



SNOWY MONARO
REGIONAL COUNCIL

ATTACHMENTS TO REPORTS

(Under Separate Cover)

Ordinary Council Meeting

21 March 2024

**ATTACHMENTS TO REPORTS
FOR
ORDINARY COUNCIL MEETING
THURSDAY 21 MARCH 2024**

Page No.

9.3 STRATEGY

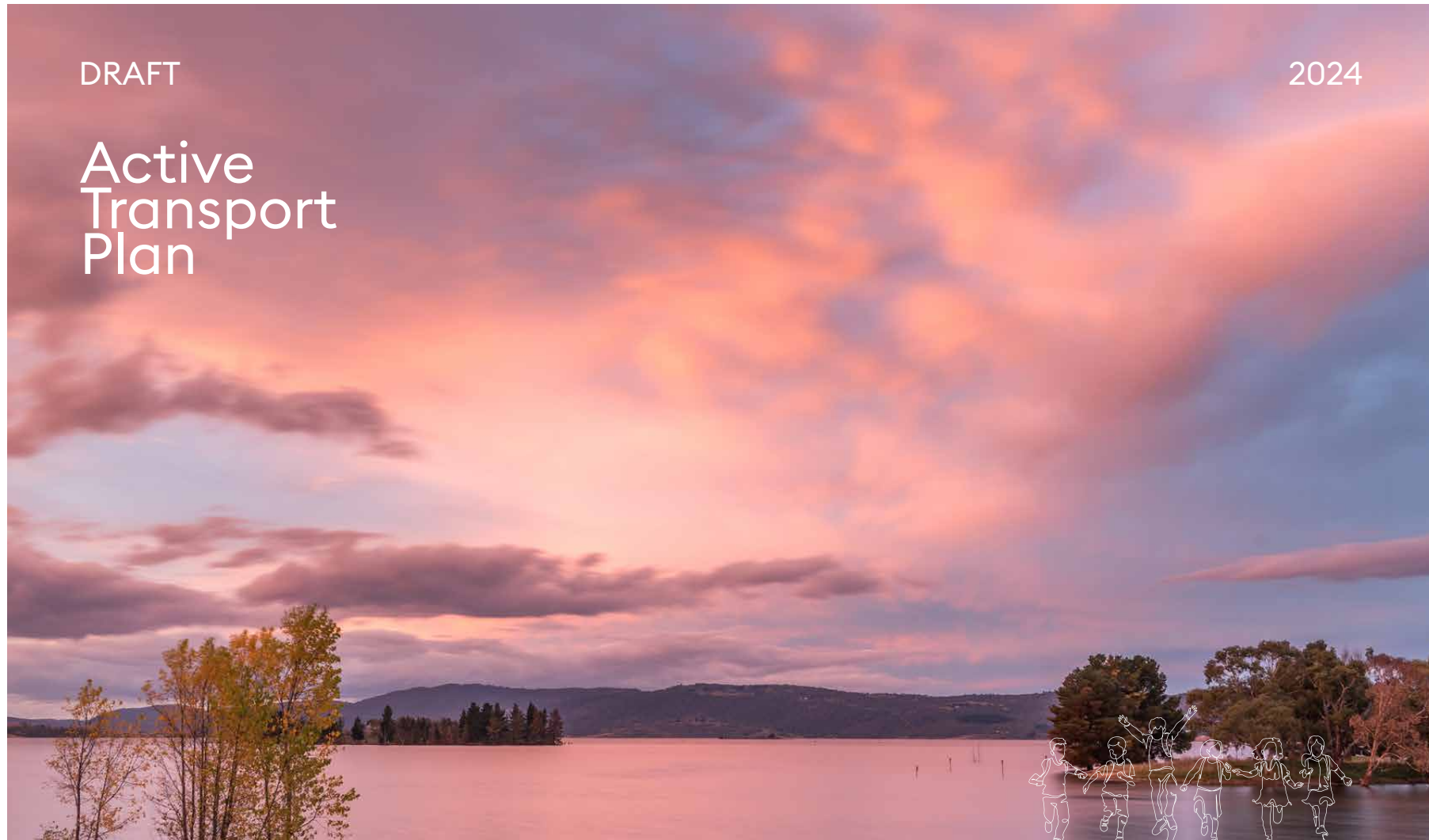
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I Disclaimer

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ACKNOWLEDGEMENT OF COUNTRY

Snowy Monaro Regional Council acknowledges the traditional custodians of the region, the Ngarigo, Walgalu, Ngunnawal and Bidjawal peoples.

We pay respect to knowledge holders and community members of the land and waters and to Elders past, present and emerging. We also recognise the continuing living culture of Aboriginal people, and the significance of the Snowy Mountains in that living culture.

Aboriginal people maintain a strong belief that if we care for Country, it will care for us. This requires Country to be cared for throughout the process of design and development of projects such as the Snowy Monaro Active Transport Plan.

Many of the transport routes we use today follow the traditional Songlines, trade routes and ceremonial paths in Country that Aboriginal people followed for thousands of years.

It is appropriate that the Snowy Monaro region has an Active Transport Plan that plans for new connections to Country under a systematic approach with appropriate levels of community engagement.

A 'Connecting with Country' approach will also help us all meet any statutory requirements to sustainably manage Aboriginal culture and heritage in the built environment.



MESSAGE FROM THE MAYOR

As Mayor, I'm pleased to introduce the Snowy Monaro's new Active Transport Plan (ATP), Council's strategy to address our region's evolving transportation and travel needs.

This plan is a roadmap to enhance walking, cycling, and other active transport options in our region. It's not about forcing change; it's about giving you more choices. Whether it's a stroll through the streets or a bike ride along our scenic paths and trails, this plan aims to make whatever way you choose to get around safer, more convenient, and better for our community as a whole.

I'd like to recognise the collaborative efforts of our community members, Council staff, experts, and local authorities in shaping this plan. Our goal for the ATP was to reflect our community's priorities and preferences for improving the way we move across the region, and we are very grateful for our community's engagement and involvement in this process.

The plan that we've put together focuses on the practical benefits of active transport – improved health, less traffic, and more choices for how to travel. It's about making our community more vibrant and connected, without overlooking the diverse needs and opinions within it.

As we embark on this journey together, we encourage and look forward to further open dialogue and community involvement. Your perspective matters, and we value the diversity of opinions that contribute to making our local planning processes so valuable and important.

Thank you for your ongoing support as we work together to create a vibrant and connected Snowy Monaro.

Sincerely,
Councillor Chris Hanna
Mayor of Snowy Monaro Regional Council



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01

PROJECT INTRODUCTION



PROJECT INTRODUCTION

Snowy Monaro Regional Council (SMRC) has prepared the first Active Transport Plan (ATP) to apply throughout the Snowy Monaro region.

The Snowy Monaro region has a highly variable active transport network, depending on town location and history of settlement. Active transport patterns are also highly variable across the region, and not necessarily aligned with the existing active transport network due largely to visitor markets.

As a result, the movement network can be quite busy and in some instances chaotic, especially along the main roads and town centres during peak holiday periods, peak shopping times, school zone times, weekend sporting and community events.

The Snowy Monaro ATP aims to understand and align with:

- ✦ Past and present active transport studies and investigations undertaken within the region.
- ✦ State government policies and guidelines, including the Transport for NSW Future Transport Strategy and Active Transport Strategy (both released in 2022) and the Snowy Monaro Special Activation Precinct Masterplan.

All this information is being considered in the Snowy Monaro ATP. The vision is to make active transport the preferred way to undertake short trips, to assist with achieving the NSW target to double the number of active transport trips within 20 years.

Stakeholder engagement and investigations have already commenced through surveys, workshops and meetings with various agencies, interest groups and residents. Feedback received so far provides valuable insight on active transport behaviour, attitudes and aspirations. It suggests the community is highly supportive and motivated to create a more comprehensive and safer active transport network throughout the Snowy Monaro region.



02

APPROACH + METHODOLOGY



APPROACH + METHODOLOGY

Active transport users are far more attuned to the environment in which they are moving than faster moving motorists. Planning for pedestrians and cyclists therefore does not follow the same logic as motor traffic planning, which normally involves a 'car' - 'trips' - 'routes' - 'traffic network'. It places more emphasis on the environment and the conditions along routes and at attractors.

An important aspect of the Snowy Monaro ATP is to build an understanding of the elements that will make a good active transport network in the local context. This requires an understanding of the following:

- The condition of existing pedestrian and cycling facilities and any future plans and strategies for the improvement of the network.
- The types of existing / potential pedestrians and cyclists and their needs.
- The views and aspirations of stakeholders, including where they wish to go and why, and any issues or concerns.
- The most appropriate design options that meet pedestrian and cyclists needs, including design standards and innovative options.
- The priority areas that require upgrading to meet demand and address issues.
- Mechanisms to program / fund improvements to the active transport network.

The approach is to develop new active transport project plans for each of the main towns and villages in the Snowy Monaro region that builds upon existing infrastructure and responds to key issues and aspirations identified from community consultation and audits.

To achieve this approach, the Snowy Monaro ATP is being undertaken in the following stages:

Stage 1 - Asset Review

The main elements of the existing network of active transport facilities have been recorded on a series of maps in the Snowy Monaro ATP. This local data has been presented to SMRC staff, Transport for NSW (TfNSW) and other stakeholders as the basis for reviewing the long-term management of the active transport network in Snowy Monaro region.

Stage 2 - Independent Audit Investigations

Consultant planners and traffic engineers specialising in active transport planning have been engaged by SMRC to independently investigate the existing active transport network. This audit work was undertaken by drive-through and walk-through surveys of the study area, with particular focus on settlement areas, primary attractors and primary routes.

The audits were not meant to gather a comprehensive inventory of pedestrian and cycling assets in the Snowy Monaro region. The emphasis of the audits was on identifying gaps in the network as well as the barriers to people using the network.

Stage 3 - Promotion

Information about the Snowy Monaro ATP was published in local media and Council's website to inform community members about the preparation of the new plan. Emails were also sent out to stakeholders known to Council to have an interest in pedestrian and cycling activities.

Stage 4 - Online Survey

An online survey was made available to obtain more information from community members about walking and cycling behaviour and attitudes. A total of 144 surveys were completed which provided great insights on existing active transport activity and community aspirations into the future. The survey results have been included in a Survey Report in Appendix 1 of the Snowy Monaro ATP.

Stage 5 - Preliminary Community Workshops

Community workshops were held at Bombala, Cooma and Jindabyne and one on-line session in September 2022. The workshops were structured around a series of local area maps to define issues and places of interest. Questions were asked about the pedestrian and cycling network and local conditions that led the conversation to allow for problems, solutions and suggestions to be covered. Throughout the workshops, the responses given had common themes which reiterated the desire for additional paths to popular destinations and to improve connectivity in urban areas.

Stage 6 - Local Data Review and Planning

The audits and stakeholder feedback revealed a variety of pedestrian and cycling facilities in the Snowy Monaro region in varying conditions. Expectedly, the investigations identified a number of deficiencies and barriers in the network, which are discussed later in this report. Where these involved minor issues, they were discussed with Council staff for addressing. Project planning and development issues were also discussed with relevant staff to assist with the formulation of projects and priorities in the Snowy Monaro ATP.

Stage 7 - Snowy Monaro Active Transport Plan

A draft Snowy Monaro ATP has been prepared to record the relevant information in one succinct strategy document. Incorporated into the draft Snowy Monaro ATP are a series of maps dealing with the audit and engagement findings as well as active transport project plans for the main towns and villages. These plans 'visualise' the additional facilities required to achieve a connected network in each town. A Matrix Table in Section 10 provides full visibility on how priorities and actions were decided. Concept designs of the top priority projects recommended for action are also shown in the draft Snowy Monaro ATP along with project costings and any notes relating to project implementation.

Stage 8 - Public Exhibition

Formal public exhibition of the draft Snowy Monaro ATP is the next step for completion, in accordance with the Snowy Monaro Community Participation Plan.

Stage 9 - Review of Submissions and Finalisation of Snowy Monaro ATP

The final task will be to review the draft Snowy Monaro ATP and finalise the programme of infrastructure projects for adoption by Council.



03

PROJECT BACKGROUND



PROJECT BACKGROUND

There has been a wide range of active transport studies and investigations already undertaken in the Snowy Monaro region.

These studies have been in response to issues related to growth and development of the main towns and other visitor destinations.

This section provides a brief overview of the main studies and investigations that have been prepared by SMRC and other local stakeholders in relation to active transport.

A brief summary of the State Government studies and plans has also been undertaken to provide an overview of all relevant documentation.



Kosciuszko National Park Plan

Kosciuszko National Park is part of the 1.6 million hectare chain of national parks and reserves across the Australian alps. The NSW Government works with the Victorian, ACT and Australian Governments to protect this area through regional programs under the Australian Alps Memorandum of Understanding.

A plan of management has been prepared by the NSW National Parks and Wildlife Service (NPWS) to guide the long-term management of the broad range of values contained in the park. It contains a suite of actions to be undertaken by NPWS and other organisations to protect and conserve the values of the park.



Kosciuszko National Park Cycling Strategy

A cycling strategy has been prepared by NPWS to guide the management and use of bike riding in the park.

The strategy covers on-road and off-road cycling. Its scope is to identify appropriate cycle networks and their management and promotional requirements.



Lake Jindabyne Shared Trail Business Case 2018

Tredwell prepared a feasibility assessment of the Lake Jindabyne Trail Experience, which aimed to assess the options and constraints associated with the concept of the Lake Jindabyne 'around the lake' experience.

The preferred option was to proceed with the development of a trail extension around the southern part of Lake Jindabyne to Kalkite.

The study also recommended investigations of a water-based link across Lake Jindabyne.



Go Jindabyne Mobility and Connectivity Study 2019

The Go Jindabyne Master Plan was first announced in November 2018. The Masterplan had a vision to revitalise Jindabyne into Australia's premier alpine destination.

A number of technical studies were commissioned for the Go Jindabyne Master Plan, including:

- + Demographics and Housing Study (City Plan).
- + Environment and Heritage Study (NGH Environmental).
- + Economic Development and Tourism Study (Hill PDA).
- + Mobility and Connectivity Study (GTA Consultants).
- + Infrastructure and Services Study (Aecom).

The above work was influential in the formation of the Snowy Mountains Special Activation Precinct (SAP).



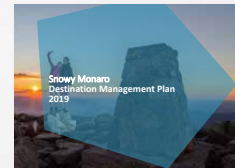
Snowy Mountains Special Activation Precinct Masterplan

The Snowy Mountains SAP was announced in November 2019 and involved a substantial body of studies and urban design analysis to increase year-round tourism in the Snowy Mountains region.

The SAP approach offers streamlined planning, government-led development, and an RGDC business concierge service to make it easier for new businesses to set up in the region.

A number of active transport projects and improvements have been identified in the SAP Masterplan.

A draft RGDC Jindabyne Catalyst Precinct Delivery Plan, draft SMRC Jindabyne Development Control Plan (DCP) and draft Alpine DCP were placed on exhibition, ending 20 December 2023. These draft planning controls align with the vision under the Snowy Mountains Special Activation Precinct Master Plan.



Snowy Monaro Destination Management Plan 2019

The Snowy Monaro Destination Management Plan identifies the products, experiences and services being offered in the Snowy Monaro region and their appeal to visitor markets.

It shows the Snowy Monaro region is a significant tourism destination that attracts large numbers of visitors each year for recreation and relaxation activities and to explore the rich history and diverse landscapes. The region is most well known as a snow holiday destination and it is the winter tourist market that has the largest economic impact on our regional communities. Outside of winter, there are significant tourism opportunities that have capacity for growth.

The plan identifies areas of the tourism sector that could be improved.

Active transport facilities and services, including regional trails and iconic walks, are identified as important investment areas and drivers for the future economy.



Snowy Monaro Regional Trails Masterplan 2022

The Regional Trails Masterplan was developed by Tredwell to provide an overview of the trails and facilities in the Snowy Monaro regional area.

The Masterplan aims to:

- + Create a positive and collaborative culture for all trail users.
- + Strengthen the perception of the region as a destination of choice for mountain biking, cycling, trail running and walking.
- + Determine the optimal visitor trail experiences and iconic tourism opportunities.
- + Increase visitation, contributing to the local economy.
- + Enhance the sustainability and liveability for local communities.

04

STRATEGIC LED FRAMEWORK



STRATEGIC LED FRAMEWORK

The Snowy Mountains region is a premier destination for Australian and worldwide tourism and visitations.

There is increasing interest and support from all tiers of government for the Snowy Monaro region to capitalise on visitor markets to grow the economy and secure local jobs and improve services and facilities.

A multi-level framework of policies, standards and guidelines are available to SMRC to inform its own Integrated Planning and Reporting Framework.

This section provides a brief overview of the State, regional and local policies influencing active transport in the region.



▶ STATE POLICY
REGIONAL POLICY
LOCAL POLICY

Future Transport Strategy

The NSW government released Future Transport 2056 to provide a long-term plan for transport in NSW. The strategy sets the strategic directions for TfNSW to achieve world-leading mobility for its customers, communities, businesses and people. It's part of a suite of government strategies, policies and plans that integrate and guide land-use and transport planning across NSW.

Key focus areas include:

- + Connecting customers whole lives.
- + Successful places for communities.
- + Enabling economic activity.

In the Snowy Monaro context there are strategies dealing with safer speed settings on regional roads, improving freight efficiency and road freight corridors as well as the upgrading of road and active transport infrastructure.



▶ STATE POLICY
REGIONAL POLICY
LOCAL POLICY

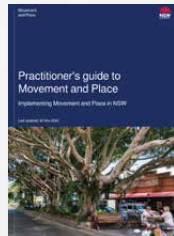
NSW Active Transport Strategy

The TfNSW Active Transport Strategy draws on the Future Transport Strategy and its vision for walking, bike riding and personal mobility. The Strategy provides a plan to guide planning, investment and priority actions for active transport across NSW.

The strategy focuses on:

- + 15-minute local neighbourhoods.
- + Continuous and connected cycling networks.
- + Improving the safety and comfort in walking and riding.
- + Children's independent mobility.
- + Supporting multi-modal journeys by integrating active and public transport.
- + Enabling first and last mile freight delivery via active transport.
- + Promoting walking and cycling behaviour change.
- + Supporting emerging technology choices.
- + Enhancing visitor and tourism experiences.

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STATE POLICY
REGIONAL POLICY
LOCAL POLICY

NSW Movement and Place Framework

Movement and Place is a cross-government framework for planning and managing the NSW transport system.

