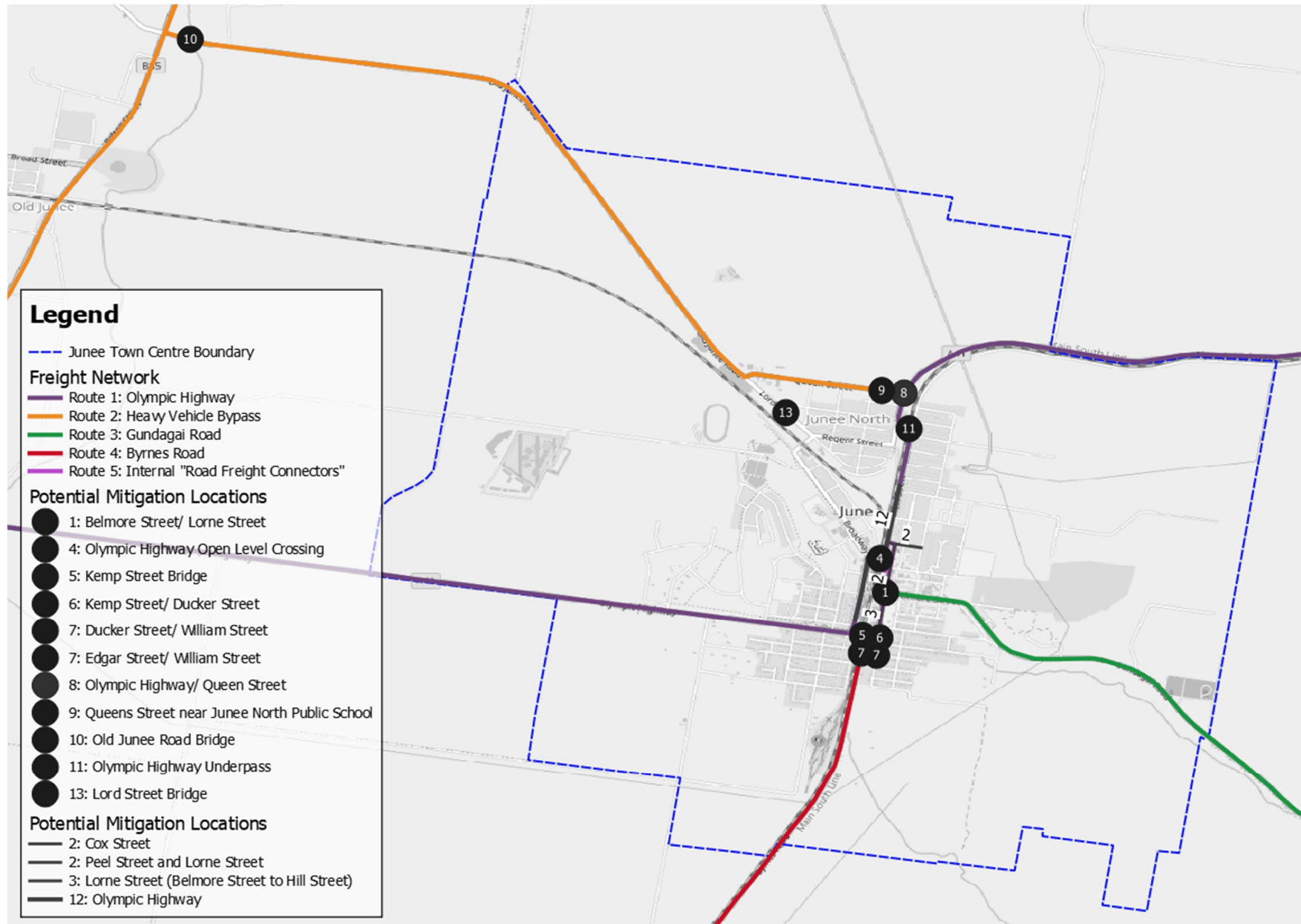


Figure 5-1: Location of proposed mitigation measures

6 Summary

The Inland Rail project will have a significant impact on Junee, which will see a rise in the number of daily double-stacked freight trains through Junee to 20 daily freight trains.

The introduction of double-stacked trains will also require the replacement of the existing load limited Kemp Street bridge (projected opening year mid-2025), which will improve the standard of an alternate crossing of the rail corridor (with the bridge being able to accommodate most heavy vehicle types).

As such, the Inland Rail project (including the replacement of the Kemp Street bridge) will likely see a change in light and heavy vehicle movements within the Junee area including due in part to the number and duration of level crossing closures, including:

- Increased reliance (and traffic volumes) on the heavy vehicle bypass of Junee (Old Junee Road) for north-south through movements on the Olympic Highway; and
- Increased reliance (and traffic volumes) on the internal “road freight connectors” within Junee.

This Freight and Transport Plan has identified key freight corridors within the Junee urban area (and immediate approaches) and relevant constraints on each of these corridors.

Several of these freight corridors have existing constraints on the passage of heavy vehicles, including load limits on the HL Robinson Bridge and Kemp Street Bridge, whilst other constraints will be further exacerbated by the impacts of the Inland Rail project, such as increased heavy vehicle volumes associated with the replacement of the Kemp Street Bridge, or the detour of vehicles (including heavy vehicles) associated with additional and extended level crossing closures of the Olympic Highway.

Importantly for Junee Shire Council, there are significant opportunities to reduce the impact of heavy vehicles on Junee, such as through increased reliance on the heavy vehicle bypass of Junee along Old Junee Road.

Minor works to reduce friction between heavy vehicles, the Junee town centre and public schools could be ameliorated through program of minor works such as traffic calming, as well as relocation of school access points away from the respective freight corridors of Lorne Street and Queen Street.

Noting the interconnectedness of the Junee freight network with the Junee urban area, SMEC has identified merit in Junee Shire Council in proceeding with a “program” approach of mitigation measures which focus on high priority areas of “conflict” between each respective freight corridor and key places, or infrastructure constraints, which are summarised in Table 6-1 (by freight corridor) and shown in Figure 6-1.

Table 6-1: Short-term proposed mitigation measure summary

Key Freight Corridor	Summary ID	Place or Infrastructure constraints	Potential Improvement Type/Scope
Internal road freight connectors	S1	Junee CBD (Belmore Street, Lorne-Peel Street)	<ul style="list-style-type: none"> Upgraded pedestrian crossings. Upgraded intersections. Improved delineation and signage. Reduced speed limits within "town centre". Potential change in road priorities (to support HV movements) at Cox Street/Peel Street.
	S2	Junee Public School - Lorne Street (Belmore Street to Hill Street)	<ul style="list-style-type: none"> Potential relocation of school entrance (and parking) to Stewart Street.
	S3	Various intersections: <ul style="list-style-type: none"> Kemp Street / Ducker Street Ducker Street/William Street William Street/Edgar Street 	<ul style="list-style-type: none"> Upgraded intersections (for improved HV passage). Improved delineation and signage. Potential change in road priorities (to support HV movements).
Olympic Highway	S4	Open Level Crossing	<ul style="list-style-type: none"> Variable message signs (VMSs) at key decision points to detour traffic around the level crossing.
	S5	Junee CBD (Olympic Highway)	<ul style="list-style-type: none"> Reduced speed limits within "town centre". Traffic calming measures.
HV bypass of Junee	S6	Queen Street / Olympic Highway	<ul style="list-style-type: none"> Intersection geometry restrict HV movements. Kemp Street Bridge upgrade (by ARTC) would facilitate larger/heavier HV movements through this intersection.
	S7	Junee North Public School	<ul style="list-style-type: none"> Potential relocation of staff, pick up areas (including bus) off Queen Street onto vacant land immediately west of school site.
	S8	HL Robinson Bridge (load limit)	<ul style="list-style-type: none"> Bridge strengthening and/or replacement.

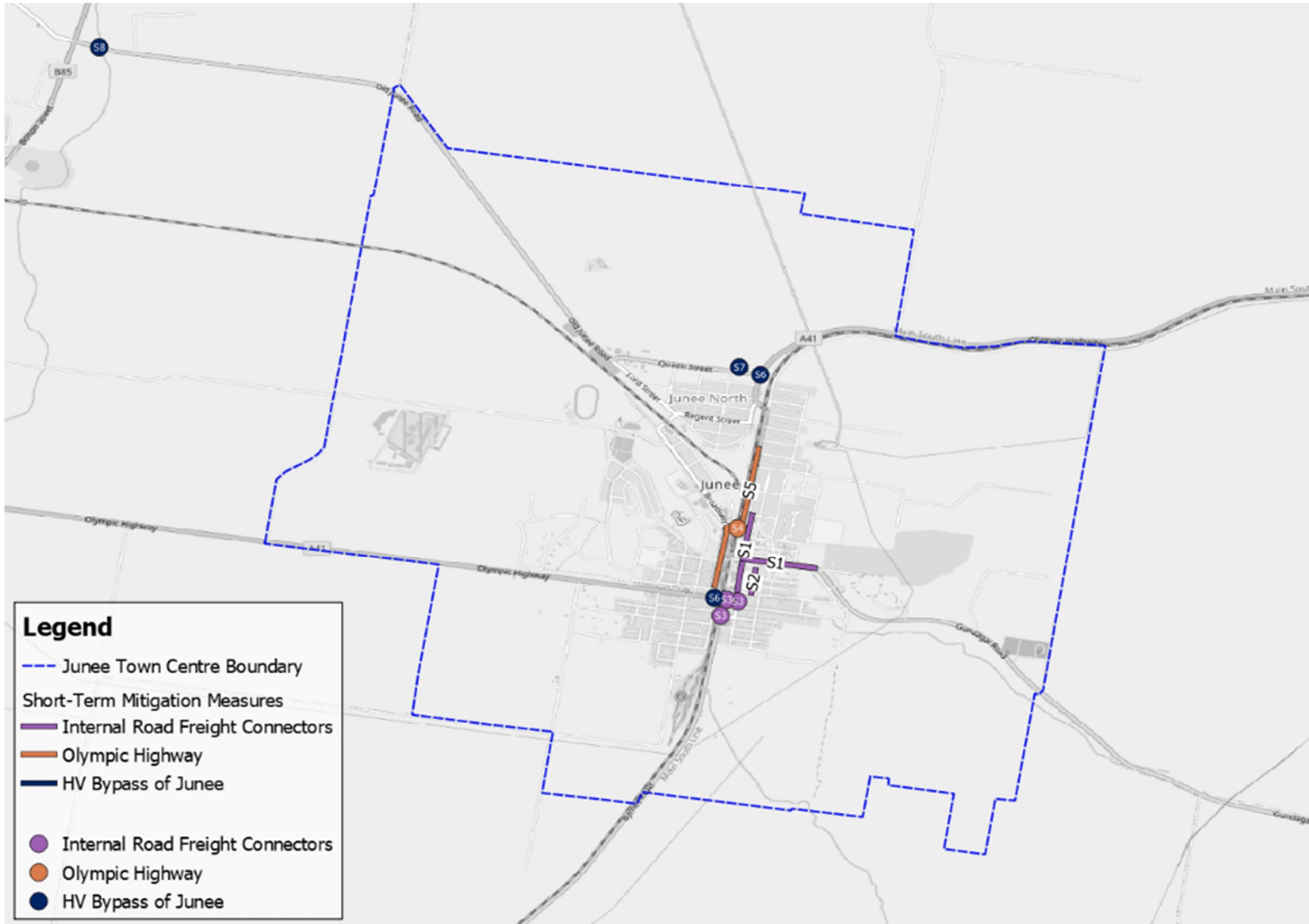


Figure 6-1: Location of short-term proposed mitigation measures

7 Implementation Plan

SMEC has identified a suite of potential mitigation measures for the Junee urban area and immediate approaches, as well as a proposed implementation plan to developing and delivery mitigation measures considering the interconnected nature of the road network (and freight movements), for each of the freight corridors in Junee.

To further progress proposed prioritised mitigation measures, Junee Shire Council (JSC) proposes to undertake a period of stakeholder consultation including with both residents, and agencies including Transport for NSW (TfNSW), ARTC and the NSW Department of Education. The outcomes of the consultation will further confirm the relative priority of proposed mitigation measures, but also provide further context to enable further planning and development of each of the mitigation measures.

Noting the scale of potential mitigation measures, potential funding sources have been identified for each of the mitigation measures, and it is recommended that should JSC progress any mitigation measure for funding, that they be presented as part of a broader “program” of improvements along each of the freight corridors, with clear linkages to either “place” or “infrastructure” constraints.

The potential impact of existing constraints, and the future Inland Rail project should also be considered with respect to the indicative timing of proposed mitigation measures, e.g. existing load limits of the HL Robinson Bridge, as against constraints which are likely to be exacerbated by Inland Rail.

Key next steps for the project's implementation could include:

- Stakeholder consultation of the draft Junee Freight and Transport Plan (this report), including with residents and stakeholders (e.g. TfNSW, ARTC, NSW Department of Education) to confirm the respective priorities of proposed mitigation measures.
- Design (including options) of proposed mitigation measures.
- Assessment of constraints (environmental, property, heritage, etc) for each proposed mitigation measure.
- Development of a multi-criteria analysis framework to identify the preferred option for each mitigation measure.
- Preparation of cost estimates (of the preferred option for each mitigation measure).
- Economic analysis of the preferred option for each mitigation measure.
- Review of grant program guidelines to confirm eligibility of proposed mitigation measures; and
- Preparation of funding submissions against grant programs for prioritised mitigation measures.

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From: [REDACTED]
Sent: Wednesday, March 29, 2023 3:32 PM
To: [REDACTED]
Subject: Re: Junee Freight & Transport Plan - Traffic Study Report

Hi [REDACTED]
Please pass on these comments about the Junee Freight and Transport Plan.

I'm very happy to support the infrastructure and safety improvements suggested in the plan. The improvements and changes to the bus zone and parent pickup area for the two Junee schools would be welcomed.
What I would like to see improved is a significant reduction in the time that trains are stopped and blocking the central railway crossing. This is a significant disruption to all traffic and with more proposed trains the problem will worsen.

Kind regards

[REDACTED]
[REDACTED]
Junee Buses Pty Ltd

218 Main St Junee 2663

Ph: 02 6924 2244

[REDACTED]
[REDACTED]

JUNEE *Buses*



June
Branch



Illabo
Branch

NSW Farmers Association June and Illabo Branch's

The General Manager
June Shire Council
PO Box 93
JUNEE 2663

Dear James,

Thank you for your offer for the Association to reply to the proposed Draft June Freight and Transport plan – Traffic Study Report.

As an Association we commend the Council in its foresight to commission such a plan, however we are concerned that this study didn't come up with any real alternatives for a future Heavy Vehicle bypass of June but improvements to the road infrastructure that June already has for the future needs of Heavy vehicle Transport through June Township.

As transport operators our main concern is with the future upgrade of the Kemp Street Bridge. The proposal by Inland Rail into its future configuration appears to be a very narrow look into how Heavy Vehicles will operate into the current century.

We as an Association do not endorse this future proposal, however if that is all we are going to get then our priorities would be to see the intersections of Kemp, Ducker, William Streets and Byrnes Road upgraded sufficiently so that Heavy Vehicles can easily traverse these streets and intersections without undue pressure on brakes, tyres and road pavement.


Our second priority would be the replacement of the HL Robertson Bridge on the Old June Road. This bridge will play a key role in the future movement of grain and livestock into and through June.


All the other problem areas identified by us are of equal value and therefore for Council's considerations in the execution of this report.

The suggestions within the following pages are written from the perspective of a truckdriver sitting in the driver's seat.

If further explanation is required, please contact the writer.

Yours Sincerely


Chair, June Branch


Secretary, Illabo Branch

 - Regional Services Manager: NSW Farmers 

Kemp Street bridge



Whilst we acknowledge that the traffic study report Stage 3 is only looking at the current traffic scenarios we, the local NSW Farmers Branches, feel that the future solution for the replacement of Kemp Street Bridge, as proposed by the Inland Rail upgrade, shows no real solution for the future of heavy traffic transport through Junee.

Our branches feel that the Kemp Street Bridge should be realigned so that it lands in Byrnes Road as against the current proposal to

land in Ducker Street. Our reasoning for this is

- a) Heavy Vehicles prefer lesser gradients than the possible 9% gradient proposed for that part of Kemp Street as it approaches Ducker Street.
- b) An easier route for heavy vehicles wishing to use Byrnes Road, and visa-versa, who are travelling through Junee. Heavy Vehicles can use the Olympic Highway through Junee before taking the safer/softer route over the bridge before entering Byrnes Road for the
 - Junee Abattoirs
 - Oil seed plant at Bowman
 - Wagga Saleyards and the new Wagga Precinct
- c) Unlike the current and possible future route which takes these vehicles through Cox, Peel, Lorne, Ducker and William Streets before entering Byrnes Road. This route, as we all know, places undue pressure on
 - Trucks with the large number of sharp turns placing undue pressure on tyres, axles etc.
 - The road surface, which at the present is Council's responsibility to maintain.
 - Travels pass the Primary School and Swimming Pool Complex.

Edgar/William/Ducker Streets

If we must accept that the future configuration of Kemp Street Bridge involves exiting onto Ducker Street its essential that any configuration of this intersection allows for the future improvement, size and weight, of Heavy Vehicles.

These improvements need to be an upgrade to this intersection to allow for Road Trains, B-doubles etc. This intersection needs to be upgraded at the same time as the proposed reconfiguration of William Street and Wrights Oval.

Seignior Street/Kemp Street

This intersection is not mentioned within the report. With the changes being made to the Kemp Street Bridge, lifting of the road surface and intersection geometry, by Inland Rail it is essential that any changes that are made are compatible to the movement of Heavy Vehicles. The planned proposals, as outlined in the Community Consultative Meetings, are not favourable for these movements.

HL Robinson Bridge



Of all the traffic restraints within the township of Junee the operational nature of the HL Robinson Bridge at Old Junee is the one that will place a severe restriction to the future traffic pattern in and out of Junee.

While all the other traffic concerns, except Kemp St, are a problem, they are manageable however as heavy vehicles become larger, Road Trains or B-doubles etc, the current configuration of this bridge will play a major role in the movement of these larger trucks through Junee.

The Old Junee Road is an important link for the movement of freight into Junee.

- All livestock movement into Junee Abattoirs from Coolamon, Temora and beyond, travel this road into and through Junee.
- All Grain produced in this same area is transported along this same road to the silos at GrainCorp and Hanlon's.
- All east-west movement of freight will either stop or will be reliant on using the Highway through Junee and Kemp St

If for some reason this bridge is compromised, then.

- All livestock would undoubtedly need to use the Olympic Highway, west of Junee, and then the problems associated with pulling up Large Trucks as they come down Kemp St
- Grain movements would end up on Park Lane, as happens now with all local delivers from that section of Junee and Aerodrome Lane

The use of Kemp Street (the hill), in either direction poses risks for heavy vehicle operators which is why most vehicles by-pass this section of road. This is indicated in Figure 3-26 which shows minimal heavy vehicle movements except for Two-Axle Trucks which could be cars as this category is not represented in the vehicle classification. It's also dependent on where the traffic counter was placed on this section of road, Olympic Highway west of Junee, as to where these heavy vehicles actually went e.g. did they actually use Park Lane for access into/out of Junee instead of Kemp St.

Queen St/Olympic Highway



As mentioned within the report the geometry of this intersection is of a concern due to trucks crossing over the lane while turning into Queen St.

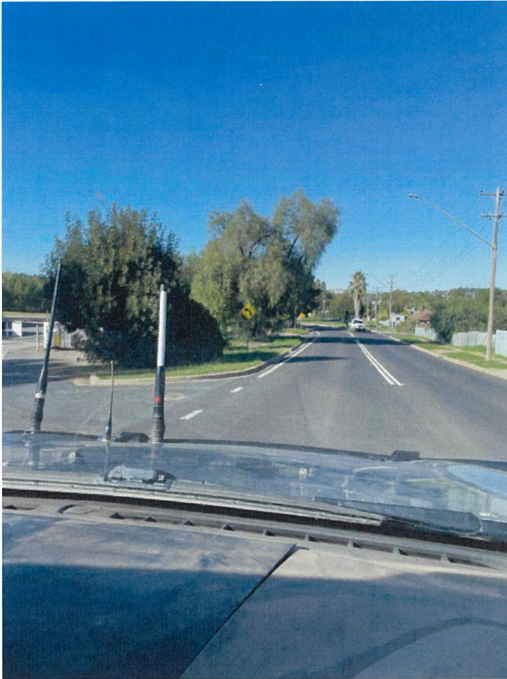
This lane crossing occurs both ways, again due to the geometry of the intersection.

As can be seen by the photo the 'hill' on the Highway has a sight and gradient problem for those trucks turning into Queen St.

Turning right into Queen Street trucks prefer not to stop.

- Due to not wanting to start from a standing start as it is an uphill run
- Vehicles coming out of Junee cannot be seen between Prince and Knight Streets

These are the reasons why trucks are reluctant to stop and need to cut the lane into Queen St to quickly transverse this intersection.



As this intersection is not set at 90deg those trucks turning left from the Highway into Queen Street must again transverse the lane to make this turn.

Trucks exiting Queen Street also find it difficult again due to

- Visibility due to the retaining wall and now the high yard fence then looking right down the Highway
- The unseen section of the highway, between Prince and Knight Streets, also inhibits the view for those trucks
- The very short access lane onto the highway when turning left

Note: The trees that line the footpath in the front of the service station are also an inhabiting factor for the safety of all vehicles, especially trucks, as they leave the service station. Dependant on the ownership of this parcel of land, six maps indicates that it is part of the road reserve, consideration should be given for the removal of these trees and replacing them with something smaller.

Queen Street and North Junee Public School

The proposal by the Study Writers to relocate the schools drop off point to a paddock, west of the school, has merit as it will improve the safety of students attending the school. The proposal to also relocate the school bus stop to this location however may indeed be a bit out of reach due to the lay of the paddock, turning circles required and overall space needed for car pickup as well as buses. Leaving the bus stop in its current location would seem to make more sense.

Olympic Highway underpass



NSW Farmers agree on urgent improvements to this underpass for the following reasons.

- a) Inadequate Height restrictions
- b) Bad geometry within the underpass
- c) Inadequate safety conditions for pedestrians
- d) Inadequate signage, from any direction, warning of low bridge ahead
- e) No alternate route signposted for those vehicles, greater than 4.6m, travelling north up Main St when local truck drivers use Waterworks Road as a heavy vehicle bypass.
- f) The assumption by the report writers, 4.3.2 Olympic Highway Pg 70, that better signage would divert heavy vehicles away from the underpass and down Queen Street would solve some of these problems is questionable as we would contest that the greater majority of these heavy vehicles would be using Byrnes Road in order to access a) the Abattoirs b) the oilseed plant at Bowman and c) wagga saleyards.

Cox Street/Olympic Highway intersection.



This intersection is not mentioned within the report, but the safety aspects of this intersection need to be addressed.

The principal concern with this intersection is the inadequate sighting distance, looking south, caused by the trees along the edge of Memorial Park.

You have to bear in mind that a truck driver sits higher off the road than someone in a car, who can see vehicles approaching from under the tree canopy, and therefore

need to be further into the intersection, thus creating a hazard for those vehicles wishing to travel south along the Highway, in order to see past these trees.

Belmore Street and Lorne Street



In 4.2.1 (pg. 63) of the report mention is made of this intersection and the need for 'Better delineation, median refuges, pedestrian crossing facilities', however no mention is made of the site restrictions placed on truck drivers because of the closeness of the trees/shrubs that are growing in the footpaths that restricts visibility for all drivers who wish to exit Belmore Street. A truck driver entering Lorne Street is creating a traffic hazard for those vehicles travelling south along Lorne Street.

If any median refuges are placed in Belmore Street, we would be concerned with the future geometry of this intersection, especially for road trains and longer, with these vehicles not being able to keep within lanes, as happens at Queen St/Olympic Highway and at the Underpass, when negotiating this intersection.

Lorne Street near the school crossing at Junee Public School



The writers of the report indicate that consideration should be given moving the set down/pickup of school children from Lorne to Stewart Street. We would question how many children would be using Lorne Street for this service due to the lack of parking in this location due to the proximity of the swimming pool and gym.

Whilst the idea in principle is creditable the safety of pedestrians from any vehicle traffic is commendable.

Olympic Highway – Level Crossing

At the moment this crossing is the preferred option for Heavy Vehicles wishing to access Byrnes Road from Old Junee.

Using Broadway is the preferred option, instead of Queen St and the Underpass. However once over the crossing it is extremely awkward for trucks to tranverse the Humphries Street corners due to the tight configuration of these intersections.

Once the new Kemp Street Bridge is built this method of operation will cease as the trucks will continue along Seignior Street.

The option to limit the clousure of the crossing by shifting the crew change point away from the railway station.

Peel/Lorne Street (Belmore to Cox Street)

While the suggestions of the writer are consistent with their previous solutions of traffic/pedestrian calming with better delineation, median refuges etc. one must bear in mind that these sorts of activities are suitable for larger metropolitan cities. Junee is still an agricultural town which requires a suitable route for Heavy Vehicles as well as agricultural machinery.

Years ago, these proposed calming measures were tried on the Olympic Highway opposite the Service Station which made it impossible for agricultural machinery to traverse this area and was subsequently removed.



Whilst, as a farming community we are mindful of safety, any calming measures proposed by Council must allow for the movement of agricultural machinery through the township of Junee until any effective Heavy Vehicle Bypass, which is also suitable for machinery can be initiated.

Lord Street Bridge



We commend Council on its program for the replacement of this Bridge. It is indeed important that this route through Junee is maintained at a level which will be suitable for the passage of Heavy Vehicles and Agricultural Machinery.

Byrnes Road

Due to the use of this road by the agricultural sector, north and east (via Gundagai Road) of Junee, for access to a) Junee Abattoirs b) Oil seed plant at Bowman and c) Wagga Saleyards it is important for this road to be upgraded to cater for Heavy Vehicles.

Item 8 DRAFT JUNEE SHIRE COUNCIL INFRASTRUCTURE DEFERRED PAYMENT POLICY

Author General Manager

Attachments Draft Development Infrastructure Deferred Payment Policy

RECOMMENDATION:

That Council exhibit the Draft Junee Shire Infrastructure Deferred Payment Policy for public submissions for a period of 28 days commencing 18 May 2023.