The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places.

The following focus areas are particularly relevant:

- + Place and network.
- + Design principles.
- + Standards.
- + Operate and improve.



STATE POLICY
REGIONAL POLICY
LOCAL POLICY

NSW Public Spaces Charter

The NSW Public Spaces Charter 2021 has been developed to support the planning, design, management and activation of public spaces in NSW. The Charter identifies ten principals for quality open space:

- + Open and welcoming.
- + Community focused.
- + Culture and creativity.
- + Local character and identity.
- + Green and resilient.
- + Healthy and active.
- + Local business and economies.
- + Safe and secure.
- + Designed for place.
- + Well-managed.

A Public Open Space Strategy for NSW 2022 has also been developed by the NSW Department of Planning and Environment to support the implementation of the Public Spaces Charter.



STATE POLICY
REGIONAL POLICY
LOCAL POLICY

South East and Tablelands Regional Plan

Snowy Monaro is within the South East and Tablelands Region, which is one of the most diverse in NSW; from pristine coastlines to the spectacular high country of the Australian Alps and rolling hinterland between.

The South East and Tablelands Regional Plan 2036 provides the NSW Government's current vision for land-use in the region, including the natural environment, housing, town centres, industry and other employment areas as well as infrastructure and future hazards planning.

A draft South East and Tablelands Regional Plan is nearing completion which provides new focus on liveable, connected and environmentally sustainable communities and year-round tourism.

Other recent regional planning work such as the NSW 2040 Economic Blueprint, Transport for NSW Future Transport 2056, NSW Services and Infrastructure Plan, regional economic development strategies and regional water strategies have been incorporated into the new regional plan.

PAGE 17 | SECTION 04 | STRATEGIC LED FRAMEWORK



STATE POLICY
▶ REGIONAL POLICY
LOCAL POLICY

Draft South East and Tablelands Regional Transport Plan

The Draft South East and Tablelands Regional Transport Plan provides a vision for the management of the transport network, infrastructure and services.

The consultation period for the Draft Plan was completed in February 2023.

Changes are being made to the draft plan to take into account new strategies and policies.



STATE POLICY
▶ REGIONAL POLICY
LOCAL POLICY

Snowy Monaro Regional Economic Development Strategy

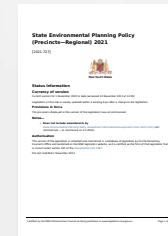
The Snowy Monaro region comprises a resident population of 21,659 (ABS Census 2021) which grows significantly during school holidays and throughout the snow season.

The Snowy Monaro Regional Economic Development Strategy (REDS) was updated in February 2023 and has four strategy elements that link to opportunities, as follows:

- + Develop a year-round tourism offering.
- + Develop the agriculture, forestry and wood products specialisations.
- + Promote skills acquisition and industrial land development.
- + Grow the population to deepen the region's markets.

Each element is accompanied by a set of actions.

The Snowy Monaro region has seen significant investment since the inception of the Snowy Monaro REDS in 2018, including Snowy 2.0, the Snowy Mountains Special Activation Precinct (SAP) and significant upgrades to roads and recreational infrastructure.



STATE POLICY
▶ REGIONAL POLICY
LOCAL POLICY

Regional Precincts State Environmental Planning Policy

Special Activation Precincts (SAPs) are a NSW government initiative aimed at stimulating economic growth and prosperity in regional NSW. There are currently four (4) SAPs at Moree, Parkes, Wagga Wagga and the Snowy Mountains. The precincts bring together industry, research institutions and government inputs to create world-class economic zones as guided by a SAP Masterplan and Delivery Plan.

A Snowy Mountains SAP Masterplan, dated July 2022 has been adopted by the NSW government, which focuses on accelerating housing supply and service delivery in line with the future needs of the community and visitors to Jindabyne and nearby alpine resorts.

The Snowy Mountains SAP is currently in the delivery planning phase, with a draft Jindabyne Catalyst Precinct Delivery Plan, draft Jindabyne Development Control Plan (DCP) and draft Alpine DCP on exhibition during November and December 2023.

State Environmental Planning Policy (Precincts Regional) 2021 provides an overarching framework to guide future development at the Snowy Mountains SAP.



STATE POLICY
 REGIONAL POLICY
 LOCAL POLICY

Snowy Mountains Special Activation Precinct

The Snowy Mountains SAP Masterplan, dated July 2022 focuses on accelerating housing supply and service delivery in line with the future needs of the community and visitors to Jindabyne and nearby alpine resorts. The Masterplan also provides a framework for the management of environmental and heritage assets.

Key priorities so far include specific objectives and controls for the growth of Jindabyne Town Centre, Jindabyne West, East Jindabyne, Jindabyne South, Leesville, Jindabyne Aerodrome and Barry Way South. General planning considerations for the whole of Jindabyne have also been considered.

A draft Jindabyne Catalyst Precinct Delivery Plan, draft Jindabyne Development Control Plan (DCP) and draft Alpine DCP have also been prepared. Design criteria have been developed for the following:

- + Jindabyne Town Centre and Foreshore.
- + Jindabyne Sports and Education Centre.
- + Jindabyne Mountain Bike and Adventure Park.
- + Western Lake Jindabyne.

An extract from the Masterplan shows the proposed growth areas and catalyst areas where new services and infrastructure and services are being planned.



PAGE 19 | SECTION 04 | STRATEGIC LED FRAMEWORK



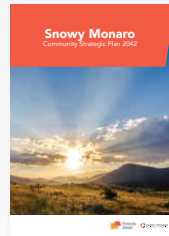
STATE POLICY
REGIONAL POLICY
▶ LOCAL POLICY

Draft Snowy Monaro Settlement Strategy

The Draft Snowy Monaro region has seen population growth of 3.3% since 2018, with COVID-19 related internal migration likely to have been a factor (Snowy Monaro REDS).

Population growth is placing additional pressure on an already tight local housing market, including both short-term and long-term accommodation. The enabling infrastructure that supports housing growth and development is also under pressure, and there is a need to augment water and sewerage systems and other infrastructure to support further growth and development.

Snowy Monaro Regional Council has prepared a draft Snowy Monaro Settlement Strategy to set out the proposed strategic planning initiatives across the region to support growth and enhance liveability. Active transport initiatives are broadly discussed in the settlement strategy.



STATE POLICY
REGIONAL POLICY
▶ LOCAL POLICY

Snowy Monaro Community Strategic Plan

The Snowy Monaro Community Strategic Plan (CSP) provides the vision for the region and the key directions / actions required to be addressed to achieve the preferred vision.

Community engage during the formation of the Snowy Monaro CSP suggests strong support for active transport initiatives.



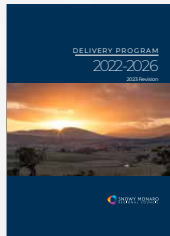
STATE POLICY
REGIONAL POLICY
▶ LOCAL POLICY

Snowy Monaro Local Strategic Planning Statement

The Snowy Monaro Local Strategic Planning Statement (LSPS) provides a broad overview of key planning issues, challenges and opportunities.

Active transport initiatives are broadly discussed in the Snowy Monaro LSPS.

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STATE POLICY
 REGIONAL POLICY
 LOCAL POLICY

Snowy Monaro Delivery Program and Asset Management Plan Framework

SMRC is responsible for the management of the local road network that connects an area of 15,162 square kilometres over some of the most difficult terrain in Australian.

The SMRC Roads and Transport Infrastructure Asset Management Plan 2018 is an important tool to ensure the roads network is maintained and improved in a systematic and sustainable manner.

The plan takes into account the management of the following assets:

- + Roads, including regional, rural and urban roads.
- + Bridges and drainage infrastructure.
- + Footpaths and cycleways.

The asset management plan is an important tool that sets levels of service and identifies new project upgrades and improvements.



STATE POLICY
 REGIONAL POLICY
 LOCAL POLICY

Draft Jindabyne Development Control Plan (DCP)

While SMRC have a number of DCPs applying in the region.

The draft Jindabyne DCP is noteworthy as it proposes an expanded network of paths for pedestrians and cyclists at Jindabyne.

An extract of the draft DCP dealing with active transport linkages is shown right of page.

KEY

Sub-precinct boundary	Connector street (includes active transport link)
Cadastre	Yield street
Pedestrian refuge	Active transport link



05

DESIGN GUIDELINES



DESIGN GUIDELINES

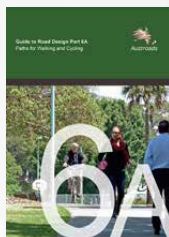
Planning decisions at the local level are influenced by broader global, National, State and regional issues, trends, needs and planning priorities.

There are a number of design guidelines that offer advice on implementing new active transport improvements that is safe, legible, connected and appealing.

The review of supportive design documents serves the following purposes:

- To ensure the Snowy Monaro ATP aligns with the wider context of transport and land-use planning policy directions.
- To ensure the Snowy Monaro ATP aligns with relevant design standards.
- To apply the correct methodology and approach when preparing the strategy.
- To help identify any deficiencies within the current network and existing policies that may hinder ongoing success.

The following documents are particularly important.



NATIONAL APPLICABILITY
STATE APPLICABILITY
LOCAL APPLICABILITY

Austrroads Guide

The Austrroads Guide provides a great deal of information about design standards applying to footpaths, shared path and other active transport facilities, including:

- Austrroads Guide to Road Design Part 03 - Geometric Design.
- Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling.
- Austrroads Guide to Road Design Part 7: New and Emerging Treatments.

The Austrroads Guide provides the minimum standards for active transport pathways and facilities, and it is important to note there are other guidelines that may advocate for higher spec design solutions. For example, the Austrroads Guide stipulates a minimum 2.5m for shared paths, whereas other guidelines may recommend shared pathways up to 3m width.

There are other related documents that also need to be considered in the application of the Austrroads Guide, including the following:

- Australian Road Rules.
- Australian Standards.
- SMRC development control plans and engineering specifications.
- Development consent conditions.



NATIONAL APPLICABILITY
STATE APPLICABILITY
LOCAL APPLICABILITY

Movement and Place Practitioner's Guide

The NSW Movement and Place Guide 2023 aims to assist practitioners involved in the planning, design, delivery, and operation of our transport networks and the areas around them.

The new guide replaces previous guidance in NSW on Movement and Place, including the draft Road Planning Framework. The guide also supplements the Austrroads Guides in relation to movement and place in NSW.

The Movement and Place Guide explains how to collaborate on strategies, plans and projects across all stages of design and delivery of transport projects and the places they serve, in order to create a better built environment.

PAGE 23 | SECTION 05 | DESIGN GUIDELINES



NATIONAL APPLICABILITY
▶ STATE APPLICABILITY
LOCAL APPLICABILITY

Urban Design Guide

The NSW Government Architect has prepared the Urban Design Guide for Regional NSW, specifically for regional areas to provide guidance for creating healthy built environments.

The Design Guide recognizes the importance of open space within urban areas, with key actions including:

- + Integrating built form with the natural environment and landscape.
- + Detailed planning for new neighbourhoods.
- + Integrating a connected network of walking and cycling routes with existing parks, sports and recreation facilities.
- + Providing areas for both active recreation and passive recreation.



NATIONAL APPLICABILITY
▶ STATE APPLICABILITY
LOCAL APPLICABILITY

Cycleway Design Toolbox

The aim of the Cycleway Design Toolbox is to provide guidance for practitioners on how to design for cycling and micro-mobility in NSW.

The toolbox provides guidance on desired outcomes for cycling and micro-mobility, including human or electric-powered personal mobility devices such as conventional bicycles, tricycles, electric assist bicycles (e-bikes), kick scooters, cargo bikes (which can carry loads or passengers) as well as share bikes and scooters.

The guide has six design principles, as follows:

- + Safe.
- + Connected.
- + Direct.
- + Attractive.
- + Comfortable.
- + Adaptable.



NATIONAL APPLICABILITY
▶ STATE APPLICABILITY
LOCAL APPLICABILITY

Road User Space Allocation Procedure

The procedure sits within the Movement and Place Framework and is closely linked to the NSW Walking Space Guide. The procedure is used to help with balancing competing space allocation priorities on road reserves to determine pathway widths and other services required to create comfortable / safe active transport corridors.

The procedure is based on research into walking comfort norms, and contains the method for carrying out a walking space assessment to determine the type / width of paths in response to activity demands.

PAGE 24 | SECTION 05 | DESIGN GUIDELINES



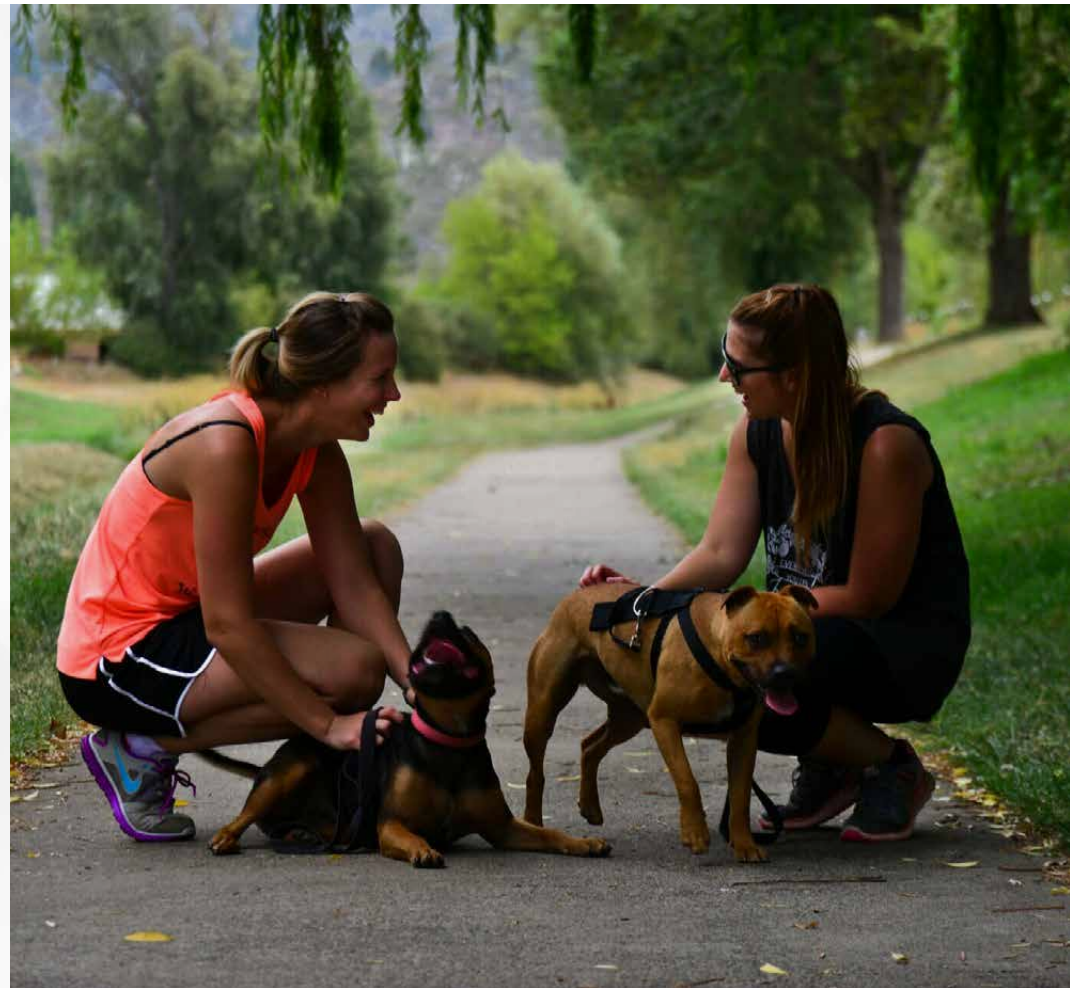
NATIONAL APPLICABILITY
▶ STATE APPLICABILITY
LOCAL APPLICABILITY

Walking Space Guide

The NSW Walking Space Guide provides a set of standards and tools to ensure that sufficient space is provided on streets to achieve comfortable environments which encourage people to walk.

The guide sits within the Movement and Place framework by helping to understand the effects of balancing competing space allocation priorities on road reserves to make provision for pedestrian facilities / comfort.

The guide is based on research into walking comfort norms, and contains the method for carrying out a walking space assessment to determine the type / width of paths in response to activity demands. It also offers guidance on how to understand the results.



06

CHALLENGES + OPPORTUNITIES



6.0 RECENT CHANGES

A lot has changed since the adoption of the first Bicycle Plan for Cooma in 2012, including:

- + Drought, floods and bushfires have demonstrated the need to build more resilient towns, emergency response plans and multi-modal transport systems.
 - + The COVID-19 pandemic has shown how quickly we can adapt and adopt new habits such as remote working, different transport choices beyond motor vehicles and a rethink of work / life balance and the five-day work commute.
 - + There is more urgency around reducing greenhouse gas emissions from transport, with a growing demand for electric vehicles and the NSW government making a commitment to Net Zero for transport operations by 2035.
 - + Connecting with Country now informs the planning, design, and delivery of built environment projects in NSW.
 - + The Movement and Place framework introduced in 2018 is now fully embedded in TfNSW policy.
 - + New targets for '15-minute neighbourhoods' have been adopted by TfNSW policy under the NSW Active Transport Strategy 2022.
- + Other Important policies that support active transport infrastructure have been released, including the NSW Road User Space Allocation, Providing for Walking and Cycling in Transport Projects, the Walking Space Guide and the Cycleway Design Toolbox.
 - + Improvements in taxi, uber and rideshare services and public transport ticketing technology is empowering customers to be more comfortable choosing the best mode for a trip and switching between modes.
 - + Micro-mobility in the form of mobility scooters, e-bikes and e-scooters is growing strongly, requiring consideration of these new transport modes in the road environment.
 - + The Snowy Mountains SAP 2022, draft Jindabyne Catalyst Precinct Delivery Plan and draft Jindabyne DCP have been prepared in response to the incredibly high levels of demand being placed on services and facilities in and around Jindabyne.

Recent State government funding for the preparation of the Snowy Monaro ATP allows SMRC to undertake more detailed planning of its active transport network and program into the future.





6.1 LOCAL + REGIONAL CHALLENGES

The SMRC regional area is undergoing significant and rapid changes, due largely to global climate forces, a growing economy and population from immigration and a very strong visitor market.

The impacts of these new market forces are particularly evident in the active transport network, where there are significant gaps between user demand and network provision.

Whilst Jindabyne is facing the most pressure from growing user demand, there are other centres in the Snowy Monaro region that are also facing their own unique challenges.

A summary of the main challenges is provided in this section, as follows:

- + **Landscapes and topography** - the size of the Snowy Monaro region, its mountainous and hilly topography (divided by rivers and bushland) and the distances between town centres, results in more isolated conditions / communities in the region. Building and maintaining active transport paths can be particularly challenging where there are steep slopes, bushland and riparian areas.
- + **Settlement and land-use** - towns and villages in close proximity to the snowfields are subject housing demand, which is leading to price rises and affordability issues. New housing and residential growth areas are needed, along with provision of infrastructure and services.

- + **Roads and traffic** - high motor vehicle dependency, with over 65% of the people using motor vehicle transport to travel to work and high visitor traffic levels and associated congestion in peak holiday periods. Improving road safety conditions are important goals for liveability and active transport, especially along main roads and towns. Lack of public transport options continues to impact communities.
- + **Climate change** - increasing temperatures, droughts, water restrictions, floods and bushfires are major threats to consider. Shade, shelter and water points have been highlighted as particularly important considerations in the planning of the active transport network.
- + **Snowy Mountains SAP** - a wide body of strategy / planning work has been undertaken to identify key investments for State and local government and other service authorities.

6.2 LOCAL + REGIONAL OPPORTUNITIES

- ✦ **Landscapes and topography** - the unique and beautiful landscapes, riparian areas, National Parks and reserves provide the foundations for economic prosperity in the Snowy Monaro region, with locals and visitors wanting to experience open freedoms, recreational pursuits, natural wildlife and other connections to Country.
- ✦ **Settlement and land-use** - the way we design and build our streets and neighbourhoods has an effect on many residents' social connections, sense of community and social capital and general exercise and health. Neighbourhood 'walkability' (a combination of residential density, mixed-use planning and street connectivity) is particularly associated with walking for transport, general health and general liveability satisfaction levels.
- ✦ **Roads and traffic** - growing awareness that transport corridors are not just about the movement of motor vehicles. Road environments can be used for a wide variety of purposes by motorists, cyclists and pedestrians as well as improving the liveability from streetscape improvements and places for people to exercise, socialise and connect to open spaces and nature.
- ✦ **Climate change** - building even more resilient communities around movement, health, education, sport and recreation, natural landscapes, rural land management, local businesses, water sensitive urban design, resource sharing, education and training, technology and innovation being at the forefront of community focus.
- ✦ **Technology** - including the use of technology to achieve greater levels of comfort, reliability and efficiency in services and facilities, such as self cleaning toilets, wifi, hands-free communications, solar lighting and online navigation tools assisting in staying connected and on-track. Active transport facilities at main attractors such as commercial precincts and major tourist attractions are important investment areas to consider.
- ✦ **Promoting health and wellbeing** - using active transport initiatives to promote health, safety, environmental and economic goals.
- ✦ **Inclusiveness** - ensuring that everyone has access to important facilities and services without barriers.



07

THE LOCAL CONTEXT



07.0 SNOWY MONARO REGION

The Snowy Monaro region has a population of 21,666 people (2021 Census) spread over an area of 15,162 square kilometres. The mainstay of the economy is agriculture and tourism. Communities in the region are resilient and continue to manage despite drought, floods, bushfires, Covid-19, housing shortages and visitor peaks.

Cooma is the largest town and service centre for the Snowy Monaro region, with good access to shopping, education, health and other social services as well as employment across a wide variety of businesses.

Conditions across the rest of the Snowy Monaro region are more varied. Town and villages in the Monaro Plains tend to have populations and levels of service that are influenced by geographical factors such as proximity to Cooma and the ACT and main road linkages.

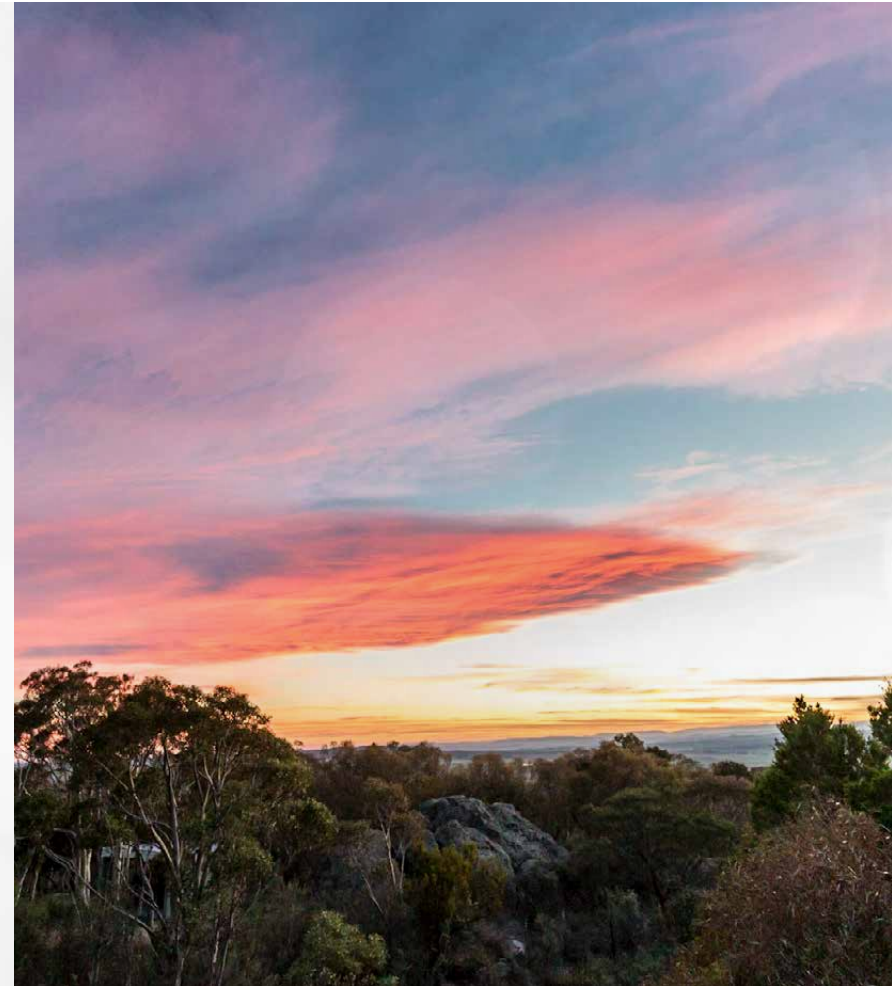
Settlements closer to the alpine slopes have historically been more isolated with less services, however the growing resident and visitor populations in some areas such as Jindabyne are requiring an urgent review of housing, infrastructure and services.

Analysis of car ownership from 2021 Census data indicates over 90% of households in Snowy Monaro region own one or more motor vehicles. The dependency on motor vehicles is largely attributed to limited public transport coverage and the distances between origins and destinations.

Only a small proportion of the community use alternative methods to travel to work, with walking being the most preferred with around 6.4% of people advising they walk to work in the 2021 ABS Census.

A breakdown of the main towns and villages and their active transport conditions is provided in this section. Town audit and consultation maps have also been prepared to record the following detail:

- + Public Roads (sealed and unsealed).
- + Railway Infrastructure.
- + Land-uses, with particular recording of primary and secondary activity areas.
- + Existing footpath and shared path locations.
- + Existing road crossing assets, roundabouts, speed zones and school zones.
- + Any issues / comments raised from consultation.



07.1 ADAMINABY

Overview

Adaminaby is a small alpine town of 339 people (2021 Census) located approximately 52km west of Cooma on the Snowy Mountains Highway.

The local economy at Adaminaby is built around agriculture and tourism. The town is less than 10 minutes drive from the Kosciuszko National Park and Lake Eucumbene. Throughout the year the town is used as a base for people accessing natural areas for horse riding, bush-walking, fly-fishing and water sports.

Adaminaby has a good range of services and facilities providing all daily needs, including a small commercial precinct next to the 'Big Trout' that is well-positioned to serve local and passing trade. Other urban facilities include a public school, swimming pool, parklands and playing fields. The Snowy Scheme Museum and a number of community facilities are located on the southern side of the Snowy Mountains Highway.

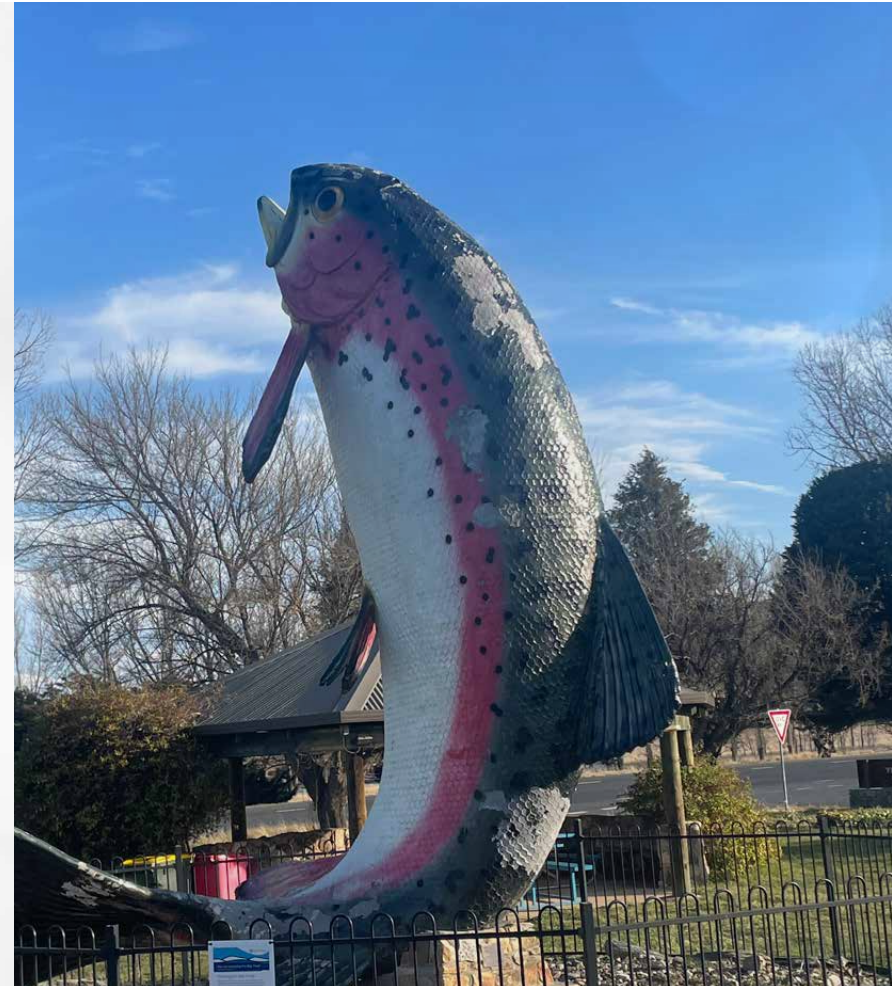
There is an Adaminaby and Eucumbene District Heritage Trail that provides directions to local attractions. The wider area is also renowned for its historic huts and access to unique wilderness areas such as the Mount Jagungal Wilderness Area.

Preliminary consultation and audit findings

The audit and consultation work in Adaminaby revealed a central spine of footpath facilities along Denison Street and a general lack of pathway facilities further afield.

Key active transport issues and opportunities are discussed in this section. Road safety conditions would be improved with the formalisation of long vehicle parking and new pathway facilities along the Snowy Mountains Highway near the commercial areas of town. New pathway facilities connecting attractors and a review of kerb ramp assets are also required.

A map summarising the audit / consultation findings of the Adaminaby investigations is also presented.



Footpaths

There are constructed footpaths along Denison Street serving main street shops. The blue lines on the map show the existing footpaths in Adaminaby. The balance of streets have grassed footpath verges. There is a need to extend the footpath network to secondary attractors such as the Adaminaby Public School.

Shared paths

There are no shared paths within Adaminaby. The strip of open space between the Snowy Mountains Highway and Baker Street lends itself to shared paths to connect attractors and provide opportunities for resident and visitors to exercise.

Kerb ramps

There are kerb ramps along constructed footpaths in Denison Street with varying levels of compliance, due to age and slope. A townwide review of existing kerb ramps would be beneficial in addressing kerb ramp compliance issues. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone at Adaminaby Public School. The school bus, drop-off areas and pedestrian facilities are poorly defined. There is no warrant for any road crossings within the school zone.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Adaminaby, nor are they warranted at this stage.

Road crossings

There are no constructed road crossings in Adaminaby.

Barriers

The Snowy Mountains Highway acts as barriers to active transport movement to access the Snowy Scheme Museum and other attractors located south of the highway. There is a need to provide formalised parking either side of the Snowy Mountains Highway with pathway facilities.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Grassed footpaths present as potential trip hazards. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

Generally absent in Adaminaby, and could form part of the Denison Street kerb ramp review.

End of trip facilities

There are excellent end-of-trip facilities near the highway and commercial precinct.

Signage

A mix of directional / informational signs were observed along the strip of open space between the Snowy Mountains Highway and Baker Street. A regional review of signage would be beneficial.

Other

There is high incidences of long vehicle traffic parking along the edges of the Snowy Mountains Highway to access toilets and take a break at Adaminaby. The possibility of more formalised parking alongside the road was highlighted.



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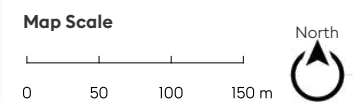
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Adaminaby

Sheet Ref
 Sheet 01 of 01

- Map Legend**
- Existing Pedestrian Crossing
 - Existing Centre Refuge Island
 - Existing End of Trip Facility
 - Existing Kerb Blister
 - Existing Bus Stop
 - Existing Crossing - Bridge
 - Existing On-road Cycling Lane
 - Existing Gravel Path
 - Existing Shared Path
 - Existing Footpath
 - 40 Speed Signage
 - Primary Road Network
 - Local Road Network
 - Tracks in use
 - Railway
 - Railway Corridor
 - Water Feature
 - Landuse - Recreation
 - Landuse - Education
 - Landuse - Community
 - Landuse - General Industrial
 - Landuse - General Commercial
 - Landuse - Crown



07.2 BERRIDALE

Overview

Berridale has a town and district population of 1,300 (2021 Census) and is located approximately halfway between Jindabyne and Cooma on the Jindabyne Road. It is known for its poplar-lined street trees and historic buildings.

Berridale is a convenient / regular stop for traffic travelling en-route to the Kosciuszko National Park and Snowfields. During winter, the population swells as skiers and seasonal workers converge on the town as their base for the winter ski season. The centre is also used as a high altitude training base for cyclists from all over Australia.

Berridale has a high proportion of accommodation facilities (hotels, hostel and caravan park) and a moderate range of services and facilities that support daily needs, including a small shopping centre, public school, parklands, playing fields, tennis courts, swimming pool, community facility and golf course. An RFS control centre and a police station are also located at Berridale.

Preliminary consultation and audit findings

The audit and consultation work in Berridale revealed a patchy network of footpath facilities.

A number of opportunities and constraints were identified in the Berridale active transport network, which are discussed in this section.

A map summarising the audit / consultation findings for Berridale is also presented.



Footpaths

There are constructed footpaths along Jindabyne Road next to the main shopping precinct as well as along Myack, Mary, Oliver and Mackay Streets. The blue lines on the map show the existing footpaths in Berridale. The balance of streets have grassed footpath verges. There is a need to expand the footpath network to secondary attractors such as the Berridale Public School and residential areas along observed desire lines.

Shared paths

There are no shared paths within Berridale. The strip of open space on the southern side of Jindabyne Road lends itself to a shared path to connect attractors and provide an alternate walking route to the complicated system of pathways and parking areas along the main shopping precinct.

Kerb ramps

There are kerb ramps along constructed footpaths with varying levels of compliance. A townwide review of existing kerb ramps would be beneficial in addressing kerb ramp compliance issues. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone at Berridale Public School. No major issues were raised / noted.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Berridale, nor are they a practical priority at this stage.

Road crossings

There is a road crossing with kerb blisters on Jindabyne Road towards the centre of the shopping precinct. There is a need for an additional road crossing of Jindabyne Road near its intersection with Highdale Street to link proposed new pathways and calm traffic conditions in and around the town centre.

Barriers

There were no major barriers observed in Berridale. The improvement of road crossing and pathways along Jindabyne Road would address issues raised about main road traffic and speed.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Grassed footpaths present as potential trip hazards. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

Generally absent in Berridale, and could form part of any new projects in and around the shopping precinct.

End of trip facilities

There are excellent end-of-trip facilities near the Jindabyne Road and shopping precinct.

Signage

A mix of directional / informational signs were observed. A regional review of signage would be beneficial.

Other

No other major issues were raised / noted.





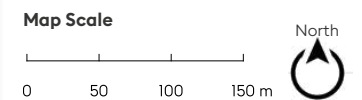
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Berridale

Sheet Ref
 Sheet 01 of 01

- Map Legend**
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 - Landuse - Crown



07.3 BOMBALA

Overview

Bombala has a town and district population of 2,454 (2021 Census) and is located in the south-east corner of NSW, approximately 75km south-east of Cooma via the Monaro Highway.

Bombala is used as a convenient / regular stop for traffic travelling along the Monaro Highway between NSW and the ACT and the Gippsland region of Victoria. The Goulburn-Bombala Railway ends at the town railway station, however commercial and historic railway operations have been closed since 1989 / 1997 respectively.

Bombala is known for its rich history and the communities of platypus that live in the nearby watercourses, which are also recognised as some of the State's best trout fishing destinations. Primary industries are agriculture, forestry and timber.

Bombala has a range of urban services, including a public school, showground, parkland and a small commercial precinct. There are also a number of historic buildings such as the Olympia Theatre, Bombala Railway Station and Court House, which are shown on the 'Walk Back in Time in Bombala' brochure. A Bombala Rail Trail Precinct Plan has also been prepared by Monaro Rail Trail Inc.

Preliminary consultation and audit findings

A summary of audit / consultation findings of the Bombala investigations is presented in this section.

The audit and consultation work revealed a well-used / aging shared path serving the Bombala River Bicentennial Park and a patchy footpath network further afield.

A map summarising the audit / consultation findings for Bombala is also presented.



Footpaths

There are constructed footpaths along the main shopping precinct (Maybe, Forbes, Thery, Bright and Caveat Streets). The balance of streets have grassed footpath verges. There is a need to expand the footpath network to primary and secondary attractors such as an improved footpath link between the Bombala Multi Purpose Service and Currawana Residential Care and to playing fields, skate park and off-leash area.