That Council receive a further report following the public exhibition period.

EXECUTIVE SUMMARY

The Council has played an active part in ensuring that there is an adequate supply of land for residential construction for more the 25 years to support a growing population and building a stronger local economy. Predominantly that has involved developing residential land that was purchased in 1988, some forty acres that has produced around 250 lots. The purchase of that land, is to be commended, given the weak market conditions at that time and reluctance from private property developers to invest in rural communities.

The Council's residential estate land stocks have now been development and there remains a demand for residential land for new housing. Council's financial capacity to purchase and develop land for urban release is limited at this time. There is currently a buoyant private property sector stepping into the property development space given the regional housing shortage, a resurgent economic outlook and the emerging employment opportunities in rural communities.

One obstacle for private investment remains the high cost of providing the necessary upfront infrastructure services. The provision of Infrastructure costs vary depending on the development. For estate scale property development these cost can be in the order of \$40 to \$70k per developed lot depending on land topography and distances from major utility services.

The Council recently considered how it may be able to facilitate or support land developers in progressing local residential property development at its planning workshop on the 17 April.

A draft policy on the matter has been prepared for Council consideration and recommended for public exhibition.

BACKGROUND

The workshop held on 17 April identified Council could play a more active role in assisting landowners to develop land that is deemed strategically important to the future growth of Junee Shire.

A deferred infrastructure payment arrangement for the provision of Council own infrastructure was preferred. This would involve providing the upfront costs for infrastructure with a repayment schedule secured to individual developed lots being sold.

This would release capital for the developer to ensure the project can progress more quickly, and complements similar schemes offered by other service providers, such as Goldenfields Water County Council and other rural councils that place a high strategic priority on facilitating population and local economic growth.

A draft policy has been prepared (attached) for Council consideration. The objectives of the Policy are to:

- Support the provision of a sufficient supply of development ready land, to meet demand in Junee.
- Assist with the progression of large-scale subdivision development that otherwise may not occur without financial assistance.
- Ensure that new subdivision development is appropriately designed to respond to reasonably expected future infrastructure needs and avoid future adverse impacts upon other development.
- Ensure that property developers within urban release areas are not unreasonably burdened by the up-front costs associated with major development infrastructure and that costs are shared by those who benefit from infrastructure provision.

CONSIDERATIONS

Risk Assessment

The following legal mechanisms would assist Council to mitigate some of the risks associated with the scheme:

Funding Deed

An agreement between Council and the Developer that outlines the terms of the agreement. This will include a list and cost of the works to be undertaken by Council and outline the value of the works to be repaid and the mechanism for repayment.

GENERAL MANAGER'S REPORT TO THE ORDINARY MEETING OF JUNEE SHIRE COUNCIL HELD ON 16 MAY 2023.

Registration of Caveat

Council would require the registration of a caveat on the title of the land to be developed. The caveat will be shown when a title search is conducted by the purchaser's solicitor. The caveat will be released at the time of sale only when the deferred infrastructure repayment has been provided.

Registration of Interest

A registered interest provides protection to Council in the event that the developer is placed into administration. With this protection, the Council, along with other registered interested parties, will be prioritised for payment from the disposal of assets owned the developer. A registered interest in the title provides security that the developer cannot assign the debt to the purchaser as part of the sale.

Where applications are assessed as complying with policy framework a report would be prepared for Council's consideration. The elected Council being the body to determine whether any deferred infrastructure payment should proceed.

Governance

Where an application involves Council staff or Councillors who are directly involved with the assessment process they would need to exclude themselves for any involvement in the process. If this is not practical the application will be referred to an external assessment process.

Property development would naturally involve a development application process. The policy clearly indicates that development consent must be obtained prior to consideration of the deferred infrastructure application. To further separate these two issues the Chief Financial Officer would be responsible for managing any application made under the policy with responsibility for the development applications being managed via Planning and Community Development directorate.

The development infrastructure deferred payment agreement would be confidential between Council and the applicant. No details of the agreement may be disclosed by the applicant to another party without the written authorisation of Council.

Financial

The Council ability would be limited to having sufficient cash to support the practical application of this Policy.

Legal expenses in preparing documentation are proposed to be borne by the property developer.

There is a proposed interest charge to be levied on the approved funded amount to offset any opportunity costs Council may have received through bank deposit interest.

CONCLUSION

It is proposed the draft policy be placed on public exhibition seeking public submissions and also provide additional time for further consideration of the draft policy by the Council.



JUNEE SHIRE COUNCIL

ATTACHMENT TO ITEM 8

16 MAY 2023





JUNEE SHIRE COUNCIL

DRAFT

**DEVELOPMENT
INFRASTRUCTURE
DEFERRED PAYMENT
POLICY**

Policy No:
Adopted by Council:
Minute No:
Review Date:
Responsible Officer:
Responsible Director:
Functional Area:

PART A – OUTLINE

I. OBJECTIVES

This policy is aimed at fulfilling the following objectives:

- (a) Support the provision of a sufficient supply of development ready land, to meet demand
- (b) Assist the progression of large-scale subdivision development that may not occur without financial assistance
- (c) Ensure that new subdivision development is appropriately designed to respond to reasonably expected future infrastructure needs and avoid future adverse impacts upon other development
- (d) To ensure that property developers within urban release areas are not unreasonably burdened by the costs associated with major development infrastructure and that costs are shared by those who benefit from infrastructure provision.

2. BACKGROUND

The residential population of Junee is currently increasing. Alongside improving economic conditions and emerging employment opportunities, the demand for new subdivision development has returned. Junee Shire is seeking to offer the opportunity for existing and future residents to build a new home, or a new employment premises, and support ongoing population retention and growth, whilst contributing to employment opportunities in the construction industry over the short-medium term.

However, the high cost of servicing new development remains a constraint to opening up vacant urban zoned land to new subdivision. This policy provides a framework for Council to consider requests from developers of proposed subdivisions to assist with managing the costs associated with Council owned infrastructure, specifically new roads, sewer and stormwater infrastructure.

The opportunity exists for Council to play a more active role in assisting landowners to develop land that is deemed strategically important to the future growth of Junee Shire. This could involve funding some or all of the upfront costs of the shared infrastructure components for which Council has responsibility.

A portion of these costs, (as identified and costed during the planning stage), can be repaid to Council at the point at which the subdivided lots are sold. This releases capital for the developer to ensure the project can progress more quickly, and complements similar schemes offered by other service providers, such as Goldenfields Water County Council and other rural councils that place a high strategic priority on facilitating population and local economic growth.

3. APPLICATION

This policy applies to proposed residential land within Junee Shire. The Council offers this scheme to developers of land, to be assessed on a case-by-case basis.

The focus of this policy is major Council servicing infrastructure that services multi lot development, with a proposal to involve the creation of at least five (5) or more additional lots excluding Strata or Community Title lots. The policy does not apply to the costs associated with servicing individual lots.

Council officers will confirm that the proposed subdivision is permitted with consent in the land zone that applies to the subject land.

The application for deferred payment will not be finalised by Council until the proposal has a relevant development application approved by Council.

The applicant must agree in writing to the legal controls that will apply to the deferred payment agreement.

PART B - PROCEDURES

4. APPLICATION PROCEDURE

A written application for consideration by Council for Development Infrastructure Deferred Payment is made by the land developer. The letter of request is considered on a preliminary basis by Council officers. Council officers will consider the following factors in assessing the request:

- Strategic importance of the site
- Current zoning of the land
- Proposed timeframe, start and end date for the residential property to be developed
- Estimated cost of Council infrastructure to service the development - roads, kerb and gutter, sewer, stormwater infrastructure
- Demonstrated demand for new development and/or demonstrated future lack of supply
- Provision of a business plan by the developer detailing development staging (if applicable), forecast development costs, forecast lot sale price and estimated sales period
- Financial capacity and level of financial commitment offered by the developer towards the residential property development
- Capability of the developer to undertake the project
- Proposed infrastructure design and response to reasonably expected future infrastructure needs (sewer and stormwater capacity, integration with existing road network)
- Current availability of Council funds to support deferred infrastructure payment
- Current borrowing interest rates available to Council (if applicable)

Each of these factors will be considered as part of a written assessment report by Council officers.

Where Council officers consider that a request has reasonable merit, the request will be referred to Council for their consideration and determination.

The applicant will be notified of the outcome of Council's decision in writing.

Where an application involves Council staff or Councillors who are directly involved with the assessment process, the application will be referred to an external assessment process.

5. OPERATIONAL PROCEDURE

The developer of the subdivision is responsible for payment to Council of the initial \$50,000 (or 10% of infrastructure value, whichever is greater) of Council infrastructure costs (road, kerb and gutter, sewer and stormwater infrastructure) before works commence. Council will only consider to deferred payment of infrastructure costs above the initial \$50,000 (or 10% of infrastructure value, as applicable).

The costs associated with the provision of Council infrastructure are provided on a deferred payment basis. Costs of infrastructure provision must be repaid to Council, at the point of sale of each lot serviced under the agreement.

In cases where it is determined that the full value of Council infrastructure will not be deferred, Council may require payment from the developer of the non-deferred value prior to works commencing.

Council will require input to the design and scale of Council infrastructure delivered under the agreement, to ensure services that are provided are of sufficient standard to meet current and future expected demand. Council is responsible for the delivery of infrastructure works covered by the agreement.

The timeframe for repayment of the deferred infrastructure payments is a maximum of five (5) years from the date of signing the agreement, or the completed sale of all lots proposed to be delivered by the subject application, whichever is sooner.

Only one Development Infrastructure Deferred Payment will be granted per applicant, irrespective of whether development is staged or not.

The applicant will be responsible for all legal costs incurred by Council in discharging responsibilities under this policy. The outstanding balance of advancements under the Development Infrastructure Deferred Payments Policy will attract an administration fee equal to the T-Corp 5 year borrowing rate plus 0.5%. The administration fee will be calculated daily and invoiced quarterly to the developer, commencing on the day the maximum agreed advancement is reached, or the date from which it is determined that no further advancements will be required, whichever is sooner. Administration fees will not form part of the agreed maximum advancement amount. Legal and Administration fees will be charged.

The Development Infrastructure Deferred Payment agreement is confidential between Council and the applicant. No details of the agreement may be disclosed by the applicant to another party without the written authorisation of Council.

6. LEGAL PROTECTIONS

The following legal mechanisms could assist Council to mitigate some of the risks associated with the scheme:

a) **Funding Deed**

An agreement between Council and the Developer that outlines the terms of the agreement. This will include a list and cost of the works to be undertaken by Council and outline the value of the works to be repaid and the mechanism for repayment. The agreement will also detail arrangements to protect the interests of Council in instances where there is a transfer of ownership of the subject land, situations where the developer falls into administration, or the subject land value becomes unviable to develop.

b) **Registration of Caveat**

- i. Council will register a caveat on the title of the land to be developed. The caveat will be shown when a title search is conducted by the purchaser's solicitor. The caveat will be released at the time of sale only when the repayment is made to Council's solicitor.
- ii. Council will register a caveat on title of the land to be developed, that is, prior to development. The caveat is a registered secured interest which means it appears on any title search. Council will need to consent to the subdivision as Caveator. The Council will remain as Caveator on each individual lot once subdivided. Council will participate in each of the conveyancing transactions until such time as the debt owed to Council is repaid. It will be at Council's discretion whether all of the complete deferred payment is required to be paid on the sale of the first lot.

c) **Registration of Interest**

A registered interest provides protection to Council in the event that the developer is placed into administration. With this protection, Council, along with other registered interested parties, will be prioritised for payment from the disposal of assets owned the developer. A registered interest on title provides security that the developer cannot assign the debt to the purchaser as part of the sale.

7. LIMITATIONS TO THIS POLICY

This policy does not include the following:

- a) Development infrastructure that is not within the control of Council, such as water, electricity, telecommunications infrastructure.
- b) Development costs that are the direct responsibility of the developer, including site studies to support rezoning, Environmental Impact Statements, surveying, design costs, legal costs, land purchase, private driveways, servicing connections to new development.

7. REVISION HISTORY

Revision number	Minute No	Date Adopted
0	Include in Council business papers for May 2023 meeting	
1		
2		

DRAFT



JUNEE SHIRE COUNCIL

DELEGATES REPORTS



RIVERINA EASTERN REGIONAL ORGANISATION OF COUNCILS
MINUTES OF THE BOARD MEETING
held at Museum of the Riverina, Lord Baden Powell Dr, Wagga Wagga
Friday 28 April 2023

Meeting opened at 11:10 a.m.

PRESENT

Grant Baker	Bland Shire Council
Cr Brian Monaghan	Bland Shire Council
Cr Charlie Sheahan	Cootamundra-Gundagai Regional Council
Stephen McGrath	Cootamundra-Gundagai Regional Council
Cr Tony Quinn	Greater Hume Shire Council
Evelyn Arnold	Greater Hume Shire Council
Cr Neil Smith	Junee Shire Council
James Davis	Junee Shire Council
Peter Veneris	Lockhart Shire Council
Cr Rick Firman OAM	Temora Shire Council
Gary Lavelle PSM	Temora Shire Council
Cr Matt Stadtmiller	Goldenfields Water County Council
Aaron Drenovski	Goldenfields Water County Council
Brendan Gullifer	Dept of Regional NSW
Dianne Sommerville	RDA - Riverina
Rachel Whiting	RDA - Riverina
Julie Briggs	REROC
William Adlong	REROC
Jenny Pideski	REROC
Helen Mundy	REROC
Matthew Dudley	RAMJO/REROC

APOLOGIES

Apologies for non-attendance were received from apologies of Cr G. Verdon, Cr. D McCann T. Donoghue and G. Butler.