Shared paths

A large shared path network provides a circuit around the Bombala River, comprising sections of concrete, bitumen and gravel surfaces. Some of the bridging infrastructure along the network are in need of replacement. Overall, the shared path network is well-used and in need of review / upgrading to meet current standards.

Kerb ramps

There are kerb ramps along constructed footpaths with varying levels of compliance. A townwide review of existing kerb ramps would be beneficial in addressing kerb ramp compliance issues. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone at St Josephs Primary School and the Bombala High School, Public School and Pre-school. Extension of the footpath network to St Josephs Primary School was the only issue raised / noted.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Bombala, nor are warranted at this stage.

Road crossings

There is a road crossings within the main shopping precinct. There is a need for an additional road crossing of in and around schools.

Barriers

There were no major barriers observed in Bombala. The improvement of road crossings and pathways along would address issues raised student traffic safety and movement.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Grassed footpaths present as potential trip hazards. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

Generally absent in Bombala, and could form part of any new projects in and around the main shopping precinct and the Bombala Multi Purpose Service and Currawana Residential Care.

End of trip facilities

There are excellent end-of-trip facilities at the Visitor Information Centre and along the river walk precinct.

Signage

A mix of directional / informational signs were observed. Some of the newer signage was well-designed. A regional review of signage would be beneficial.

Other

No other major issues were raised / noted.



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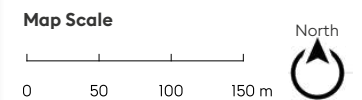
Project
Snowy Monaro Active Transport Plan

Map Title
Audit and Consultation Map

Map Location
Bombala

Sheet Ref
Bombala Grid Network Reference Map

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 - Existing Shared Path
 - Existing Footpath
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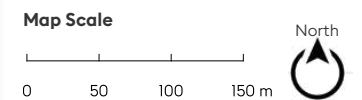
Project
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Map Title
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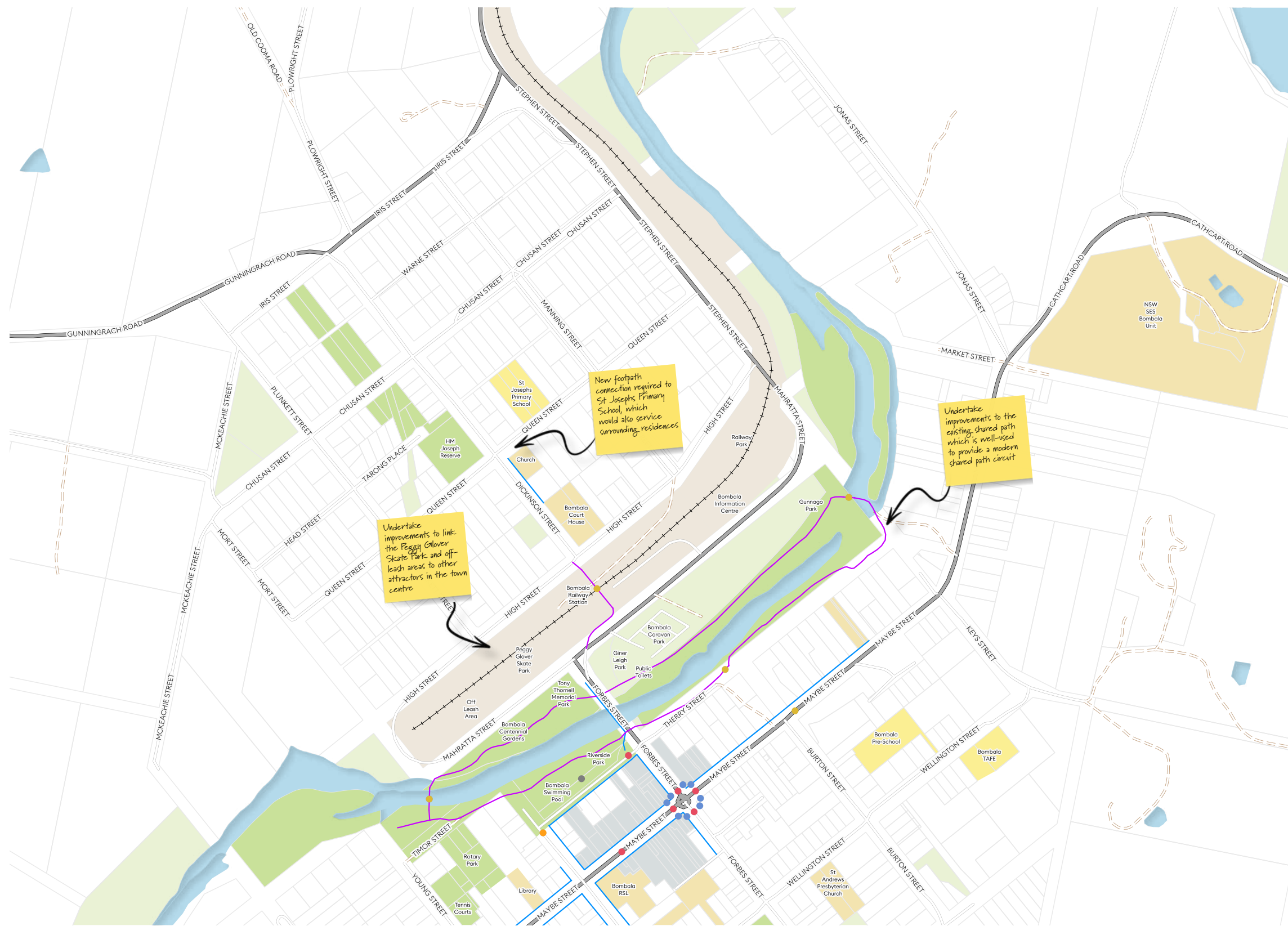
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Sheet Ref
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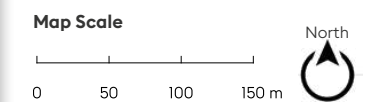
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Bombala

Sheet Ref
 Sheet 02 of 02

- Map Legend**
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 - Existing Gravel Path
 - Existing Shared Path
 - Existing Footpath
 - 40 Speed Signage
 - Primary Road Network
 - Local Road Network
 - Tracks in use
 - +—+—+— Railway
 - Railway Corridor
 - Water Feature
 - Landuse - Recreation
 - Landuse - Education
 - Landuse - Community
 - Landuse - General Industrial
 - Landuse - General Commercial
 - Landuse - Crown



07.4 BREDBO

Overview

Bredbo is a small town of around 392 people (2021 Census) on the Monaro Plains, approximately 35km north of Cooma and 65km south of the ACT on the Monaro Highway. The Goulburn-Bombala Railway forms the eastern boundary, however commercial and historic railway operations have been closed since 1989 / 1997 respectively.

Bredbo boasts a number of historic buildings, including the Bredbo Inn which was used as a stage coach stop on the way to the South Coast / Snowy Mountains, and later as a stop for railway travellers.

The rest area at Centennial Park is a valued rest stop for travelling motorists and provides a central access point to the Bredbo Inn, Bredbo Community Hall, Primary School and the Anzac Memorial Walk. There are bus services that run into Canberra and Cooma that are valued by residents.

The Bredbo River and Murrumbidgee River converge to the west of town. The Bredbo Showground is also located on the western outskirts of town.

The proposed Monaro Rail Trail network includes Bredbo, and a town precinct trail has been developed by Monaro Rail Trail Inc.

Preliminary consultation and audit findings

The audit and consultation work in Bredbo revealed a general lack of footpaths and facilities that would serve the daily needs of residents.

A number of opportunities and constraints were identified in the Bredbo active transport network, which are discussed in this section. Road safety conditions would be improved considerably with gateway road crossing facilities at either approach to the main commercial area of town and a central spine of pathways connecting attractors.

A map summarising the audit / consultation findings of the Bredbo investigations is also presented.



Footpaths

There are very few footpaths in Bredbo. The blue lines on the map show the existing footpaths. Road safety conditions would be improved with a central spine of pathways along Cooma Street connecting attractors.

Shared paths

There is a shared path network within Centennial Park, which needs to be connected to the Bredbo Public School and other attractors.

Kerb ramps

There are virtually no kerb ramps along constructed footpaths. The existing road crossing near Bredbo Public School provides the only kerb ramps observed. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone at Bredbo Public School, which fronts onto Cooma Street (Monaro Highway). Further improvements to the existing crossing and expansion of the footpath network would improve student safety.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Bredbo, nor are they warranted at this stage.

Road crossings

There is a road crossings in front of Bredbo Public School which provides for a relative safe crossing point for students. The road crossing may also assist with reducing motor vehicle speed along Cooma Street.

Road safety conditions may be improved along Cooma Street with a similar road crossing towards the northern gateway to the main commercial area of town. Existing and proposed road crossings in Cooma Street could be designed with signature street trees and the like to visually reinforce the urban area speed limits applying in Bredbo.

Barriers

The Monaro Highway acts as a barrier to active transport movement either side of Cooma Street. The improvement of road crossings, signature street trees and pathways along the highway would help to address issues raised about traffic safety and movement.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Grassed / gravel footpaths present as potential trip hazards. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

Lighting

Existing and proposed road crossings should be well-lit.

Tactile indicators

Generally absent in Bredbo and a practical priority at this stage.

End of trip facilities

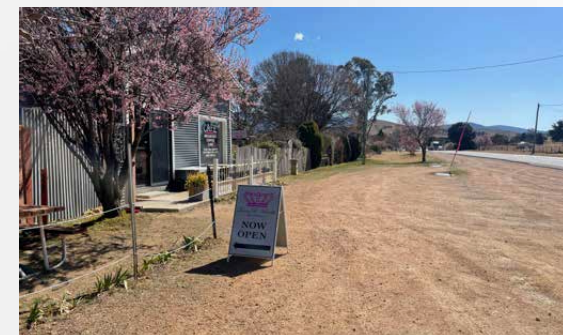
There are excellent end-of-trip facilities at the Centennial Park.

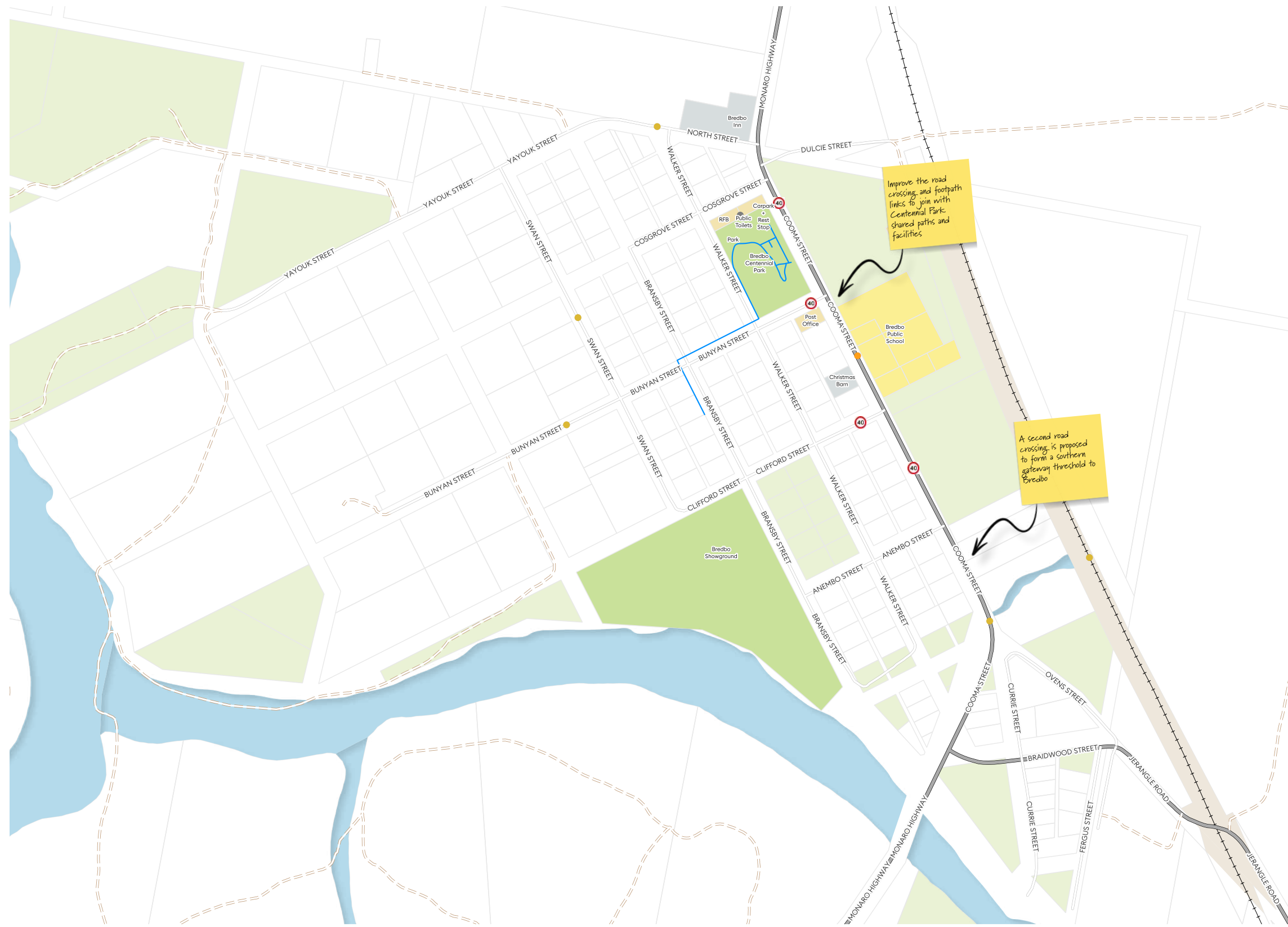
Signage

A mix of directional / informational signs were observed. Some of the newer signage was well-designed. A regional review of signage would be beneficial.

Other

Vehicle speed and the difficulty of crossing the highway was raised as a result of the audit / consultation work at Bredbo. Gateway crossing points are suggested for Cooma Street to assist with the reduction of vehicle speed along this section of the Monaro Highway.





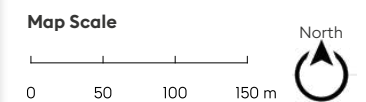
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Bredbo

Sheet Ref
 Sheet 01 of 01

- Map Legend**
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 - Existing Centre Refuge Island
 - Existing End of Trip Facility
 - Existing Kerb Blister
 - Existing Bus Stop
 - Existing Crossing - Bridge
 - Existing On-road Cycling Lane
 - Existing Gravel Path
 - Existing Shared Path
 - Existing Footpath
 - 40 Speed Signage
 - Primary Road Network
 - Local Road Network
 - Tracks in use
 - Railway
 - Railway Corridor
 - Water Feature
 - Landuse - Recreation
 - Landuse - Education
 - Landuse - Community
 - Landuse - General Industrial
 - Landuse - General Commercial
 - Landuse - Crown



07.5 COOMA

Overview

Cooma is the largest centre in the Snowy Monaro Region, with a resident population of 6,715 (2021 Census). The Monaro Highway and the Snowy Mountains Highway converge at Cooma, and the town is known as the gateway to the Snowy Mountains.

Cooma has all the urban services and facilities expected of a regional centre, including a vibrant commercial precinct, Polo Flat industrial area, hospital and health service, schools, correction centre and extensive parklands and playing fields. An indication of the depth of services available at Cooma is evident from the variety of educational establishments, including the Monaro High School, Cooma North Public School and Pre-School, Cooma Public School, The Alpine School, St Patricks School, Snowy Mountains Christian School and Cooma TAFE.

Conditions in Cooma are ideal for walking and cycling, with over 90% of the town population living within one kilometre of the town centre, schools and workplaces. The active transport network in Cooma is in good condition, suggesting high levels of maintenance and service.

The proposed Monaro Rail Trail network includes Cooma, with a town precinct trail also developed by Monaro Rail Trail Inc.

Preliminary consultation and audit findings

The audit and consultation work in Cooma revealed an extensive network that caters to a broad range of walking and cycling opportunities for residents and visitors.

Key active transport issues and opportunities are discussed in this section.

A map summarising the audit / consultation findings of the Cooma investigations is also presented.



Footpaths

Cooma comprises an extensive network of footpaths, established over many years. The blue lines on the map show the existing footpaths in Cooma. There is a need to review conditions along existing footpaths to ensure they are compliant with relevant standards. There is also a need to extend footpaths along some streets to achieve a connected network. All community members consulted are supportive of more footpaths.

Shared Paths

There are sections of shared paths along Mittagang Road and along the river walk precinct. The purple lines on the map show the existing footpaths in Cooma. There is a need to review conditions along existing shared paths to ensure they are compliant with relevant standards. There is also a need to extend shared paths along primary routes serving schools and other attractors such as the Snowy Hydro Discovery Centre to achieve a more connected network. An extension of the shared path facilities alongside Church Street was also highlighted to service the southern residential areas of town and provide additional opportunity for off-road exercise. All community members consulted are supportive of more shared paths.

Kerb Ramps

There are a number of kerb ramps that need to be provided or need replacing due to poor alignment, grade or condition. A townwide review of existing kerb ramps would be beneficial in addressing kerb ramp compliance issues.

School Zones

Schools in Cooma are generally provided with constructed footpaths / shared paths. Conditions around schools are quite busy during school zone times and require a more comprehensive active transport network. Some issues / upgrades were noted around schools.

Bicycle Lanes

There are no on-road cycling lanes in Cooma. Consultation with community members suggested a focus on off-road shared paths over the provision of dedicated bicycle lanes on roads. There are some regular cyclists who seek on-road cycling for leisure or training. As active users of the road network, they raise general awareness of Australian Road rules as the main criteria for their continued riding.

Road crossings

There is generally limited use of kerb blisters and refuge islands to reduce effective road carriageway width and provide more effective road crossing points. The majority of existing crossing points are located towards the Cooma Central Business District (CBD). There is a need to provide safer crossing conditions at some roads and waterway crossings to create a more connected active transport network. The bridge crossings along the river walk precinct near the Cooma CBD were noted as in need of repair / replacement following recent flood damage.

Barriers

Limited crossing points tend to concentrate active transport movement along main roads. Community members consulted raised issues about informal crossing points being used by some pedestrians. It was suggested the focus should be on providing paths that incorporate existing road crossing points to ensure coherent, safe and direct paths. Using road crossing points over waterways / drainage lines was also raised as a potential barrier.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths. The railway line, waterway crossings and potholes were highlighted as the main obstacles.