Moved J. Davis seconded Cr N. Smith that the apologies be accepted.

CARRIED

CONFIRMATION OF MINUTES

Moved P. Veneris seconded G. Baker that the minutes of the meeting held on 24 February 2023 be confirmed.

CARRIED

BUSINESS ARISING

Letter to the EPA about FOGO Grant – letter is outstanding, however the matter has been raised verbally with the EPA's organics section.

New Cultural Facilities – J. Briggs arranged for the Board to meet at the Museum of the Riverina and has spoken to Eastern Riverina Arts about meeting at the new Ambo arts Hub.

Investment NSW Workshop on Developing a Value Proposition for the Region – this remains outstanding.

CORRESPONDENCE

Moved Cr B. Monaghan, seconded Cr C. Sheahan that the correspondence be received and noted and that the names of the applicants for positions with REROc be redacted.

CARRIED

CHIEF EXECUTIVE OFFICER'S REPORT

The report was tabled. J Briggs raised the following issues with Members:

New Labour Government and Ministry – noted.

Moved Cr N. Smith, seconded G. Lavelle that:

- 1. The Chair, Cr Firman and CEO organise a meeting with new Minister for Local Government Hon Ron Hoenig MP.*
- 2. REROc organise a visit to State Parliament in the second half of the year.*

Moving Forward: One Organisation – noted.

Rates Methodology Review – noted.

Disaster Risk Recovery Funding – noted.

Southern Lights

Moved J. David, seconded Cr. B. Monaghan that REROc support advocacy on the issues of pole access and contestability in the NSW Public Lighting Code.

CARRIED

Joint Organisation Net Zero Funding – noted.

Telstra 3G Network – noted.

Going Circular in Clean Energy

Moved Cr. N. Smith, seconded J. Davis that REROc adopt the response to the Going Circular in Clean Energy Discussion paper.

CARRIED

NSW Planning Portal – noted.

Regional Housing Strategy – noted.

Road Reclassification Timeline – noted.

REROc Constitution Review – noted.

Bin Trim Grant – noted.

Staffing – noted.

Moved P. Veneris, seconded Cr. B. Monaghan that the CEO Report be received.

CARRIED

RESOURCE SHARING REPORT

The report was tabled. J Briggs raised the following issues with Members:

Planning Technical Group - noted

Workforce Development Group – noted.

Water and Wastewater Technical Group – noted.

Infrastructure/Engineers Group – noted.

Energy Management Group – noted.

Riverina Spatial Information Group (RIVSIG) – noted.

HR Bureau – REROc is working with Bland, Coolamon, Temora and Junee on the employment of a Regional HR Manager to be shared across all the councils. The person will work at a strategic level on issues such as Award interpretation, recruitment, policy and procedures documentation and dispute resolution.

Moved Cr B. Monaghan, seconded G. Lavelle that the Resource Sharing report be received.

CARRIED

TREASURER'S REPORT

The report was tabled by J. Briggs.

Moved G. Lavelle, seconded J. Davis the Finance Report be received.

CARRIED

WASTE FORUM REPORT

The report was tabled. J. Briggs raised the following issues with Members:

Regional Waste Strategy – noted.

Staffing – noted.

Bin Trim Grant – noted.

Container Deposit Scheme: *Return and Earn* - noted.

E-Waste – noted.

Moved Cr. B. Monaghan, seconded E. Arnold that REROc source quotes to purchase IBCs for the dedicated use by our Member Councils for e-waste collections.

CARRIED

Recycle Night? Recycle Right! – noted.

Regional Contracts – noted.

School Projects – noted.

Community Recycling Centres – noted.

Solar Farm Construction Waste – noted.

Plastic Forest Expo – noted.

Safe Sharps Lite – noted.

Landfill Gas Capture Project – noted.

Circular Economy Activation Workshop – noted.

National Waste Conference – noted.

No Time to Waste Conference – noted.

RENEW Meeting February 2023 – noted.

Moved Cr N. Smith, seconded Cr. T. Quinn that the Waste Forum report be received.

CARRIED

YOUTH & COMMUNITY DEVELOPMENT NETWORK REPORT

The report was tabled. J Briggs raised the following issues with Members:

Youth and Community Development Network - noted.

Take Charge Youth Leadership Forum – noted.

Moved Cr N. Smith seconded Cr B. Monaghan that the Youth & Community Development Network report be received.

CARRIED

PROCUREMENT REPORT

The report was tabled. J Briggs raised the following issues with Members:

Waste Metal Collection – noted.

Used Lead Acid Batteries Panel – noted.

Moved S. McGrath, seconded E. Arnold that the Procurement report be received.

CARRIED

ENERGY AND NET ZERO PROJECT REPORT

The Report was tabled. William Adlong raised the following issues with Members:

Regional Renewable Energy Plan – noted.

EVs & Council Fleet Transitions – noted.

Energy and Innovation Conference – noted.

Landfill Gas Emissions Capture – noted.

REGIONAL CONTAMINATED LAND MANAGEMENT PROJECT REPORT

The Report was tabled. Matthew Dudley raised the following issues with Members:

Daft Contaminated Land Policy – noted.

Training Workshops – noted.

Project Extension – the EPA has advised that the project can be extended in order to expend unused grant funds.

Moved Cr. N. Smith, seconded G. Baker that the Contaminated Land Management Project be extended by up to 2 months providing the budget is sufficient to accommodate the extension.

CARRIED

Moved Cr C. Sheahan, seconded Cr T. Quinn that the Contaminated Land Management Report be noted and received.

CARRIED

GENERAL BUSINESS

Murrumbidgee Health and Knowledge Precinct – G. Lavelle advised that Council had been contacted about the Precinct but knew very little about what is proposed and who is driving it. It was agreed that J. Briggs should find more out about the Precinct with a view to arranging a meeting to inform Members.

NEXT MEETING

Friday 23 June 2023 at the Wagga Wagga Country Club, Plumpton Rd, Wagga Wagga

CLOSURE

Meeting closed at 12:40pm



Riverina Joint Organisation

Minutes

Board Meeting held

28 April, 2023

DRAFT

Minutes of the Riverina Joint Organisation Board Meeting held at Museum of the Riverina, Lord Baden Powell Drive, Wagga Wagga on Friday 28 April 2023

The meeting opened at 9:05am

Present

Grant Baker	Bland Shire Council
Cr Brian Monaghan	Bland Shire Council
Cr Charlie Sheahan	Cootamundra-Gundagai Regional Council
Stephen McGrath	Cootamundra-Gundagai Regional Council
Cr Tony Quinn	Greater Hume Shire Council
Evelyn Arnold	Greater Hume Shire Council
Cr Neil Smith	Junee Shire Council
James Davis	Junee Shire Council
Peter Veneris	Lockhart Shire Council
Cr Rick Firman OAM	Independent Chairman
Gary Lavelle PSM	Temora Shire Council
Andrew Crakanthorp	Riverina Water County Council
Cr Matt Stadtmiller	Goldenfields Water County Council
Aaron Drenovski	Goldenfields Water Council Council
Giles Butler	Dept of Regional NSW
Cameron Templeton	NSW Office of Local Government
Julie Briggs	Riverina Joint Organisation
William Adlong	REROC
Jenny Pideski	REROC

1. Apologies

RESOLVED on the motion of Cr N. Smith seconded Cr Monaghan that the apologies of Cr G. Verdon, Cr D. Tout, Cr. D McCann, Cr, G. Sinclair, Cr T. Koschel, T. Donoghue, P. Thompson and P.Worsfold be accepted.

2. Move to Committee of the Whole

RESOLVED on the motion of Cr C. Sheahan, seconded Cr B. Monaghan that the Board conduct its business as a Committee of the Whole.

3. Declarations of Interest

There were no declarations of interest by the Board or staff.

4. Confirmation of Minutes of the Previous Meeting

RESOLVED on the motion of Cr N. Smith seconded Cr Monaghan that the minutes of the 24 February 2023 Board meeting be confirmed as a true and accurate record.

5. Business Arising from Previous Board Meetings

NSW Planning Portal – A. Crakanthorp advised that the County Councils are lobbying to have County Councils included within the current planning portal system to receive referrals as an Approval Agency, under the same conditions Sydney Water and Hunter Water are referred to.

A. Drenovski is to provide background information on the issue for the JO Members to inform lobbying.

Chairman

CEO

6. Correspondence

RESOLVED on the motion of Cr B. Monaghan seconded Cr N. Smith that the Board receive and note the correspondence.

7. Chief Executive Officer Report

7.1 JO Funding Arrangements and Implementation Plan

JO Implementation Plan – noted.

7.2 JO Core Activities - Regional Planning

JO Capacity Building Funding Stage Two

- **Skills Shortages Project** – noted.
- **Leveraging Economic Development** – noted.

RESOLVED on the motion of Cr C. Sheahan, seconded Cr. T Quinn that the Board note the Report on the Capacity Building Funding.

Regional Water Strategy – noted.

Riverina-Murray Regional Plan – noted

LGNSW-JO Committee on Local Water Utilities – noted.

Review of the Regional Economic Development Strategies (REDS) – noted

7.3 JO Working Party Meetings

Noted.

7.4 JO Core Activities – Advocacy and Lobbying

NSW Labor Ministry

RESOLVED on the motion of Cr B. Monaghan seconded Cr N. Smith that the Board:

1. Write to Mr Greg Warren to thank him for his work as the Shadow Minister for Local Government.
2. Invite Mr Brett Whitworth, Deputy Secretary of the Office of Local Government to address a JO Board meeting.
Cameron Templeton offered to assist in the organisation of the visit.

Mr C. Templeton advised that the Review into Councillor Behaviour is before the Minister for his consideration.

28 Day Response Time for Major Projects, State Significant Developments and Legislative Changes – noted.

Rate Peg Methodology Review – noted.

Rural Fire Service

RESOLVED on the motion of Cr B. Monaghan seconded Cr N. Smith that the Board write to the Minister for Emergency Services to raise Members' concerns about the cost and operation of the RFS

Chairman

CEO

and the vesting of RFS assets with Local Government. Copies of the correspondence to go to the Treasurer, Minister for Local Government and Local State Members.

The Board noted the foreshadowed announcement by the State Government that there would be no subsidy paid this year to offset the rising costs of the ESL. It was agreed that the JO should prepare a media release on the issue.

Senate Inquiry into the Closure of Regional Banks

RESOLVED on the motion of Cr N. Smith, seconded Cr C. Sheahan that the Board adopt the response to the Senate Inquiry into the Closure of Regional Banks and note the advocacy in the submission in relation to the introduction of a Community Service Obligation for banks.

Going Circular in Clean Energy

RESOLVED on the motion of Cr B. Monaghan, seconded Cr T. Quinn that the Board adopt the response to the going Circular in Clean Energy Discussion Paper.

7.5 JO Core Activities – Intergovernmental Co-operation

The following activities have occurred in this Core Activity:

- ***Critical Events Co-ordination Sub-committee*** – noted.
- ***Regional Leadership Executive (RLE) Group*** – noted.
- ***JO Executive Officer Meetings*** – noted.

RESOLVED on the motion of Cr B. Monaghan, seconded Cr C. Sheahan that the Board receive the CEO's Report.

8. JO Chairman's Report

Joint JO Chairs' Forum Meeting – noted.

RESOLVED on the motion of Cr N. Smith, seconded Cr B. Monaghan that the Board receive and note the Chairman's Report.

9. Finance Report

Year to Date Financials – tabled.

Audit 2022-23 – Noted.

RESOLVED on the motion of C B Monaghan, seconded Cr T. Smith that:

1. the Board receive the Year-to-Date Finance Report; and
2. the Board receive and note the cost of the 2023 Audit.

10. Governance

The Way Forward: One Organisation – noted.

11. Urgent Business without Notice

Changes to Pharmaceutical Legislation and the Impact on Pharmacies - G. Lavelle raised this issue and the concerns that have been raised by pharmacists with Council regarding the impact the legislation will have on their financial viability. It has been projected that the loss of income could be up to 20%.

Chairman

CEO

Cr. B. Monaghan offered to prepare an Issues Paper on the proposed changes for distribution to members.

RESOLVED on the motion of Cr C. Sheahan, seconded Cr B. Monaghan that the Board write to ALGA, Country Mayors, Local Federal Members with copies to go to LGNSW about the impact of the legislation on rural and regional pharmacies.

12. Resolution to Move out of Committee of the Whole

RESOLVED on the motion of Cr N. Smith, seconded Cr B. Monaghan that the Board move out of Committee of the Whole.

13. Next Board Meeting

The Board of the Riverina JO will next meet on Friday, 23 June 2023 at the Wagga Wagga Country Club, Plumpton Road, Wagga Wagga.

Meeting closed at 10.29 a.m.

DRAFT

Chairman

CEO



JUNEE SHIRE COUNCIL

QUESTIONS ON NOTICE



QUESTIONS ON NOTICE FROM COUNCILLOR P HALLIBURTON

Referred to Council's Meeting of 16 May 2023

1. Has the condition of the Unnamed Lane between Pretoria Avenue to Vaughan Street, especially the state of the tarmac and the overgrown vegetation, been assessed, and, if so, what is the outcome, other than making it a one way lane?

Response:

The condition of surface in the laneway has been assessed as being in poor condition. However, rehabilitation is a low priority and not programmed at this stage.

A maintenance task has been raised to trim some of the trees along the northern end of laneway, noting that this is also a low priority task and will be undertaken as resources allow.

2. Has any further advice been received from TfNSW since 8 February 2023 regarding installation of 50 kph signs on Waterworks Road north of Benbow Court, and, if so, what is it?

Response:

TfNSW have confirmed that they are assessing the application made by Council Officers to install 50km/hr speed limit signage on Waterworks Road north of Cuttle Court.

Council Officers will continue to follow up with TfNSW on the status of the application.

3. Has Council received follow-up advice from TfNSW regarding the onsite inspection of the Main Street (Olympic Highway) underpass from the representative of TfNSW, and, if so, what is it?

Response:

TfNSW have advised that they will provide outcomes of the inspection and proposed mitigation strategies in due course.

4. Have resources and competing priorities allowed the review of disabled parking in Junee, including The Athenium, to be commenced, and, if so, what is the outcome?

Response:

At this stage the review is scheduled to be undertaken in August 2023.

A Question with Notice inclusion in the Council's business paper is administered under the Code of Meeting Practice for Local Councils in NSW and includes:

- *They must be in writing and be submitted no later than 5:00pm seven business days before the meeting is to be held.*
- *Councillors must put questions directly, succinctly, respectfully and without argument.*
- *The Chairperson must not permit discussion on any reply to, or refusal to reply to, a question put to a Councillor or Council employee.*
- *Responses to a question with notice may be by way of a report included in the business paper for the relevant meeting of the Council or orally at the meeting.*



JUNEE SHIRE COUNCIL

INFORMATION BOOKLET





JUNEE SHIRE COUNCIL

INFORMATION BOOKLET

ORDINARY MEETING TUESDAY, 16 MAY 2023

- 1[GM] COUNCILLOR DELEGATE MEETINGS**
- 2[HR] WORKERS' COMPENSATION/REHABILITATION**
- 3[DPCD] LIBRARY**
- 4[DES] WORKS PROGRAM**
- 5[RSO] ROAD SAFETY OFFICER**
- 6[DES] SEWERAGE SYSTEM**
- 7[DPCD] RANGER REPORT**
- 8[DES] SOLID WASTE REPORT**
- 9[EO] WEEDS**
- 10[DPCD] 10.7 CERTIFICATES**
- 11[DPCD] DEVELOPMENT/COMPLYING DEVELOPMENT DETERMINATIONS**
- 12[DPCD] HEALTH, BUILDING, PLANNING AND ENVIRONMENTAL INSPECTIONS**
- 13[DPCD] COMMUNITY AND RECREATION**
- 14[GM] CUSTOMER SERVICE REQUESTS SUMMARY**

1[GM] COUNCILLOR DELEGATE MEETINGS

Notification of Council committee meetings or community meetings for which Councillors may be attending.

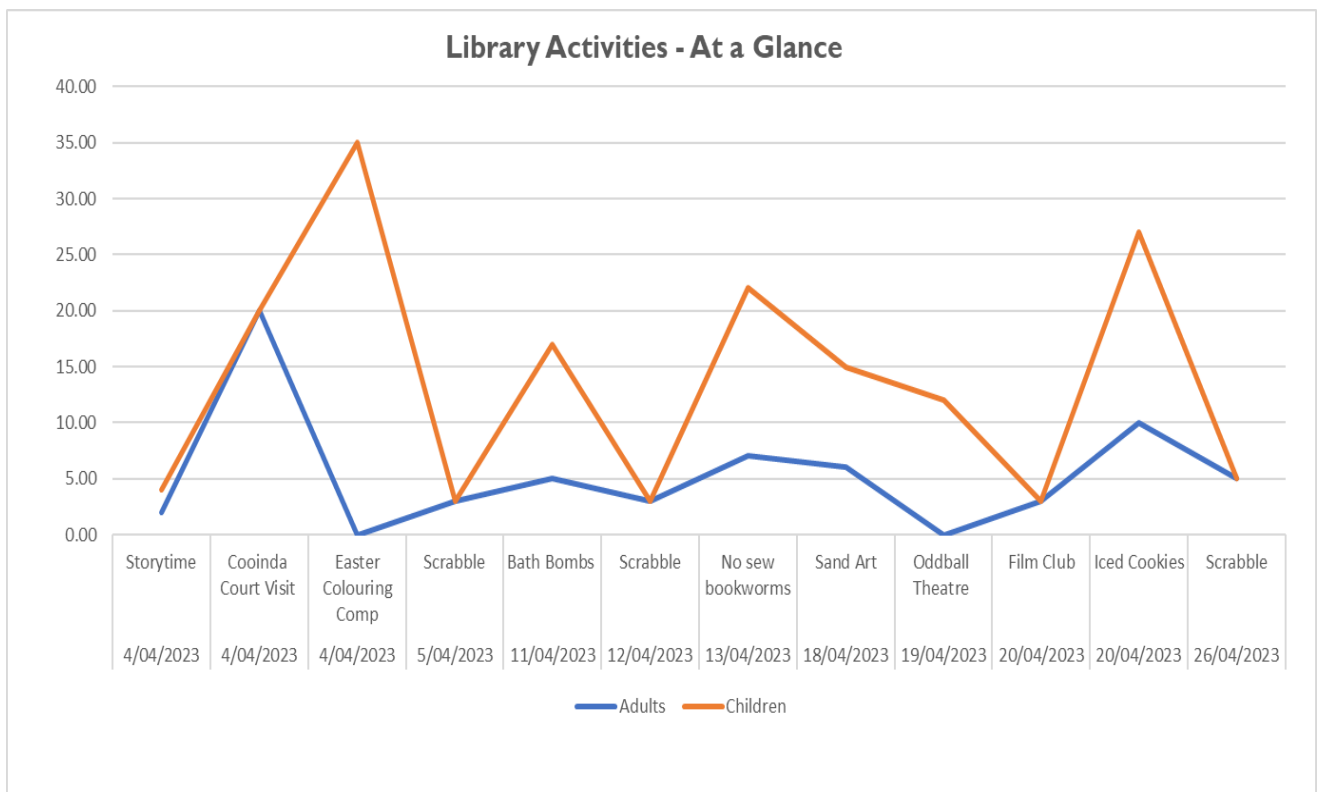
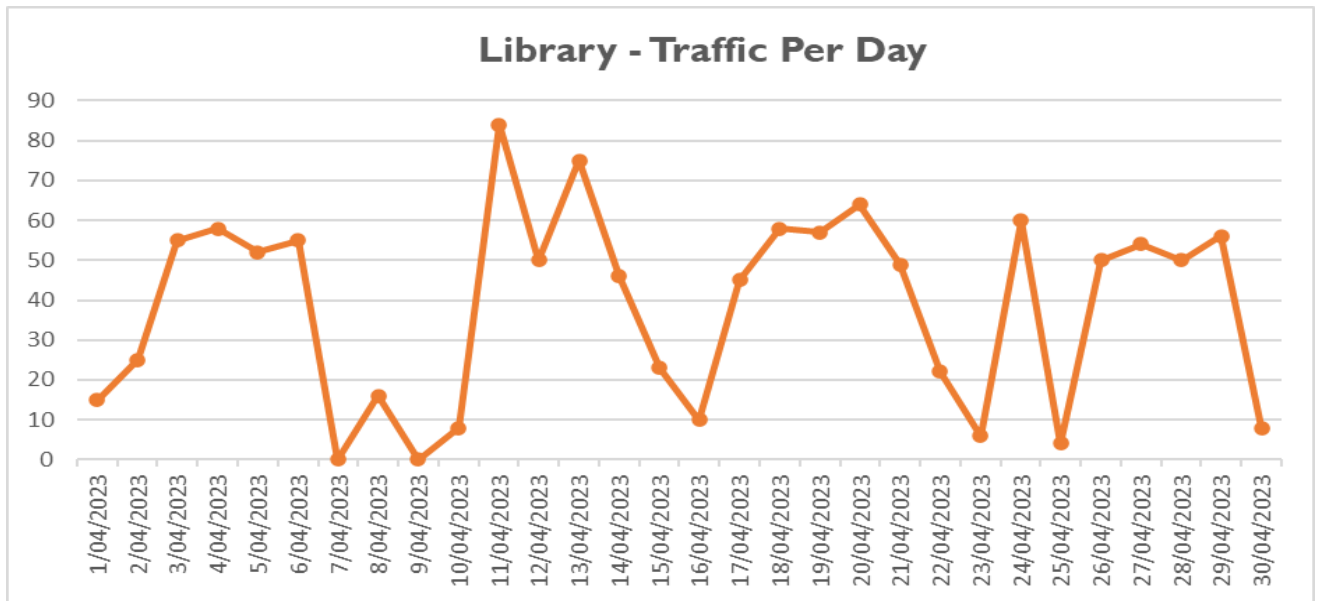
Council Committee and Delegate Meetings

Attendee	Delegate Meeting	Date
Mayor/General Manager	Coolamon-June Community Safety Precinct Committee	23 May 2023
Mayor	Country Mayors Meeting	26 May 2022
Councillor Carter	Weeds Committee	20 June 2023
Mayor/General Manager	REROC Board Meeting	23 June 2023
Mayor/General Manager	RIVJO Board Meeting	23 June 2023
Councillor Clinton and Councillor Knight	Audit Risk & Improvement Committee	6 July 2023
Director Engineering Services	Coolamon June Local Emergency Management Committee	2 August 2023
Councillor Halliburton	Riverina Regional Library Advisory Committee	18 October 2023
Councillor Halliburton	Inland Rail Community Consultative Committees: A2I	TBA
Councillor Halliburton	I2S	TBA
Mayor	REROC Executive Meeting	May 2023
Councillor Knight	June Sports Committee	TBA
General Manager	Riverina Murray Regional Emergency Management Committee	As required
Councillor Carter	Riverina Zone, Rural Fire Service Bushfire Management Committee	TBA
Councillor Carter	Riverina Zone Service Level Agreement Committee	TBA
Councillor Clinton and Councillor Halliburton	Senior Citizens Festival Committee	TBA
Councillor Cook	June Traffic Committee	As required

2[HR] WORKERS' COMPENSATION/REHABILITATION

There were no recordable incidents for the month of April 2023.

3[DPCD] LIBRARY



4[DES] WORKS PROGRAM

MR78 (Olympic Highway)

- Potholes patched.
- Rest Areas and toilets have been maintained.
- Weekly safety inspections have been undertaken.
- Signs and guideposts have been maintained and replaced.
- Bethungra Hill Stage 5 ongoing

MR 57 (Goldfields Way)

- Potholes patched, repaired wearing surfaces.

- Signs and guideposts maintained and replaced.
- Fortnightly Safety Inspections have been conducted.

MR243 (Regional Roads - Canola Way, Old Junee Road and Gundagai Road, Byrnes Road)

- Signs and guideposts maintained.
- Potholes patched, repaired wearing surfaces.
- Fortnightly safety inspections completed.

Rural Sealed Roads

- Signs and guideposts maintained.
- Jet patched and cold mix patched various roads.
- Tar patching

Rural Unsealed Roads

- Signs and guideposts maintained.

Urban Sealed Roads

- Jet patched various town streets.
- Stormwater issues rectified and managed.
- Fallen trees removed.
- Tar Patching
- Drainage Works
- Stewart Street kerb and Gutter

Junee

- General maintenance.
- Gutters/drains cleaned.
- Various Merits Completed
- Footpath inspections

Villages

- Rest area maintenance.

Private Works - N/A

Parks And Gardens

- Mowed and whipper snipped the parks, ovals and cemeteries.
- Weeded the gardens.
- Carried out other routine gardening works.

5[RSO] ROAD SAFETY OFFICER

Due to the resignation of the Road Safety Officer, there is no report this month.

6[DES] SEWERAGE SYSTEM

- Over the Month of April there were three chokes in the Mains and one Choke in the Services.
- One damaged (roots) service connection was dug up and repaired.
- Three manholes were repaired.
- One new service connection installed at 16 Iona Street Junee.
- The effluent reuse flow meter was recalibrated during the month.

- Total inflow to the treatment plant for the Month was 65ML with 9ML of effluent reused.
- Final Effluent discharge totalled 37ML.
- The IDEA tank aerator No 1. Gearbox top bearing had failed and is now being repaired. Oil samples from all four aerators have been sent away to be analysed. Although one aerator is offline the oxygen supply is sufficient to maintain the process.
- Site tests indicate the process is still producing good effluent.

7[DPCD] RANGER REPORT

Abandoned/Impounded Vehicle

	Notices attached – impoundment process commenced	Vehicles impounded
July 2022	4	0
August 2022	2	0
September 2022	1	0
October 2022	2	0
November 2022	2	0
December 2022	1	0
January 2023	3	0
February 2023	4	0
March 2023	3	0
April	5	1

Impounded Dog Activity

During April 2023, there were 3 dogs impounded with 1 dog being rehomed.