Trip hazards

Overall, the active transport network in Cooma is good. Footpath cracking and sections of broken paving were observed on some footpaths in the CBD and along some residential streets. Some constructed paths finish before the road pavement which creates potential trip hazard areas. New pathway connections and a review of existing kerb ramp treatments would help to reduce potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

Limited use of TGSi was noted throughout the active transport network. TGSi could form part of any new projects in and around primary attractors such as the Cooma CBD, hospital and the larger schools.

End of trip facilities

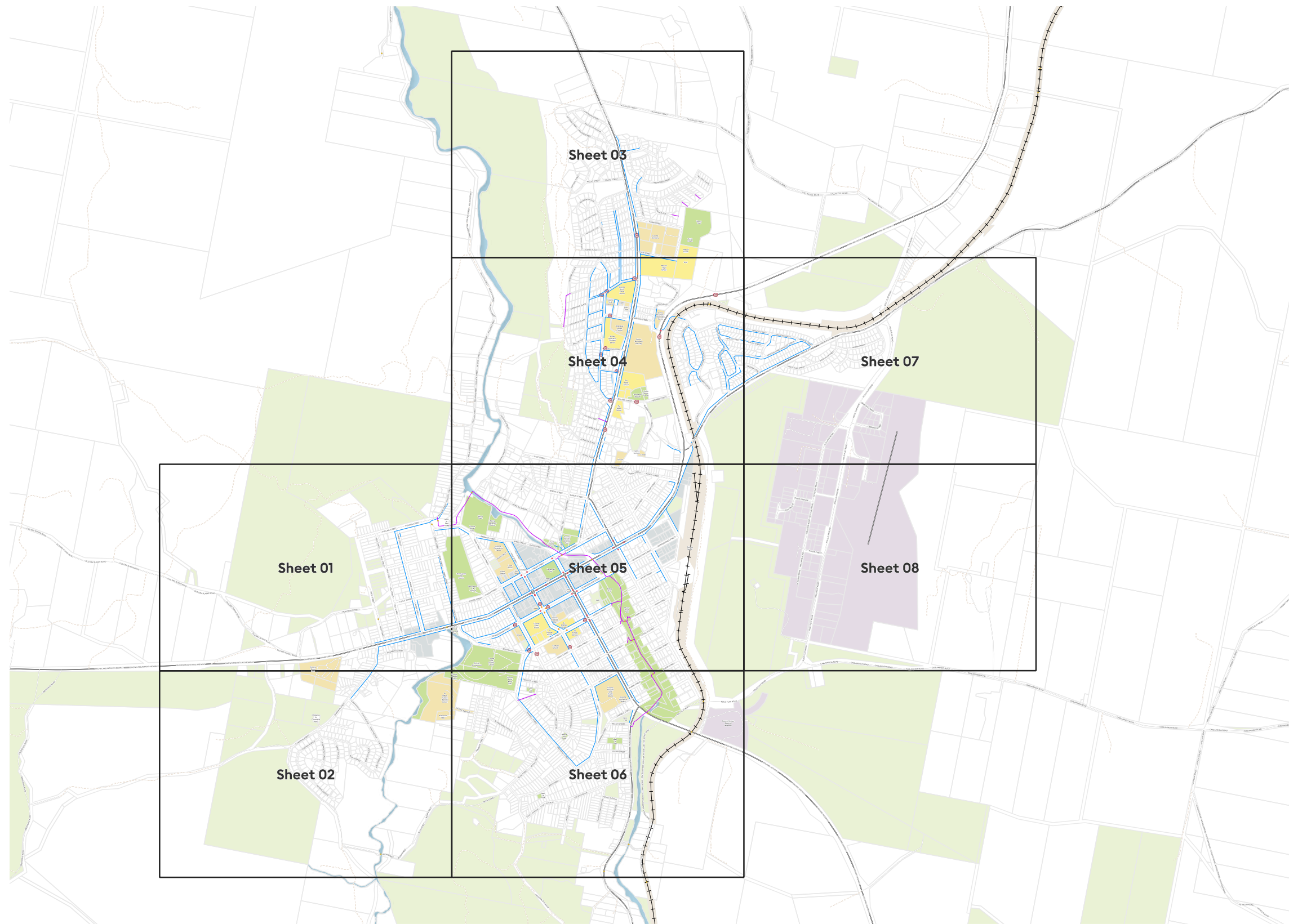
There are a good number of public parks and facilities providing end-of-trip facilities throughout Cooma. Major employers could be encouraged to provide bicycle parking, lockers, showers and change room facilities.

Signage

A mix of directional / informational signs was observed. Some of the newer signage was well-designed. A regional review of signage would be beneficial.

Other

There are a number of attractors on the outskirts of Cooma (Nannygoat Hill Reserve, Lions Park and North Ridge Reserve) that are being accessed by people walking or riding their bike. There is a need to provide active transport linkages to these attractions, with most people asking for more constructed shared paths to avoid traffic and punctures from catheads and bindies.



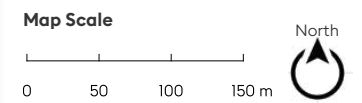
Project
Snowy Monaro Active Transport Plan

Map Title
Audit and Consultation Map

Map Location
Cooma

Sheet Ref
Cooma Grid Network Reference Map

- Map Legend**
- Existing Pedestrian Crossing
 - Existing Centre Refuge Island
 - Existing End of Trip Facility
 - Existing Kerb Blister
 - Existing Bus Stop
 - Existing Crossing - Bridge
 - Existing On-road Cycling Lane
 - Existing Gravel Path
 - Existing Shared Path
 - Existing Footpath
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 - Local Road Network
 - Tracks in use
 - Railway
 - RailwayCorridor
 - Water Feature
 - Landuse - Recreation
 - Landuse - Education
 - Landuse - Community
 - Landuse - General Industrial
 - Landuse - General Commercial
 - Landuse - Crown



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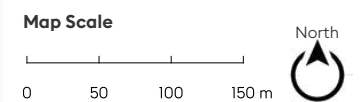
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Cooma

Sheet Ref
 Sheet 01 of 08

- Map Legend**
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 - Existing Bus Stop
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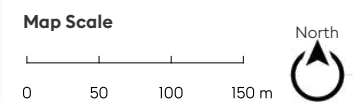
Project
 Snowy Monaro Active Transport Plan

Map Title
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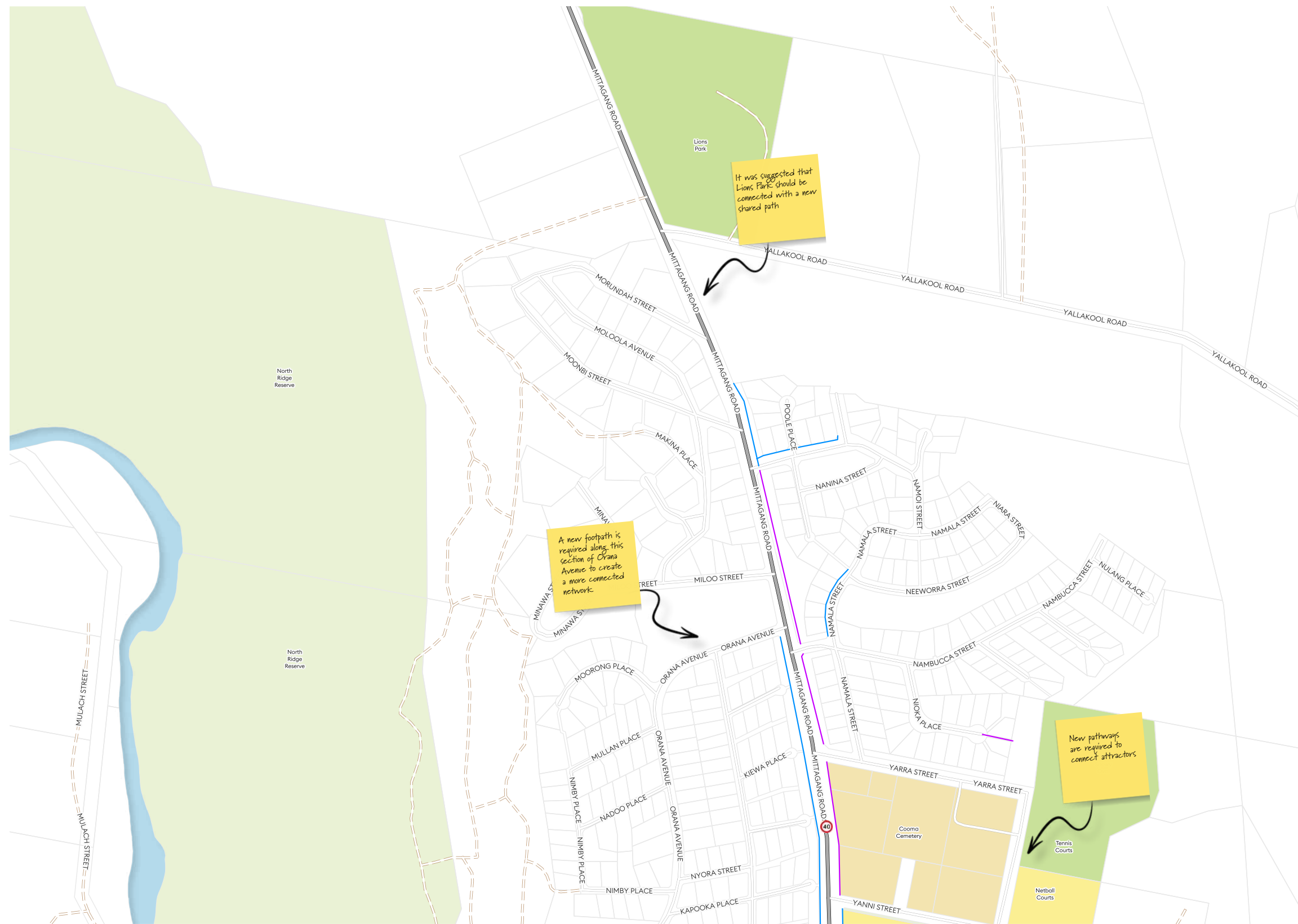
Map Location
 Cooma

Sheet Ref
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 - Landuse - Crown



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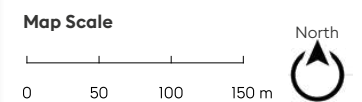
Project
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Map Title
 Audit and Consultation Map

Map Location
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Sheet Ref
 Sheet 03 of 08

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 - Landuse - Crown



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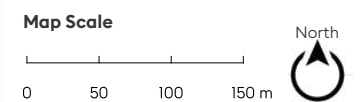
Project
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Map Title
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Map Location
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Sheet Ref
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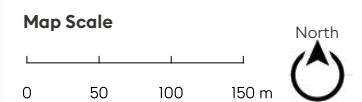
Project
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Map Title
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Map Location
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Sheet Ref
 Sheet 05 of 08

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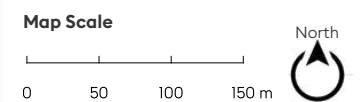
Project
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Map Title
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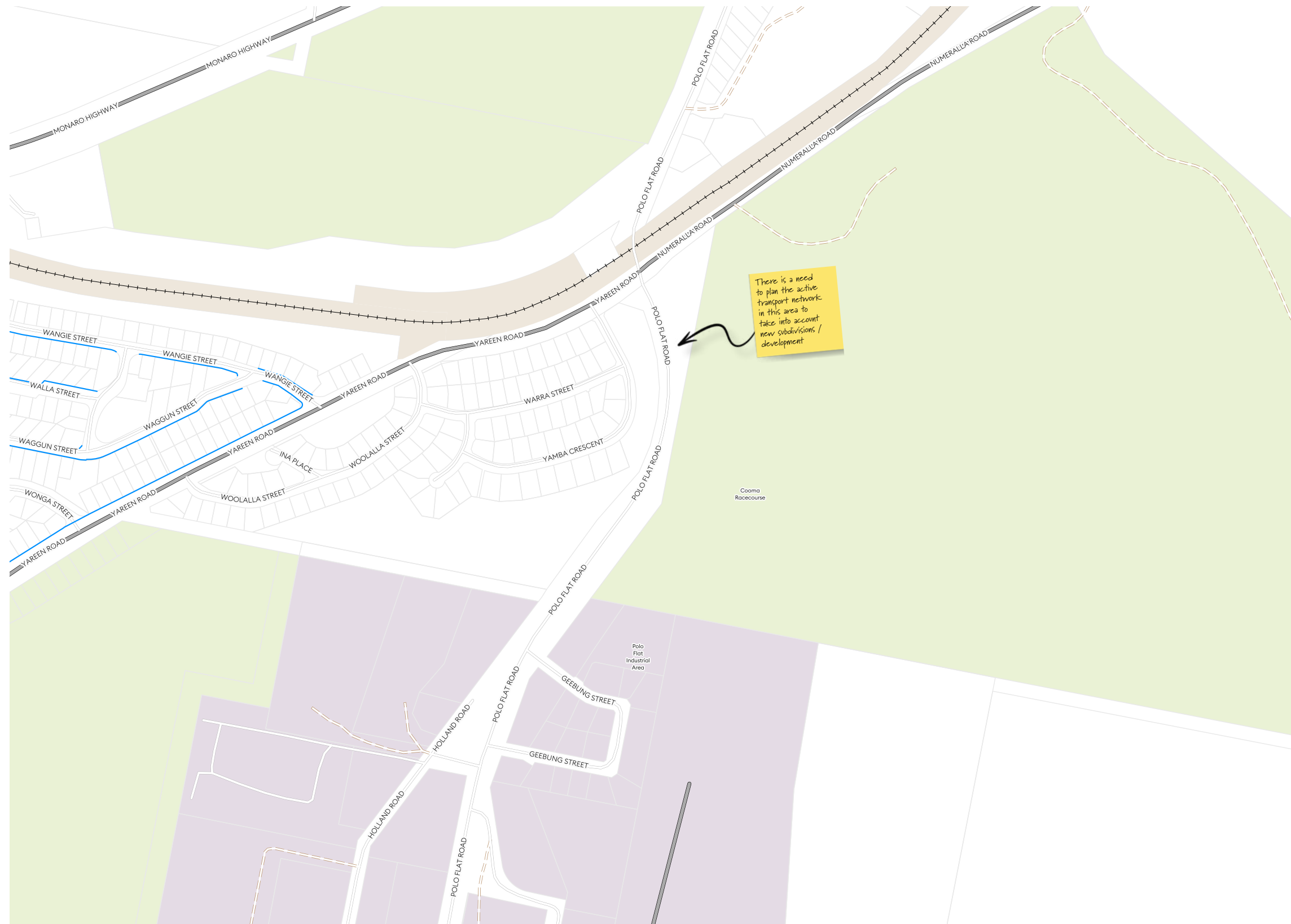
Map Location
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Sheet Ref
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 - Landuse - Crown



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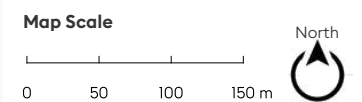
Project
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Map Title
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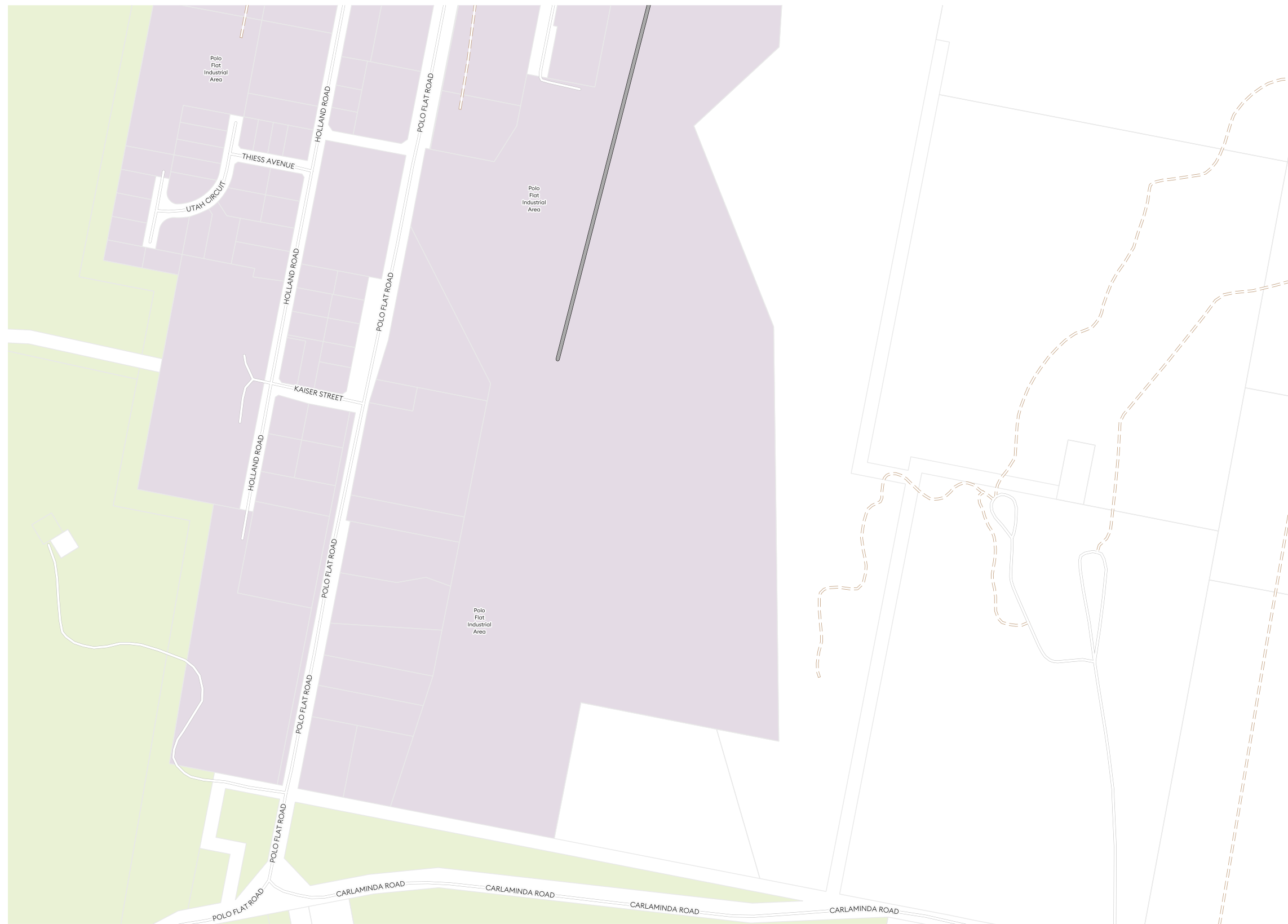
Map Location
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Sheet Ref
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- Map Legend**
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 - Existing Kerb Blister
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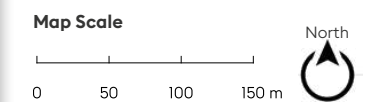
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Cooma

Sheet Ref
 Sheet 08 of 08

- Map Legend**
- Existing Pedestrian Crossing
 - Existing Centre Refuge Island
 - Existing End of Trip Facility
 - Existing Kerb Blister
 - Existing Bus Stop
 - Existing Crossing - Bridge
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 - Water Feature
 - Landuse - Recreation
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 - Landuse - Community
 - Landuse - General Industrial
 - Landuse - General Commercial
 - Landuse - Crown



07.6 DALGETY

Overview

Dalgety is a historic and tranquil town with a resident population of 252 people (2021 Census). Not all houses are permanently occupied in Dalgety and surrounds, with a number of homes only being used by landowners and their visitors in peak holiday times.

Dalgety is the only town located on the banks of the Snowy River. The focus of activity is around the iconic Dalgety Bridge, Dalgety Showground, Snowy River Holiday Park and Bukley's Crossing Hotel. A mobile coffee van is also established at the corner of Campbell and Hamilton Streets.

Conditions in Dalgety are ideal for walking and cycling, with quiet streets and easy access for residents and visitors to conveniently access natural and outdoor spaces.

Access to the Snowy River for platypus and bird watching is particularly valued by residents and visitors.

Preliminary consultation and audit findings

The audit and consultation work for Dalgety revealed a general lack of footpaths and facilities.

A number of opportunities and constraints were identified in the Dalgety active transport network, which are discussed in this section. Road safety conditions would be improved with a central pathway along Campbell Street connecting attractors.

A map summarising the audit / consultation findings of the Dalgety investigations is also presented.



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Footpaths

There is one small section of footpath in Campbell Street. The blue line on the map shows the existing footpath in Dalgety. Active transport conditions would be improved with a central pathway along Campbell Street connecting attractors.

Shared paths

There are no shared path facilities in Dalgety. There are natural surface tracks to the Snowy River which could be further improved to minimise soil erosion and sedimentation of the watercourse.

Kerb ramps

There are no kerb ramps as there are virtually no constructed footpaths / shared paths. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone at Dalgety Public School. Further improvements to the existing crossing and expansion of the footpath network would improve student active movement and safety conditions.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Dalgety, nor are they warranted at this stage.

Road crossings

There are no road crossings in Dalgety, nor are they a priority at this stage.

Barriers

The Snowy River acts as a barrier to active transport movement either side of the Snowy River, as the Dalgety Bridge is relatively narrow and does not make provision for pedestrians / cyclists. Warning signage is recommended to alert motorists of the need to proceed with caution around pedestrians / cyclists on the bridge.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Grassed / gravel footpaths present as potential trip hazards. Provision of a concrete footpath along Campbell Street would help to address the majority of potential trips and falls.

Lighting

Minimal street lighting was observed.

Tactile indicators

Generally absent in Dalgety and not a priority at this stage.

End of trip facilities

There are end-of-trip facilities at the showground, hotel and caravan park.

Signage

A mix of directional / informational signs were observed. A regional review of signage would be beneficial.

Other

Snakes were raised as an issue during the summer months, requiring tracks to the river to be clear of high grass cover. No other major issues were raised / noted.



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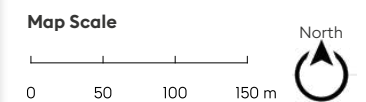
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Dalgety

Sheet Ref
 Sheet 01 of 01

- Map Legend**
- Existing Pedestrian Crossing
 - Existing Centre Refuge Island
 - Existing End of Trip Facility
 - Existing Kerb Blister
 - Existing Bus Stop
 - Existing Crossing - Bridge
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 - Railway
 - Railway Corridor
 - Water Feature
 - Landuse - Recreation
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 - Landuse - Community
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 - Landuse - Crown



07.7 DELEGATE

Overview

Delegate has a town population of approximately 201 people (2021 Census), approximately 120km south of Cooma.

The town is nestled amongst grazing lands and the Errinundra and Kosciusko National Parks on the banks of the Delegate River, and is close to the NSW border with Victoria.

Delegate has a range of facilities serving daily needs, including a small commercial precinct, multi-purpose (health) service, public school, police station, showground, parklands and playing fields, accommodation and a golf course.

Tree lined streets, heritage buildings and beautiful natural environs incentivise daily walking and cycling by many residents as part of their regular exercise routine.

The parklands and riparian areas around town offer ideal conditions for residents and visitors to conveniently access natural and outdoor spaces.

Preliminary consultation and audit findings

A number of opportunities and constraints were identified in the Delegate active transport network, which are reported in this section.

A map summarising the audit / consultation findings of the Delegate investigations is also presented.



Footpaths

There are existing sections of footpath along Bombala, Craigie, Hayden and Campbell Streets. The blue lines on the map show the extent of the existing footpath network. Footpaths linking east and west sections of the Delegate River to Bombala Street was suggested.

Shared paths

There are natural surface shared path facilities near the Delegate River at Bill Jefferys Park. A formal shared path along the whole length of the river adjoining Delegate township was suggested.

Kerb ramps

There are limited kerb ramps in generally good condition. A townwide review of existing kerb ramps would be beneficial in addressing kerb ramp compliance issues. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone at Delegate Primary School. Further improvements to the existing footpath network would improve active movement conditions.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Delegate, nor are they warranted at this stage.

Road crossings

There are road crossings in Campbell Street which are in good condition. A new road crossing at the School of Arts could be beneficial in negotiating both sides of the main street.

Barriers

No major barriers were noted / advised.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Grassed / gravel footpaths present as potential trip hazards. Provision of a concrete footpaths along main desire lines would help to address the majority of potential trips and falls.

Lighting

Minimal street lighting was observed.

Tactile indicators

Generally absent in Delegate and not a priority at this stage.

End of trip facilities

There are end-of-trip facilities in Campbell Street.

Signage

A mix of directional / informational signs were observed. A regional review of signage would be beneficial.

Other

No other major issues were raised / noted.



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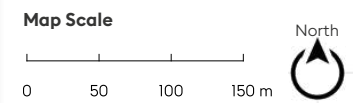
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Delegate

Sheet Ref
 Sheet 01 of 01

- Map Legend**
- Existing Pedestrian Crossing
 - Existing Centre Refuge Island
 - Existing End of Trip Facility
 - Existing Kerb Blister
 - Existing Bus Stop
 - Existing Crossing - Bridge
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 - Water Feature
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07.8 JINDABYNE

Overview

Jindabyne is a popular holiday destination due to its proximity to several ski resorts throughout the Kosciuszko National Park. The town is located on the foreshore of Lake Jindabyne, which was created as part of the Snowy Mountains Hydro Electric Scheme in the 1960s.

Jindabyne has a resident population of approximately 3,326 people (2021 Census), which includes the foreshore villages of Tyrolean, East Jindabyne and Kalkite. In the peak winter season, the population rises over 20,000 people which places considerable strain on services and facilities.

Conditions along the Lake foreshore are ideal for walking and cycling, with existing shared path facilities being well used by locals and visitors alike.

Active transport conditions within the wider township are more challenging, with steep slopes, traffic congestion and speed noted along some urban roads. There are also numerous gaps in the active transport network and competing interests between active transport users, particularly mountain bike riders and bush walkers along some off-road pathways.

New housing growth and development at Jindabyne is placing pressure on existing infrastructure and services, requiring a substantial / comprehensive response from State and SMRC and other service authorities.

The Go Jindabyne and the Snowy Mountains Special Activation Precinct (SAP) Masterplan identifies an ambitious program of sustainable development projects, upgrades and improvements in and around Jindabyne, which includes active transport facility upgrades.

Preliminary consultation and audit findings

A number of opportunities and constraints were identified in the Snowy Monaro active transport network, which are reported in this section. A map summarising the audit / consultation findings of the Jindabyne investigations is also presented.



Footpaths

Jindabyne comprises a patchy network of footpaths, established over many years. The blue lines on the map show the extent of existing footpaths. There is a need to review conditions along existing footpaths to ensure they are compliant with relevant standards. There is also an important need to extend footpaths along desire lines of some main roads and local streets to achieve a more connected network. All community members consulted are supportive of more footpaths.

Shared Paths

There is a well-used shared path along the foreshore of Lake Jindabyne opposite the main town area. The purple lines on the map show the existing shared paths. There is a need to review conditions along existing shared paths to ensure they are compliant with relevant standards. There is also a need to extend shared paths to new attractors identified in the Snowy Mountains SAP Masterplan and SMRC draft Development Control Plan. All community members consulted are supportive of more shared paths. It was suggested new pathways should be located outside the lake inundation level and supported by end-of-trip facilities and shade where possible.

Kerb Ramps

There are a number of kerb ramps that need to be provided or need replacing due to poor alignment, grade or condition. A townwide review of existing kerb ramps would be beneficial in addressing kerb ramp compliance issues. New kerb ramps should form part of any new path treatments.

School Zones

Schools in Jindabyne are generally provided with constructed footpaths. Conditions around schools are quite busy during school zone times and require a more comprehensive active transport network.

Bicycle Lanes

There are no on-road cycling lanes in Jindabyne. Consultation with community members suggested a focus on off-road shared paths over the provision of dedicated bicycle lanes on roads. There are some regular cyclists who seek on-road cycling for leisure or training but suggested no major issues. As active users of the road network, they raise general awareness of Australian Road rules as the main criteria for their continued riding.

Road crossings

There is generally limited use of kerb blisters and refuge islands to reduce effective road carriageway width and provide more effective road crossing points. The main existing crossing points are located towards the main shopping precinct. There is a need to provide safer crossing conditions at some roads and streets to create a more connected active transport network.

Barriers

The high volumes of traffic along Kosciuszko Road during peak holiday season periods was raised as a major barrier to accessing either sides of the road. It was suggested the focus should be on providing robust pathways and crossings to ensure coherent, safe and direct paths.

Obstacles

A number of experienced riders advised the crossing of the Cobbon Dam Wall section of Kosciuszko Road is quite stressful, due to the narrowness of the pathway, traffic and height issues. Widening of the pathway along this section of road would remove this potential obstacle for some users.

Trip hazards

Overall, the active transport network in Jindabyne is in urgent need of review as there are multiple hazard areas and major gaps in the network which is compounded by heavy traffic conditions and steep slopes in some sections of town. New pathway connections and a review of existing assets would help to reduce potential trips and falls and other hazards.

Lighting

No major issues were raised / noted. New pathways and road crossings should incorporate lighting.

Tactile indicators

Limited use of TGSI was noted throughout the active transport network. New pathways and crossing in and around primary attractors should incorporate TGSI as part of the design / approvals process.

End of trip facilities

End-of-trip facilities are not readily identifiable and there is a need for more way-finding, signage, car parking, shade, water points and seating throughout Jindabyne.

Signage

A mix of directional / informational signs were observed. Some of the newer signage was well-designed. A regional review of signage would be beneficial.

Other

There are a number of catalyst precincts proposed for further development on the outskirts of Jindabyne that will need to make provision for people walking or riding their bike, including Jindabyne Mountain Bike and Adventure Park, Lake Foreshore and the Jindabyne Sports and Education Centre.

There is a need to provide active transport linkages to these precincts, with most people asking for more constructed shared paths to avoid traffic.

A southern connector road is also proposed under the Snowy Mountains SAP, which will require an extensive investigation of environmental impacts / issues, including active transport conditions, issues and needs.

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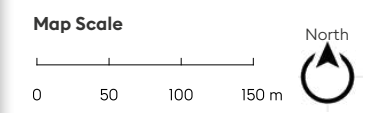
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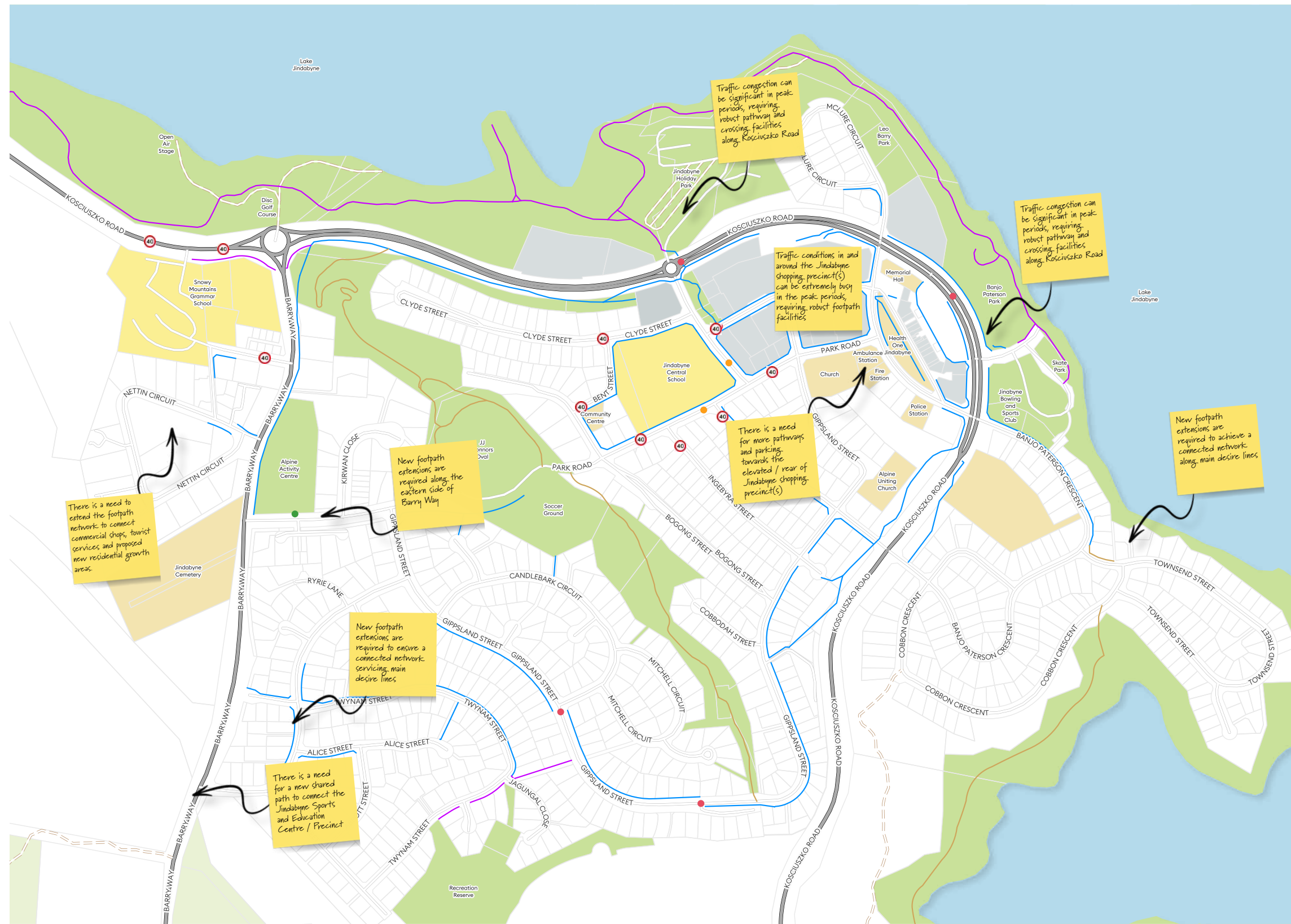
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Map Location
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Sheet Ref
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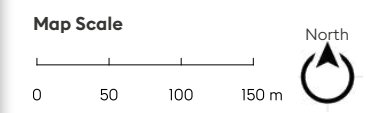
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Map Title
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Map Location
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Sheet Ref
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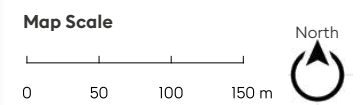
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Map Title
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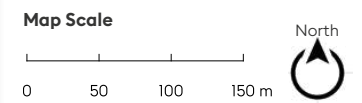
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Map Title
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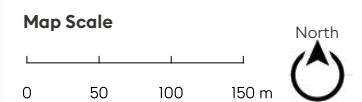
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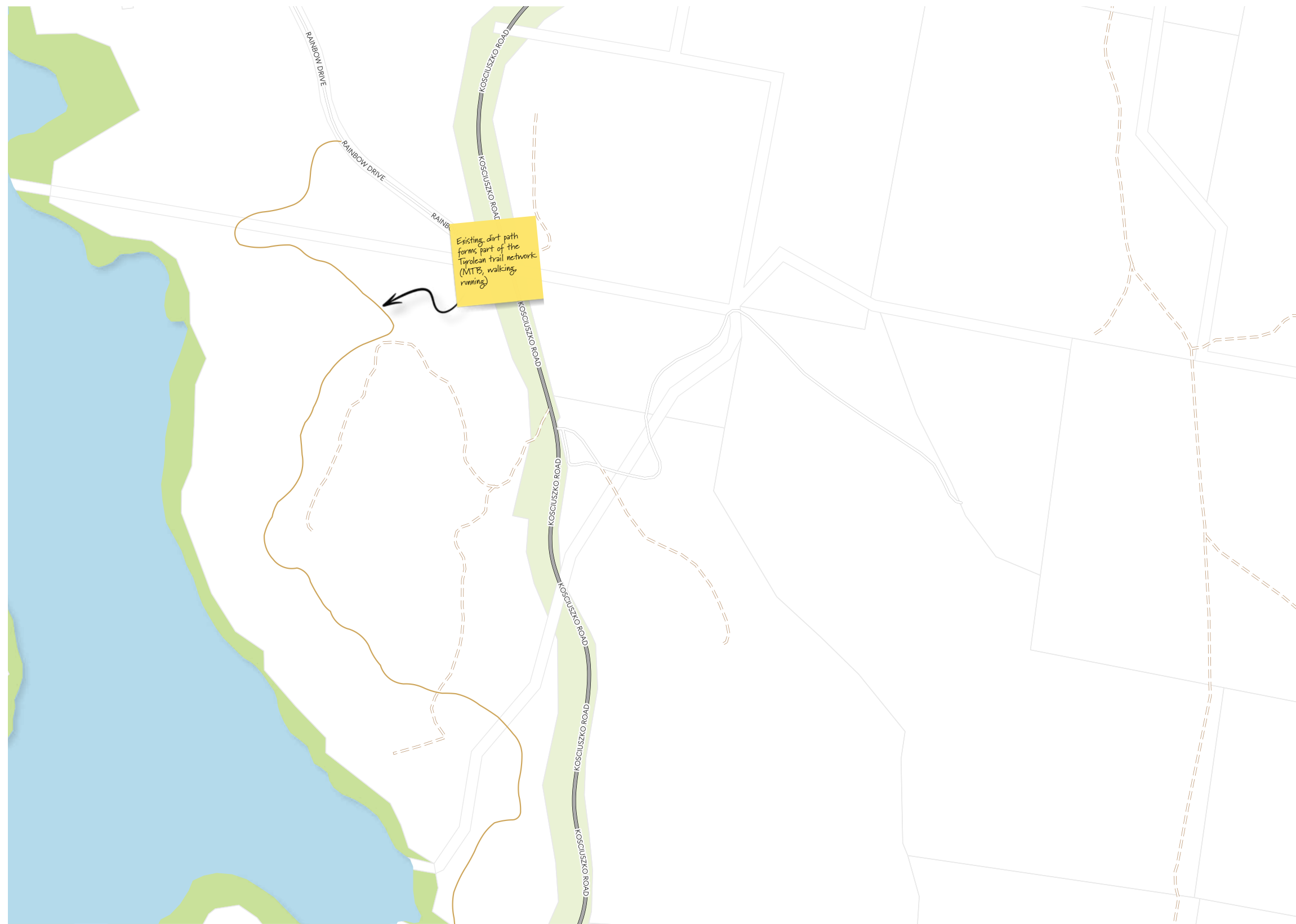
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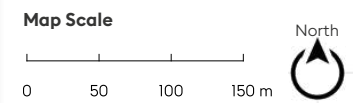
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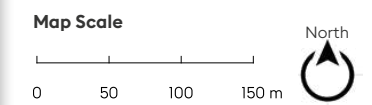
Project
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Map Title
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Map Location
 Jindabyne

Sheet Ref
 Sheet 06 of 06

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07.9 MICHELAGO

Overview

Michelago is a small town of around 642 people (2021 Census) situated in a valley between the Tinderry Range to the east and the Clear Range to the west, approximately 70km north of Cooma and 50km south of the ACT via the Monaro Highway.