8[DES] SOLID WASTE REPORT

Junee Landfill Waste Facility (JLWF)

The Junee Transfer Station is functioning well with no issues or incidents at the site.

Rural Transfer Stations

All rural transfer stations were inspected on the 5 April 2023 and were in good condition.

9[EO] WEEDS

- High risk roadways inspected across the Shire.
- Staff have completed roadside inspections of high risk sites and pathways.
- Coolatai inspected and treated, no new sites found.
- Boxthorn sprayed at Bethungra.
- Riverina field days at Griffith attended as part of the Weed Action Program targets.
- Main road shoulders sprayed.

- High risk species and pathways identified and managed.
- Discussion of High Risk Weeds list at Regional level.
- Timely detection of new incursions.
- Regional inspection program implemented. High risk sight inspection.
- Impacts reduced, (control applied) to priority pathways.

10[DPCD] S.10.7 CERTIFICATES

Average Processing time (Working Days) for last 10 Certificates	2 days
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11[DPCD] DEVELOPMENT/COMPLYING DEVELOPMENT DETERMINATIONS

DA/CDC No.	Development Type	Address	Determination Date
ModDA2023.12.2	Alterations to Shed Dimensions	98 Park Lane, Junee	06/04/2023
ModDA2022.39.2	Alterations & Additions to Existing Dwelling	303 Dollarvale Road, Eurongilly	11/04/2023
DA2022.90	New Dwelling	14 Desalis Street, Old Junee	18/04/2023
DA2023.22	New Dwelling	98 Park Lane, Junee	11/04/2023
DA2023.23	Alts & Adds to Existing Dwelling	25 Harold Street, Junee	11/04/2023
DA2023.24	New Dwelling	146 Strathmore Road, Yathella	11/04/2023
DA2023.10	New Dwelling	4 Waterworks Road, Junee	18/04/2023
DA2023.26	New Shed	19 Hayes Crescent, Junee	18/04/2023
DA2022.72	New Dwelling	Lot 6; 659 Old Junee Road, Old Junee	Refused – 18/04/2023

12(DPCD) HEALTH, BUILDING, PLANNING AND ENVIRONMENTAL INSPECTIONS

There were 41 health, building and planning inspections carried out during the month of April 2023.

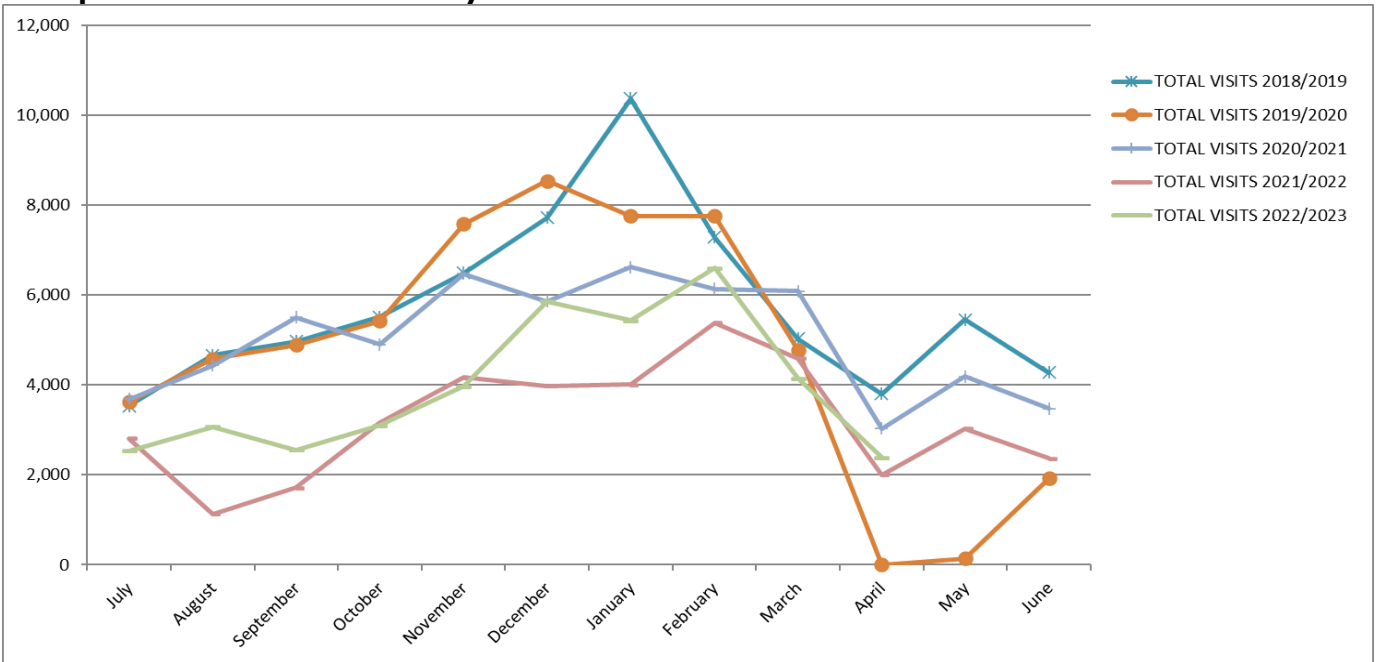
13[DPCD] COMMUNITY AND RECREATION

Junee Junction Recreation and Aquatic Centre - Statistics for April 2023

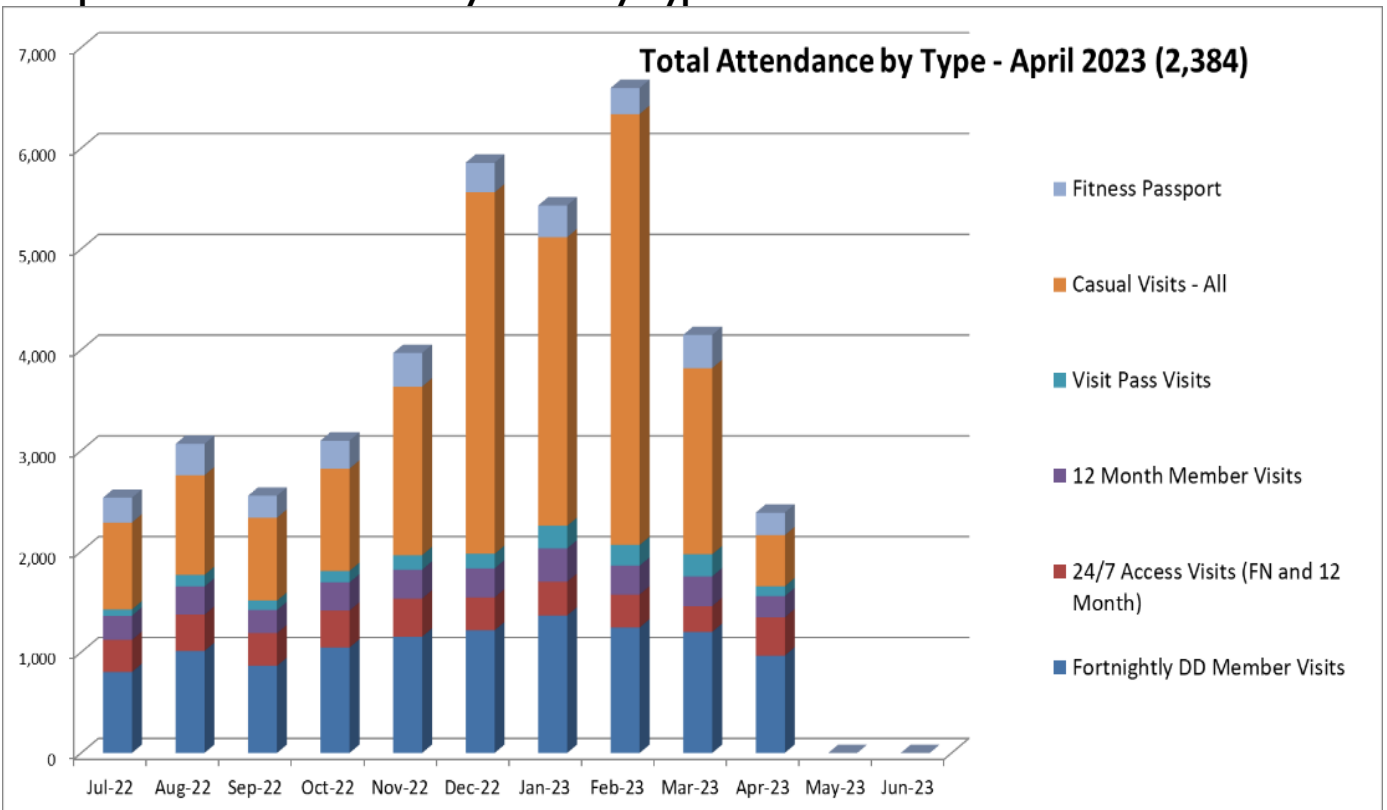
The following tables summarise the attendance and membership statistics at JJRAC for April 2023.

- Membership numbers have had another slight decrease represented entirely by swimming memberships
- Visitation has decreased throughout April due to no swimming lessons and colder weather conditions.