Michelago Creek forms the south-western boundary of town and drains to the Murrumbidgee River approximately 2km to the west. The Goulburn-Bombala Railway forms the eastern boundary, however commercial and historic railway operations have been closed since 1989 / 1997 respectively. The Monaro Highway (located west of town) is the key transport corridor linking Michelago with surrounding towns.

Michelago has a range of urban services, including the a community hall, railway station, general store, service station, public school, RFS and police station, tennis courts, church, cemetery and parklands. There are several local heritage items and State heritage listed items within the village and surrounds, and these are highly valued by the community. There are bus services that run into Canberra and Cooma that are valued by residents.

The proposed Monaro Rail Trail network includes Michelago, with a town precinct trail developed by Monaro Rail Trail Inc.

Preliminary consultation and audit findings

The audit and consultation work in Michelago revealed a general lack of footpaths and facilities.

A number of opportunities and constraints were identified in the Michelago active transport network, which are discussed in this section.

A map summarising the audit / consultation findings of the Michelago investigations is also presented.



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Footpaths

There is a bitumen sealed footpath along the southern side of Ryrie Street. The balance of streets have grassed footpath verges.

Shared paths

There is a shared path around the perimeter of Michelago Oval that is well used. It was suggested to install a shared path from Michelago Public School to Michelago Oval to connect all main attractors.

Kerb ramps

There are generally no kerb ramps in Michelago. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone in front of Michelago Public School. Extension of the shared path network and more formalised parking would assist in improving active transport and traffic conditions in the school zone.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Michelago, nor are they warranted at this stage.

Road crossings

There are no road crossings in Michelago, nor are they warranted at this stage.

Barriers

There were no major barriers observed in Michelago.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Sections of the existing bitumen sealed footpath along Ryrie Street present as potential trip hazards, due to age and condition of the pathway. Grassed footpaths also present as potential trip hazards. Provision of a shared along main walkways would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

Generally absent in Michelago, nor are they a priority at this stage.

End of trip facilities

There are end-of-trip facilities at Michelago Oval.

Signage

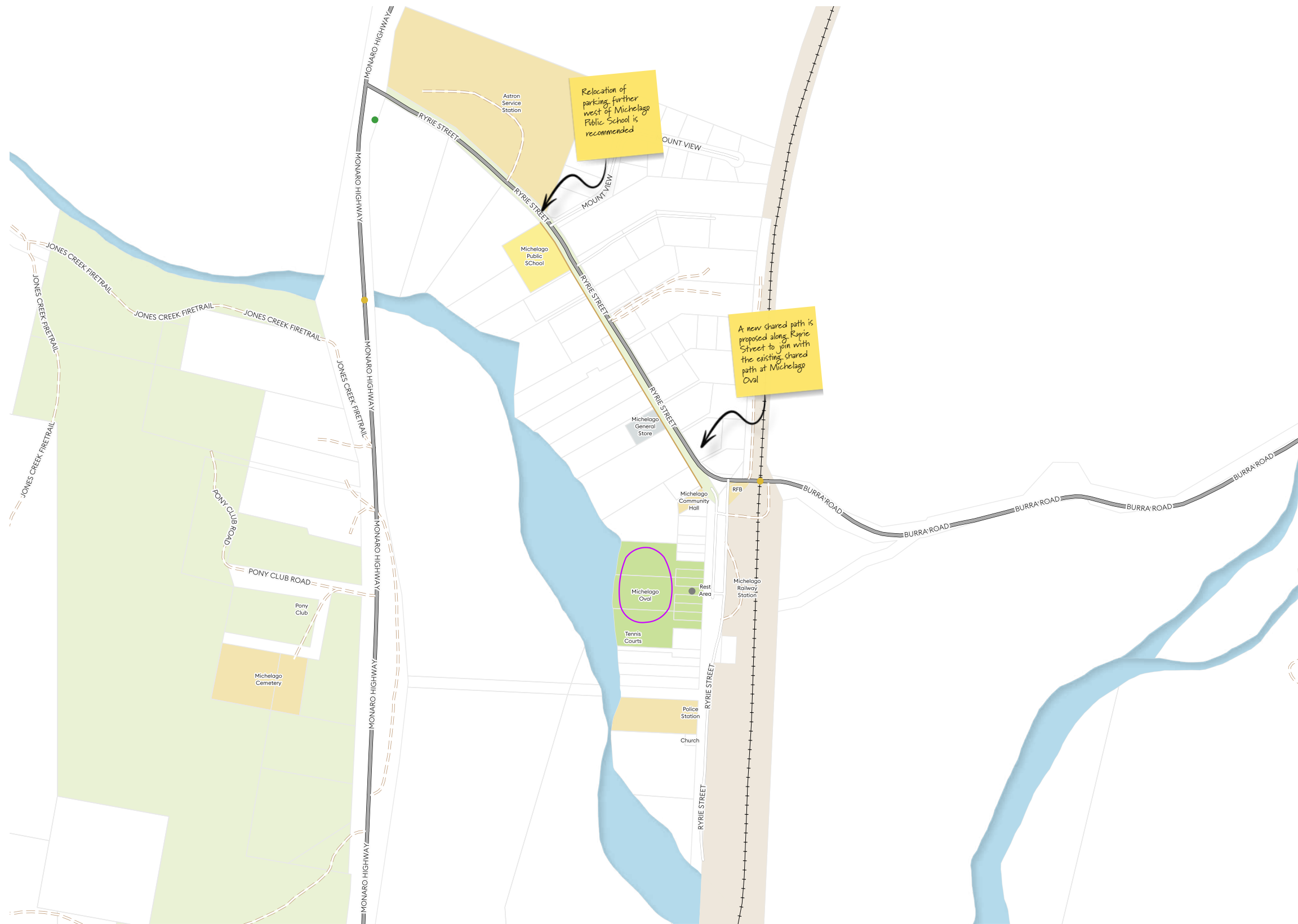
A mix of directional / informational signs were observed. A regional review of signage would be beneficial.

Other

Use of alternate surface treatments on new pathways was raised to blend with existing streetscape / heritage buildings. Potential use of aggregate, colour or stencils were suggested for investigation by a heritage architect / urban design specialist.

No other major issues were raised / noted.





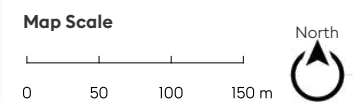
Project
 Snowy Monaro Active Transport Plan

Map Title
 Audit and Consultation Map

Map Location
 Michelago

Sheet Ref
 Sheet 01 of 01

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07.10 NIMMITABEL

Overview

Nimmitabel is a small town of around 324 people (2021 Census) located approximately 35km south-east of Cooma.

Nimmitabel has a range of urban services, including the a community hall, public school, showground, police station, cemetery, tennis courts and parklands. There are bus services that run into Canberra and Cooma that are valued by residents.

The proposed Monaro Rail Trail network includes Nimmitabel, with a town precinct trail also being developed by Monaro Rail Trail Inc.

Preliminary consultation and audit findings

The audit and consultation work in Nimmitabel revealed a patchy footpath network.

A number of opportunities and constraints were identified in the Nimmitabel active transport network, which are discussed in this section.

A map summarising the audit / consultation findings of the Nimmitabel investigations is also presented.



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Footpaths

There is a relatively good network of footpaths in Nimmitabel, connecting main attractors. The blue lines on the map show the extent of the existing footpath network. There is a need to extend footpaths to Nimmitabel Public School and the Nimmitabel Country Club precinct.

Shared paths

There are no shared paths in Nimmitabel. It is not proposed to install shared paths, given the good network of footpaths already established in town and at the Lake Wallace Picnic Area.

Kerb ramps

There is generally limited use of kerb ramps. A review of existing kerb ramps should be undertaken to ensure footpaths are compliant with relevant standards. New kerb ramps should form part of any new path treatments.

School zones

There is an established school zone at Nimmitabel Public School. Extension of the footpath network to the school and more formalised parking and bus stop facilities would assist in improving active transport and traffic conditions in the school zone.

Bicycle lanes

There are no on-road cycling lanes or exclusive cycling paths in Nimmitabel, nor are they warranted at this stage.

Road crossings

There is one road crossings of Bombala Street in close proximity of the commercial precinct. New crossing facilities are proposed in the commercial precinct and at Nimmitabel Public School.

Barriers

There were no major barriers observed in Nimmitabel.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Sections of the existing footpath network present as potential trip hazards, due to age and condition of pathways. Grassed footpaths also present as potential trip hazards. Provision of a pathways along main walkways would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

Generally absent in Nimmitabel, nor are they a priority at this stage.

End of trip facilities

There are end-of-trip facilities at the Lake Wallace Picnic Area.

Signage

A mix of directional / informational signs were observed. A regional review of signage would be beneficial.

Other

No other major issues were raised / noted.



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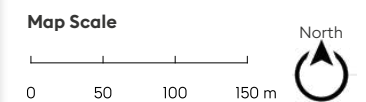
Project
 Snowy Monaro Active Transport Plan

Map Title
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Map Location
 Nimmitabel

Sheet Ref
 Sheet 01 of 01

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07.11 ICONIC TRAILS + VISITOR DESTINATIONS

The Snowy Monaro region comprises some of Australia's most iconic natural environments, which attract visitors from all over Australia and the world.

In the winter season the top recreational activities are focused around skiing, snowboarding and tobogganing. Outside the snow season, the trails network are used extensively for walking, riding, nature appreciation and fitness training.

The Snowy Mountains region is becoming renowned as a world-class destination for mountain biking and trail enthusiasts. Hundreds of kilometres of trails are being developed, with more being planned.

The active transport network is therefore not limited to the urban areas, and it is important to note there are many trails spread throughout the region that provide a wide range of opportunities for locals and visitors to exercise, socialise and enjoy the natural beauty of the area.

The Snowy Monaro Regional Trails Masterplan provides visibility of the large network of recreational trails in the region. A summary of some of the high priority recreational trails identified in the Masterplan are provided in this section.





National Park Trails

The Snowy Monaro region comprises a number of National Parks and Nature Reserves that have their own networks of trails that are used for bush-walking and riding.

The Kosciuszko National Park comprises the largest network of trails, which are managed by NSW NPWS. They include parts of the National Trail and the Snowies Alpine Walk, which are being developed as the 'must-do' walking experiences for both domestic and international visitors.

The Snowies Alpine Walk involves a 55-kilometre walk through majestic alpine and sub-alpine landscapes along the Snowy River that includes reaching the summit of Australia's highest mountain and links to the resorts of Guthega, Charlotte Pass, Perisher and Lake Crackenback.



Lake Jindabyne Shared Trail

The Jindabyne Shared Trail network offers walkers, runners and riders up to 30kms of trail between Banjo Patterson Park to Tyrolean village on the East side of lake Jindabyne and to Hatchery Bay from the West. The trail surface and difficulty varies from a concrete path through to natural earth surface trails.

An extension of the network has been funded and includes a link connecting Tyrolean to the east side and Hatchery Bay on the west. Upon completion of this trail extension, a 50km circuit will be available around the southern part of Lake Jindabyne.



West Jindabyne Mountain Bike and Adventure Park

The Jindabyne Mountain Bike and Adventure Park is earmarked as a Catalyst Precinct in the Snowy SAP Masterplan. The proposal would provide a mix of trails and recreation facilities covering an area of 500 hectares.



Mount Gladstone Nature Reserve

The Mount Gladstone Nature Reserve comprises 125 hectares of native bushland less than four kilometres from the edge of Cooma township.

The reserve offers magnificent views across the Snowy Monaro Plains and to the peaks of the Snowy Mountains from a lookout and viewing platforms.

There are walking trails, toilets and barbecue facilities available, along with car and coach parking.

The reserve is also a popular spot for Mountain Biking. Volunteers from the Snowy Mountain MTB Club help care for and maintain the trail network.



Tyrolean/ Mill Creek Trail Network

The Tyrolean trails are located on a SMRC reserve near Tyrolean Village. The network links to the Jindabyne shared trail and caters to all mountain bike ability levels.

Both Jindabyne shared trail and the Tyrolean trail network are cared for by the Jindabyne Trail Stewardship.



North Ridge Reserve Trails

Cooma North Ridge Reserve comprises 124 hectares of bushland managed by SMRC.

The reserve is valued as a conservation area for native plants and plants, animals, as well as the natural features within the Reserve.

The reserve has a number of walking trails, including the Darby Track, Grevillea Track, Three Poles Walk Orchid Loop and Borrows Pit Track.



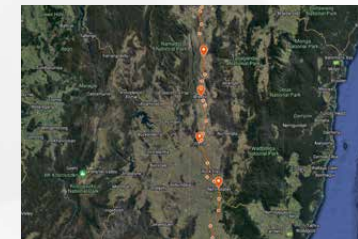
Lake Eucumbene Lakeshore Shared Trail

Lake Eucumbene is the largest reservoir in the Snowy Mountains Scheme and has a total capacity of 4,798 GL, which is nine times the volume of Sydney Harbour.

The closest town to Lake Eucumbene is Adaminaby.

A number of trails provide access to the lake foreshore and some of the main facilities.

The Snowy Monaro Regional Trails Masterplan recommends exploration of a trail along Lake Eucumbene.



Monaro Rail Trail

The proposed Monaro Rail Trail involves the construction of a shared pathway (rail trail) from Queanbeyan to Bombala, utilising the now-disused Goulburn-Bombala Railway corridor.

The project is being advocated by the Monaro Rail Trail Inc, who have prepared rail trail plans as well as precinct plans for the main towns and villages along the trail route. Committee members are from communities along the route.

SMRC commissioned Transplan Pty Ltd to undertake a Feasibility Study of the Monaro Rail Trail in 2015, which recommended the establishment of a rail trail along the disused railway corridor between Michelago and Bombala, as well as a northern extension to Queanbeyan.

Should it be developed, the Monaro Rail Trail could attract users from all over Australia and the world.

07.12 CLUBS + INTEREST GROUPS

There are a number of sporting clubs and community groups with interest in the active transport network.

A brief summary of key stakeholders is provided as follows:

- + Cooma Athletics.
- + Cooma Hash House Harriers.
- + Cycling Clubs - Cooma and Jindabyne.
- + Jindabyne Parkrun.
- + Jindabyne Skate Park Association.
- + Jindabyne Trail Stewardship.
- + Monaro Rail Trail Inc.
- + Off-road Cycling Clubs - Cooma Off-road, Snowy Mountains BMX and MTB Clubs.
- + Pony Clubs - Adaminaby, Delegate, Jindabyne, Michelago and Snowy River and Monaro Equestrian Association.
- + Snowy Kids Bubs Club.

Past representation to SMRC feedback provided at the community workshops held in September 2023 indicate a general desire for more structure and governance around active transport facilities, including:

- + Signage - particularly at trail heads, with a need for professionally displayed signage, including way-finding, trail information, management warning and interpretive signage that is simple to comprehend.
- + End-of-trip facilities - with high use trails having quality car parking areas, toilets, seating and shade.
- + Road cycling - highlight road widths and localised pinch-points as general road safety issues as well as the need to promote road cycling safety awareness and improve road carriageway width / delineation with line-marking.
- + Off-road paths - highlight the widespread use of mountain bikes, with a need to address trail conflict issues, such as MTB users creating concave paths that make bush-walking more difficult and a general need for reliable trail information and path maintenance.
- + Rail trails - widespread support for the Monaro Rail Trail.
- + Horse riding trails - highlight limited formal off-road horse riding trails and the need for reliable trail information.



08

NETWORK PLANNING



8.0 PEDESTRIAN TYPES + NEEDS

Everyone is a pedestrian, be it walking 30 metres from the car to a place of work, walking to school or the shops, using wheeled devices on footpaths or walking and running for fitness.

Pedestrians are considered vulnerable road users due to the severe outcomes that can occur when they come into conflict with motor vehicles.

In the Snowy Monaro region, the main pedestrian groups are as follows:



Older pedestrians

Are generally less mobile than other pedestrians and prefer footpaths and shared paths with minimal gradients / steps and a high degree of safety and personal security.

Commuters

This group comprises adults and adolescents who use the footpath network mainly as a mode of transport for journeys to and from a workplace. They prefer the fastest safe route between their origin and destination and are generally more skilled and experienced. On-road lanes and footpaths are suitable for commuters.