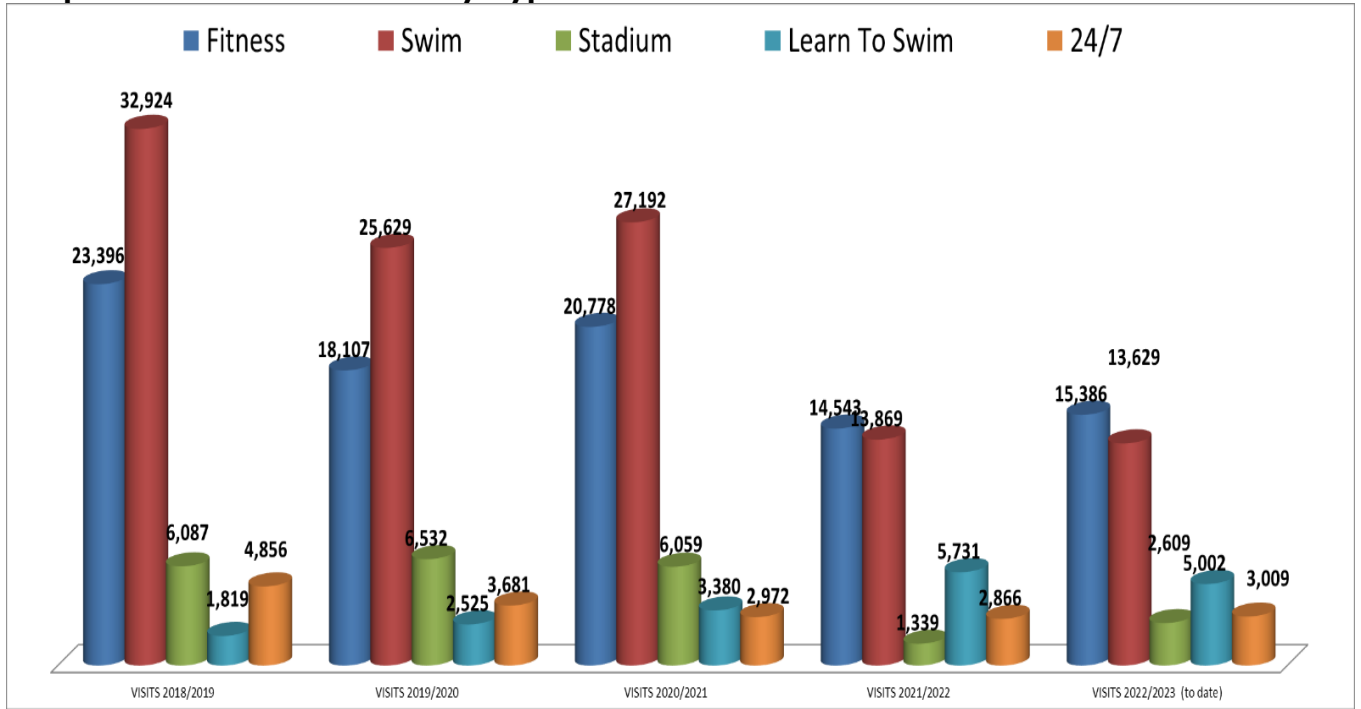
Graph 1: Total Attendances by Month



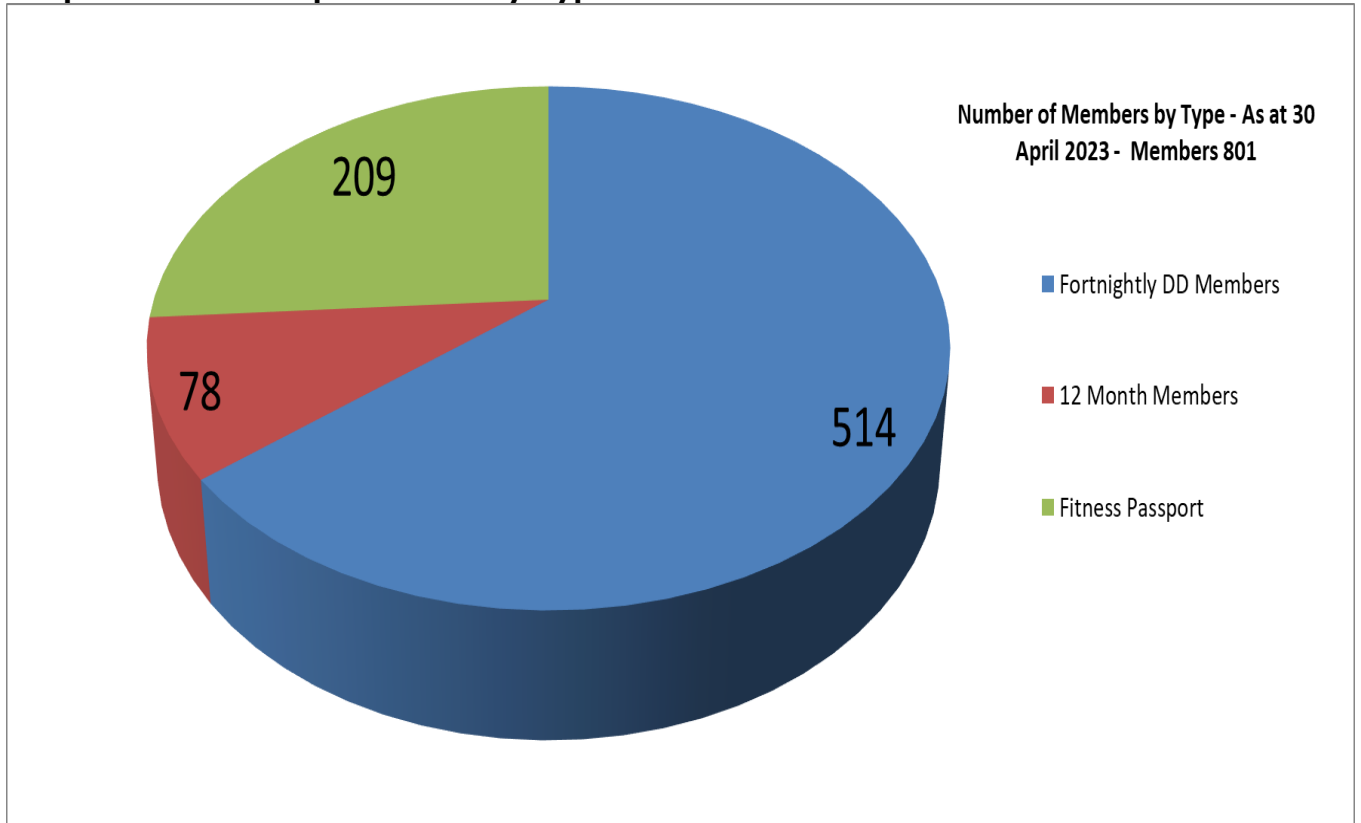
Graph 2: Total Attendances by Month by Type of Visit



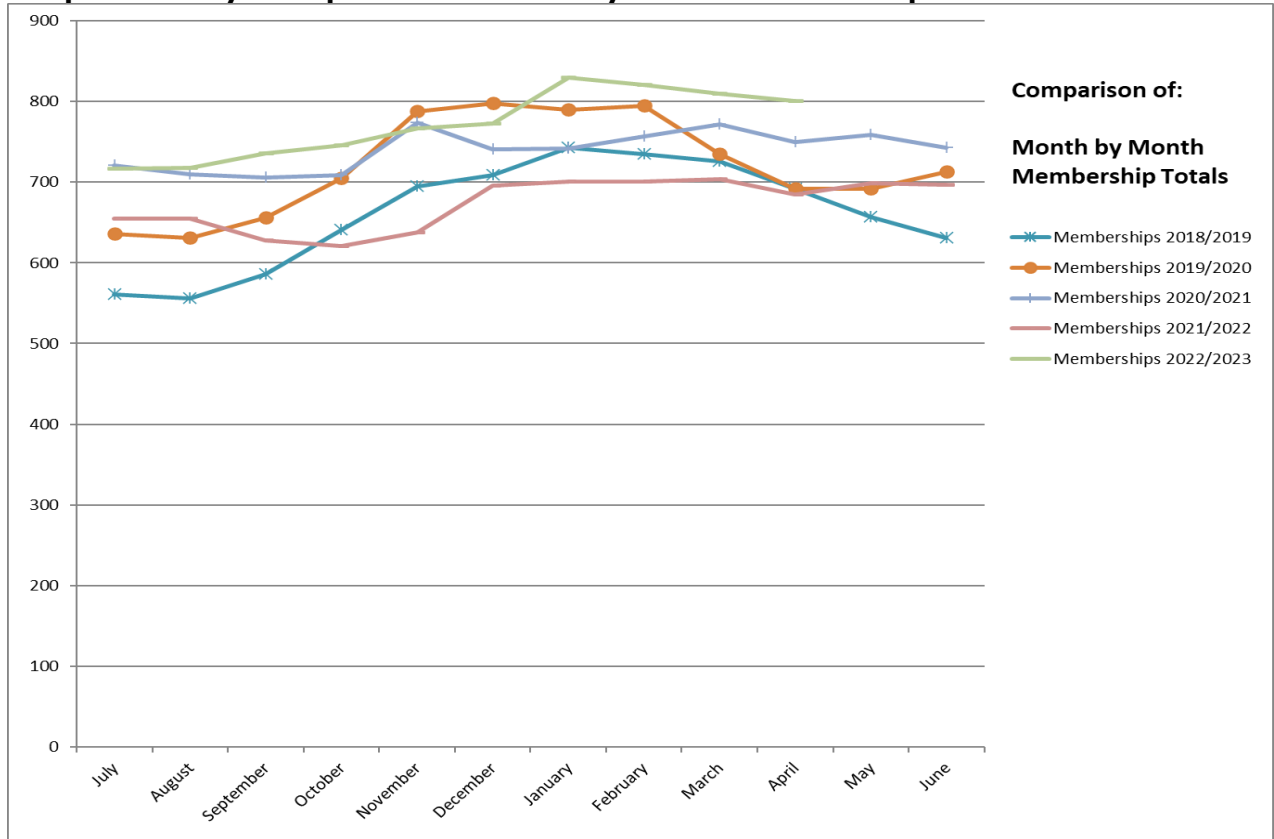
Graph 3: Centre Attendance by Type



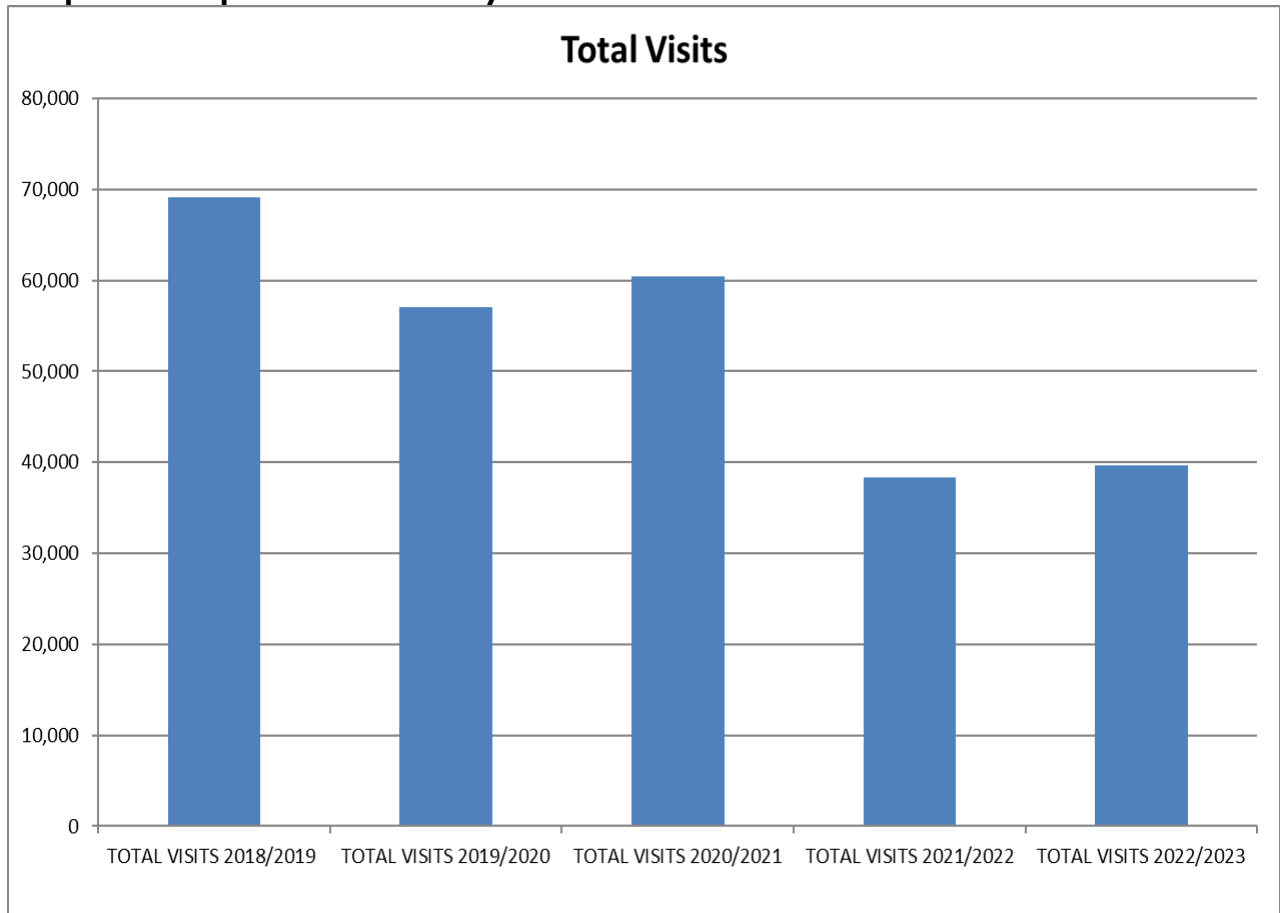
Graph 4: Membership Numbers by Type



Graph 5: Yearly Comparison of Month by Month Membership Numbers



Graph 6: Comparison of Visits by Year



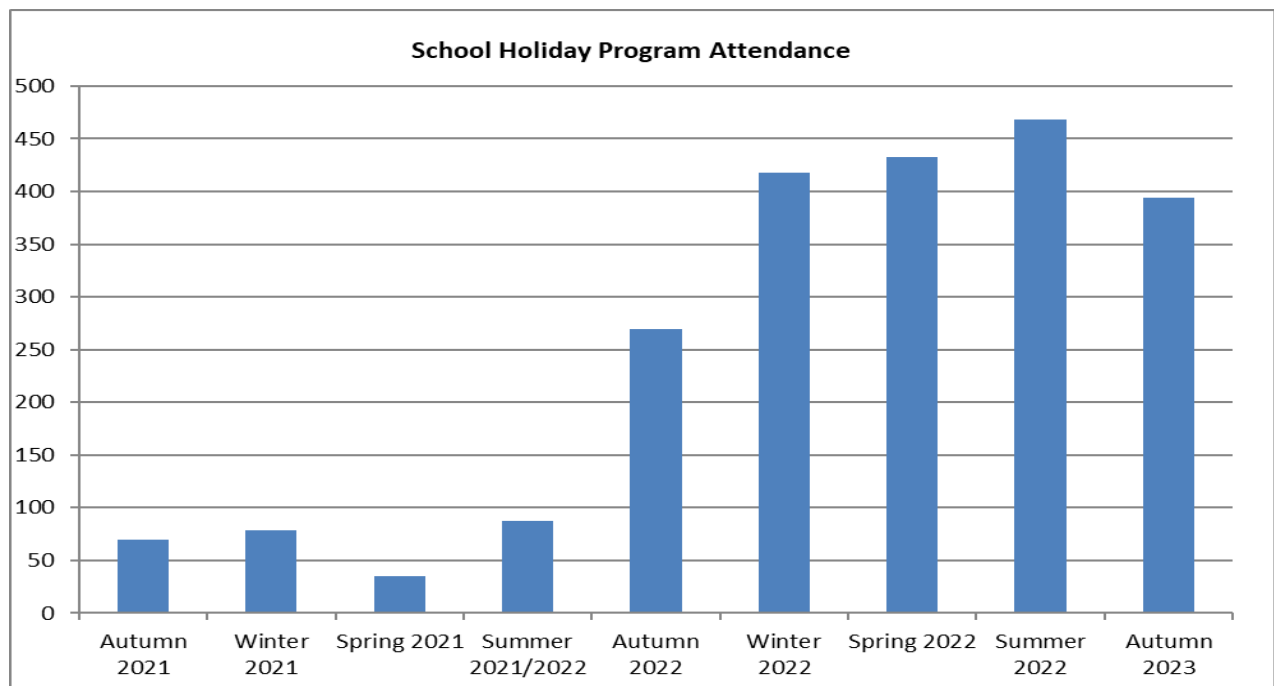
JJRAC social media data. The following statistics were recorded

MONTH	Facebook Page Likes	Facebook Page Reach	Instagram Page Followers
July 2022	1,678	2,678	757
August 2022	1,779	1,597	762
September 2022	1,788	1,953	763
October 2022	1,789	4,569	768
November 2022	1,805	5,530	770
December 2022	1,820	4,880	-
January 2023	1,840	8,370	775
February 2023	1,850	3,976	776
March 2023	1,853	1,905	777
April 2023	1,861	1,476	780

2. Community Development

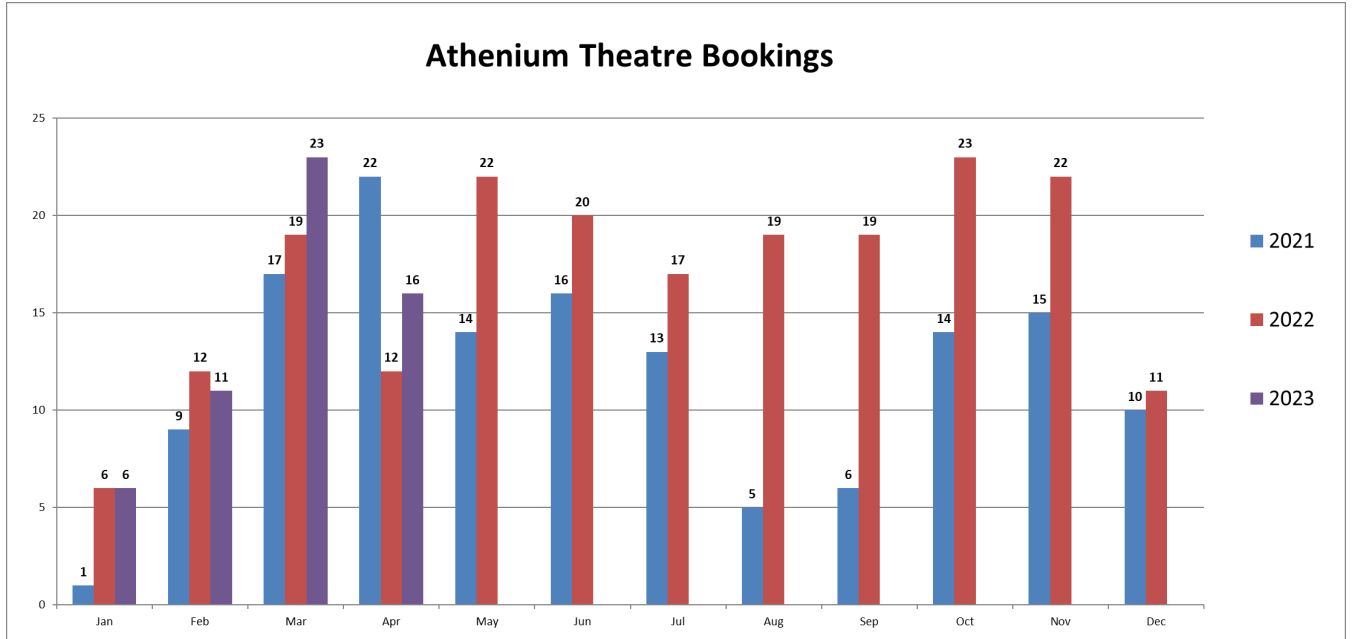
Youth Program/Youth Council

School Holiday programs across the shire were extremely well attended throughout this period. Autumn School Holidays tend to be disappointing in terms of attendance numbers but this year was very successful thanks to Communities and Youth Funding.

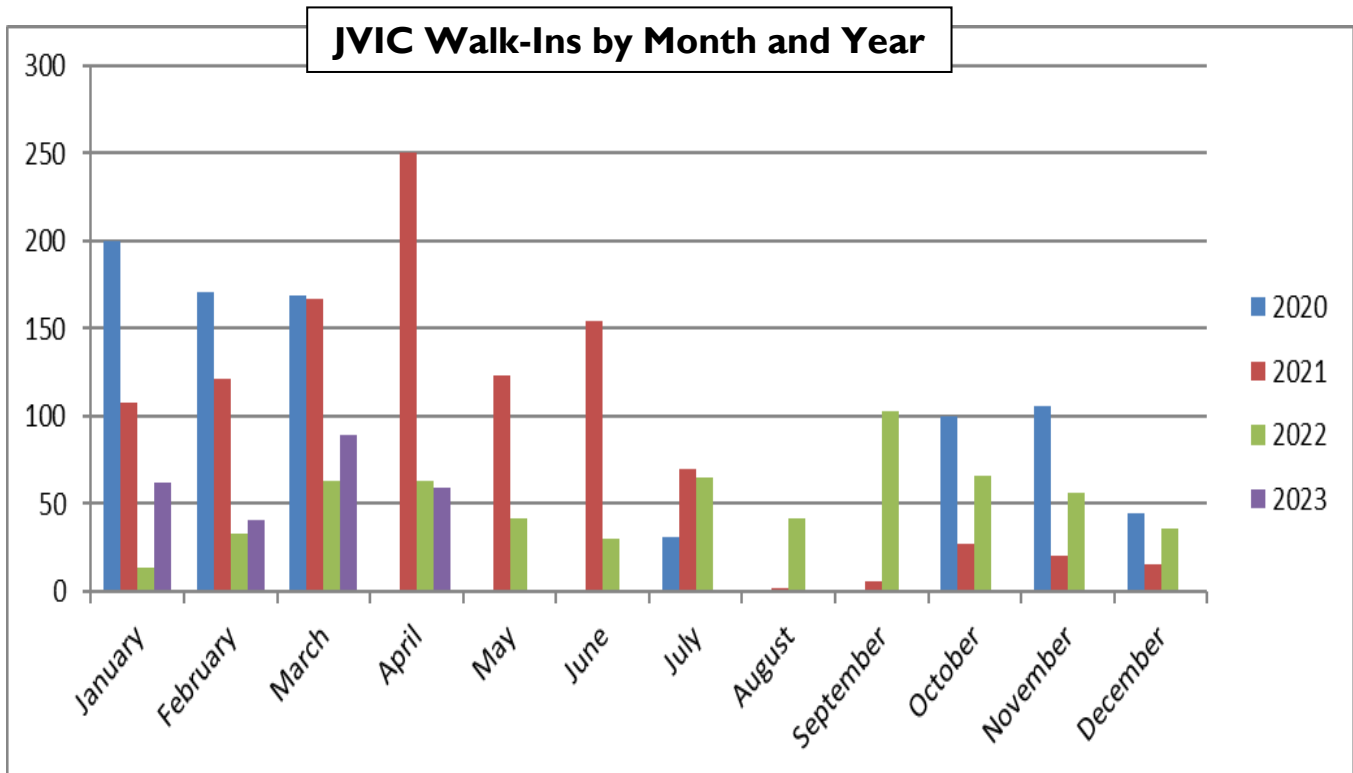


June Athenium Theatre

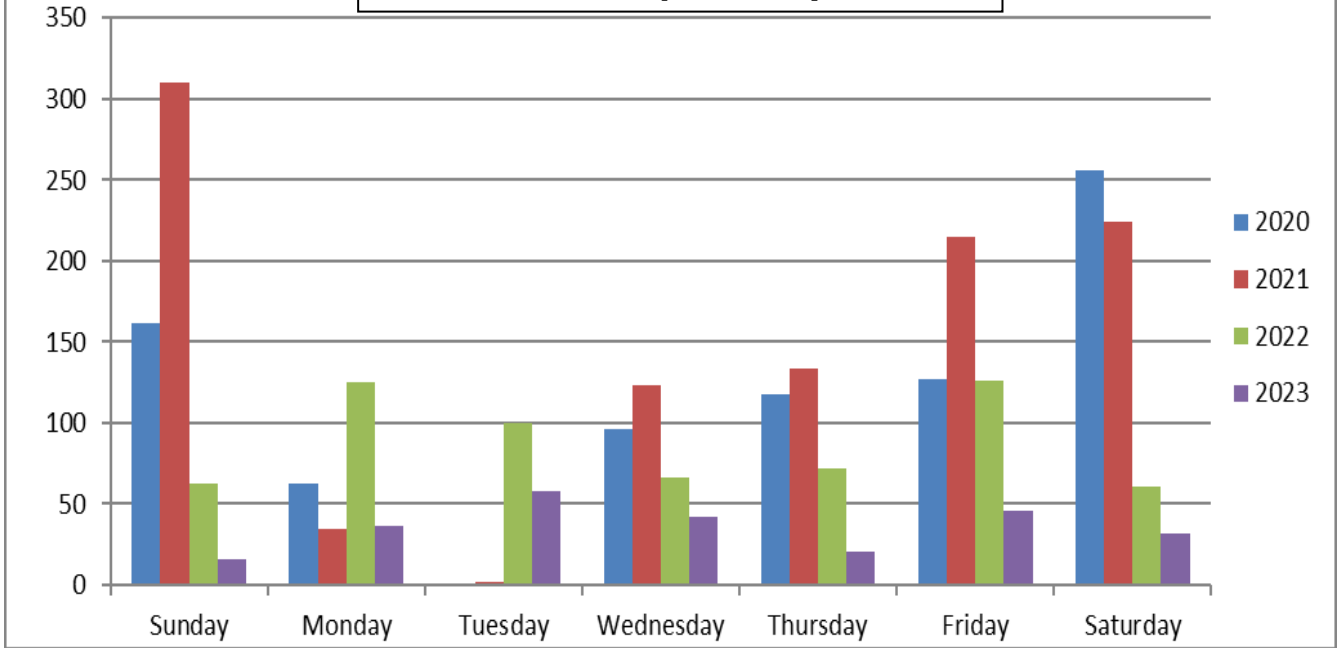
The Athenium Theatre remained constant throughout April.



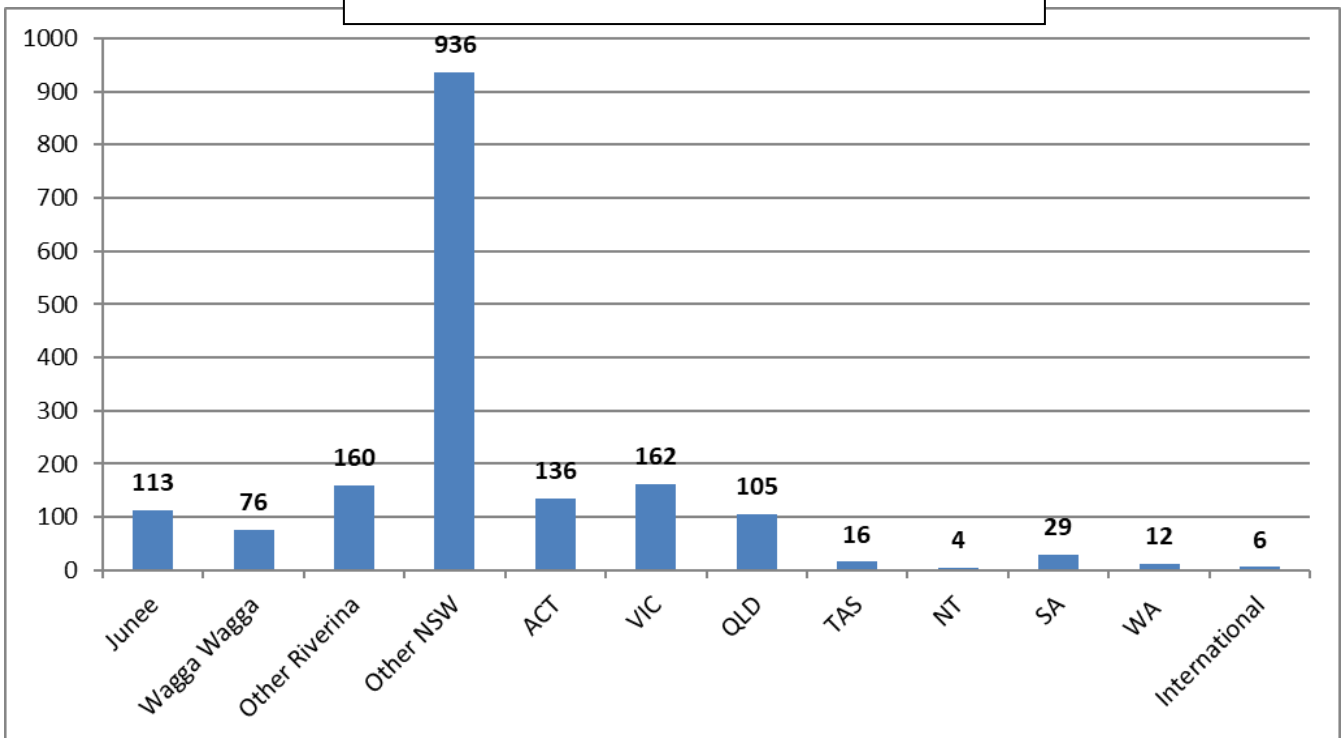
Visitor Information Centre



JVIC – Most Popular Day to Visit



Where Visitors are from



I4[GM] CUSTOMER SERVICE REQUESTS SUMMARY

APRIL MERIT 2023	COUNT OF REQUEST NAME
Engineering Services Administration	
Buildings and Surrounds	2
Cemetery	4
Collection Service	7
Footpaths Kerb and Gutter Hazard	1
Maintenance	1
Playground Equipment	1
Road Maintenance	7
Rural Trees	1
Stormwater Drainage	1
Township/Village	2
Trees - Urban and Village	4
Executive Services	
Enforcement	1
Food Safety	1
Information	1
Grand Total	34