Utility / shopping

Trips are generated for specific purposes, such as running errands, shopping, visiting friends and relatives and points of interest. Local trips are often short length trips and can be unpredictable. Users may be constrained by time and vary widely in skill and experience. They prefer footpaths, shared paths, low volume roads, minimal gradients and a high degree of safety and personal security.

Secondary / tertiary students

Secondary and tertiary age students have similar characteristics as commuters and utility / shopping users, using the footpath network mainly as a mode of transport for journeys to an education facility. Footpaths, on-road lanes and shared paths are suitable for older students.

Infants / primary school students

Infant and primary school aged pedestrians have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. They require adult supervision and / or off-road paths and facilities. Road crossing points must be carefully designed to give greater visibility / priority to children.

Fitness

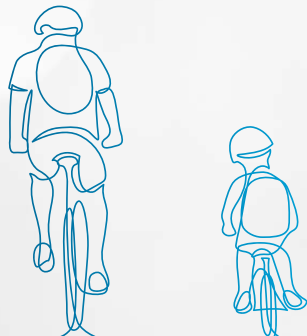
Sports people use the road environment for fitness and training purposes and to access sporting events. They often travel alone or in small groups - seeking long distances for training purposes which can take them onto busier roads. Fitness pedestrians prefer footpaths and shared paths but will use any path or the road / road shoulder if necessary.

8.1 CYCLIST TYPES + NEEDS

There are a range of cyclists who access different parts of the Snowy Monaro region on their bikes for recreational, educational, shopping, commuting and other purposes.

Cyclists are considered vulnerable road users due to the severe outcomes that can occur when a rider crashes their bike or when they come into conflict with motor vehicles. Most cyclists are aware of their vulnerability on the road network and use safety lights, helmets and high visibility gear when riding.

The different cyclist groups in the Snowy Monaro region are detailed in this section.



Older bike riders

Older people in the local context are tending to avoid using bicycles, except on shared paths and quieter roads / streets.

Commuters

This group comprises predominantly adults who use the road to cycle to work. They prefer the fastest safe route between their origin and destination and are generally more skilled and experienced. On-road lanes and shared paths are suitable for commuter cyclists. Commuters ride reasonable distances, typically up to 20km. They prefer flat, direct routes, but may tolerate up to 10% gradients, or 15% with e-bikes. Bike commuters desire all day secure parking, showers and change facilities.

Utility / shopping

A percentage of people use their bikes to run errands and do the shopping as well as visit friends, local destinations and points of interest. Local trips may be 'spare-of-the-moment' decisions, where a bicycle is used to visit the shops for last minute supplies. Users may be constrained by time and vary widely in skill and experience. They may use footpaths, shared paths and roads to access their destination, and sometimes may forget to take appropriate safety precautions.

Secondary / tertiary students

Older students in the local context are using bicycles to access trails, weekend sports, skate parks and friends. They sometimes forget to take appropriate safety precautions.

Infants / primary school students

Infant and primary school aged cyclists have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. Younger people in the local context are tending to be riding their bikes with adult supervision and / or on the shared path networks and quieter streets.

Fitness

There is a percentage of adult riders that are more confident mixing with traffic. If riding for training purposes, these riders may ride very long distances, sometimes more than 100km. A number of different bikes are available (road, flat-bar touring and mountain bikes) for fitness and recreation. Road and touring cyclists often travel in small groups or larger bunch rides seeking long distances for training and recreational purposes, which can take them onto busier roads. Mountain bike riders often travel individually or in small groups and seek quieter roads and off-road trails.

Families with children

Prefer separation from traffic. Ride shorter distances. Prefer flat routes with less than 5% gradient. Adults / guardians may be walking alongside young children on bicycles.

8.2 ACCESS IMPAIRED NEEDS

Disability is an issue that affects a significant proportion of the population. The 2022 ABS explanation of disability data indicates that 17.7% of Australians have a long-term disability that restricts their everyday activities.

Planning for the transport needs of disabled persons presents its own unique challenges, with a person in a wheelchair requiring different assistance to negotiate the active transport network than a person who is sight impaired. Navigation to end-of-trip facilities, such as parking facilities, water points and toilets also requires special consideration.

Motorized scooter usage is a growth industry and there is a need to review current and future innovations in these mobility devices to ensure infrastructure improvements are aligned with technology.

A key focus of the Snowy Monaro ATP should be to provide mobility and access facilities for disabled and older persons in the community, particularly in high activity areas such as the central business districts.

8.3 AGED ACCESS NEEDS

Age is related to a variety of characteristics and skills that influence the risk of traffic injury. These age-related characteristics can also affect the way in which people of different ages interact with the movement network. The main needs of aged persons are for level walking surfaces that are free of hazards. Elderly community members also appreciate end-of-trip facilities, such as seating, water points, shade and toilets.

In the 2010 NSW Health Falls Prevention Baseline Survey, 26.7% of people aged 65 and older, reported limiting their walking because of fear of falling whilst walking over rough or uneven surfaces, steps or stairs.

Older people continue to be over presented in pedestrian crashes. As shown by Job RFS, Pedestrians at Traffic Light Controlled Intersections: Crossing Behaviour in the Elderly and Non-elderly, several factors work together to increase the risk of crashes, as follows:

- + Deterioration in visual acuity may have a negative impact on an older person's ability to cross the road safely.
- + Reduced mobility can render older people unable to react quickly in imminent danger to avoid a crash.
- + Underlying health conditions or frailty can result in greater injury severity when a crash occurs.
- + Reduced speed when crossing the road can be an issue at automated signals that do not allow sufficient time for slower pedestrians to cross safely.

A key focus of the Snowy Monaro ATP should be to provide mobility and access facilities for disabled and older people in the community, particularly in high activity areas such as central business districts. The following measures have been adapted from the WHO Pedestrian Safety Manual 2013 and the NSW Centre for Road Safety to improve the safety, comfort and amenity of elderly pedestrians:

- + Install high-visibility crossings and advance stop bars.
- + Repair broken kerbs and pedestrian ramps.
- + Replace missing and / or upgrade existing signs.
- + Install pedestrian refuge islands or, preferably, raised medians.
- + Narrow roadways with traffic-calming techniques.
- + Raise public awareness about the safety needs of elderly pedestrians.
- + Reduce legal speed limits where necessary.
- + Strengthen enforcement of laws on speed limits, and drink-driving.

8.4 NEEDS OF YOUNG CHILDREN

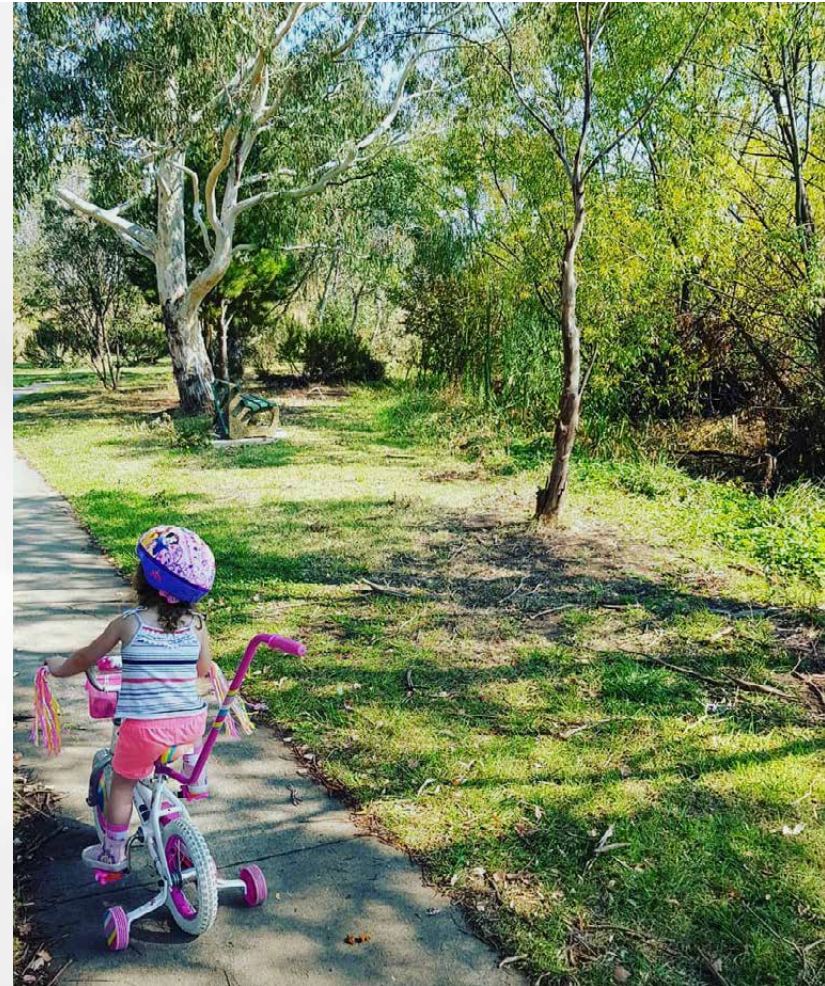
Children are highly vulnerable road users. Pre-school, infant and primary school aged children need their parents or other adult supervision when they ride along the road network, but they also need our confidence to explore their environment and learn how to do things independently.

Children can use the same facilities as adults (and can ride on the footpath) however they are still at risk from traffic for many reasons. Pre-school, infant and primary school aged bike and scooter riders have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. Although children may think they can handle the road network, Kidsafe NSW advises they are:

- + Easily distracted and focus only on one aspect of what is happening.
- + They are smaller and harder for drivers to see, and less predictable than other road users.
- + Cannot accurately judge the speed and distance of moving vehicles.
- + Cannot accurately predict the direction that sounds are coming from.
- + Unable to cope with sudden changes in traffic conditions.
- + Do not understand abstract ideas, such as road safety.
- + They may lack the ability to distinguish between safe and unsafe crossing gaps and sites, putting them at risk as they cross the road.
- + They may lack understanding of the dangers presented under different conditions, such as wet weather or darkness.

An extensive network of structured sporting activities is available for children in Snowy Monaro region that helps to keep them active and engaged. There are also a number of areas where children can go 'off-road' and explore the environment and practice skills on their own or with friends.

Key objectives of the Snowy Monaro ATP should be to highlight areas that provide opportunities for off-road play on bikes and kick-scooters and to link these areas to residential neighbourhoods and the wider network.



8.5 NETWORK PLANNING PRINCIPLES

The planning focus of the Snowy Monaro ATP is to make pedestrian and cycling activities a safe, healthy and attractive travel option. To achieve this over such a vast area requires a targeted and systematic approach, based on a number of principles which are explored in this section.

Coherence

Coherence can be characterised by the completeness of the network. A cohesive network should be continuous and clear to the user where the path leads. Sign-posting and line-marking should indicate major destinations as well as the 'serious transport intent' of sections of road routes. The quality of network facilities should be consistent throughout the length of the route where practical. End-of-trip facilities, such as seating, watering stations, toilets, change room facilities, bicycle racks and storage facilities should also be integrated into the network.

15 minute neighbourhoods

People will commit to walking and assisted mobility for 10-15 minutes to access local shops and services. The Snowy Monaro ATP is generally based on active transport trip distances of 15 minutes.

Suitability for all users

Quality environments must be available to all who choose to use them. Pathways must have appropriate gradients and be continuous and free of obstruction. The needs of hearing and vision-impaired users should be considered at primary attractors, especially where user safety is an issue.

Safety

Perceived and actual safety is very important to pedestrians and cyclists. Pedestrians particularly desire open-to-viewer routes and well-lit pathways where they are used at night. Road crossings present the greatest dangers, with safe crossing locations needing to be provided at regular intervals along major streets or where there are key desire lines to cross major streets. Pedestrians will rarely walk along an indirect route to access safe crossing points, so frequent crossing points must be provided.

Cyclists travel faster than pedestrians and therefore are less concerned about personal security. However, cyclists are still slower and smaller than motor cars and trucks, making them less likely to be seen. When they do come into conflict, cyclists have little protection in a collision.

On-road paths and off-road paths reduce the risk of collision with motor vehicles, but can pose a danger to cyclists at squeeze points and intersections with roads. They can also involve potential conflict with pedestrians where the off-road facility is a shared path.

The general principles of predictability and clear priority remain important for off-road paths, including directional segregation and high visibility for all users.

Directness

Pedestrians and cyclists do not like to travel out of their way to reach a destination. This is a natural response to avoid the extra effort involved in walking or riding extra distances. Paths serving desire lines between activity areas need to be direct and clearly defined in order to provide for and encourage walking and riding trips.

Wherever possible, barriers should be overcome, with slight deviations or additional safe crossing points. A careful balance must be found between providing a direct route and also one free of delays, excessive energy expenditure, or safety concerns.

Amenity

People are more likely to walk or ride in an attractive environment because it is enjoyable. Areas with high volumes of vehicular traffic, excessive noise and poor pavements may discourage walking and riding.

Urban areas should be maintained at a human scale that provides an attractive and safe environment. Pedestrian and cycling facilities should be designed to fit into the surrounding environment so that the enjoyment of the experience is enhanced. The route should be scenic, quiet, and free of heavy traffic and traffic travelling at high speeds.

The best walking and cycling environments are often found along quiet rural roads, off-road trails, urban parklands or residential areas that have been traffic calmed.

8.6 IDENTIFYING ACTIVITY GENERATORS

There are certain areas of the Snowy Monaro region that generate significantly more pedestrian and cycling activity than other areas.

Identifying activity generators is particularly important to consider in the preparation of the Snowy Monaro ATP.

The different activity generators have been divided into four main groups and are presented in this section.

Primary Activity Areas

Primary activity areas include commercial precincts, large schools and hospitals as well as other areas that attract high concentrations of people.

Safety, connected / wide pathways, road crossing points, disability access infrastructure, secure bike parking and other end-of-trip facilities are important design goals for primary activity areas.

Secondary Activity Areas

These include neighbourhood shops, smaller schools, popular sporting and recreational facilities, clubs, smaller health and community facilities and the larger congregation churches located outside primary activity areas.

These land-uses are busy places at certain times of the day or week.

Safety and footpath are important design goals for secondary activity generators.

Primary Routes

These are routes from residential areas to the primary activity areas and secondary activity generators. They are collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of population.

Hazard Areas

Through the analysis of crash data and consultation undertaken, there are a number of areas / routes that have been identified as being potentially hazardous or particularly stressful places for pedestrian and cyclists.

8.7 IDENTIFYING APPROPRIATE PATHS

The selection of the appropriate path type treatment depends on a combination of factors, including the level of demand for the path, the conditions present in the surrounding environment (traffic speed and volume), the availability of space in which to provide the path, and whether path usage is for exclusive pedestrian or cycle use or shared use.

The overall goal is to install facilities that are safe, practical and that respond to local conditions.

A number of different path treatments can be applied, which are covered in this section.

Footpaths

Footpaths are suitable for a wide range of pedestrian situations. Footpaths are required to be designed and built to meet minimum dimension requirements. Design elements of footpaths include width, gradient, pavement materials that are slip resistant, type of kerb and adequate setback distance of the footpath from the roadway.

According to the Austroads Guide and other guidelines referred to in Section 5, the general minimum footpath width of 1.2m is adequate for most road and street situations except in commercial and shopping environments.

A footpath width of 1.5m or greater may be necessary at locations where pedestrians gather such as the entrance to schools and associated crossings, recreation facilities and bus stops or on routes with high pedestrian traffic volumes.

Use of the TfNSW Road Space Allocation Procedure is recommended to determine the most appropriate footpath width.



Shared streets

Shared local streets have 'design speeds' that provide greater safety for pedestrians, cyclists and motorists.

The Cycleways Design Toolbox recommends the sharing of traffic lanes only where design speeds are 30km/h or less and traffic volumes are very low.

Projects that propose shared street environments must undergo rigorous evaluation before being implemented.

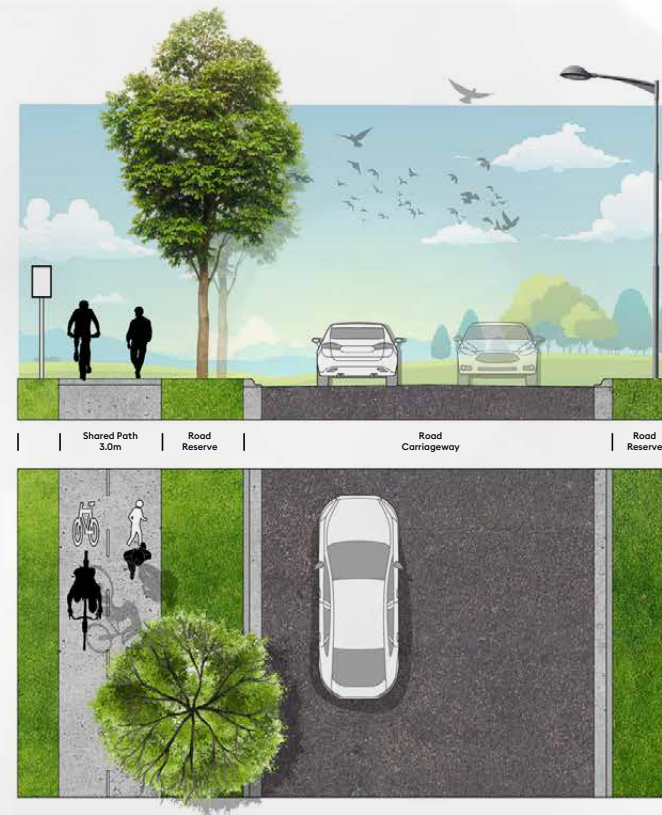
Shared paths

Shared use paths are a type of off-road facility that are generally wider than footpaths and allow common use of the facility by both cyclists and pedestrians.

According to the Austroads Guide and other guidelines referred to in Section 5, a shared use path may be appropriate where demand exists for both a pedestrian path and a bicycle path but where the intensity of use is not expected to be sufficiently great to provide separate facilities. Shared paths are a popular response to connecting attractors and as paths in large parklands.

The minimum width for a shared path is 2.0m, the desirable width is 2.5m and TfNSW guidelines are advocating for 3.0m wide shared paths.

In some situations shared paths may cause friction between pedestrians and cyclists, so wider paths are generally preferred here there is high levels of walking / cycling activity. Displaying highly visible signs and rules applying to the proper use of shared paths are important considerations when planning these paths.



Exclusive off-road cycle paths

Exclusive bicycle paths are most appropriate in the following circumstances:

- + There is significant cycling demand.
- + Separate footpaths are provided.
- + There limited motor vehicle access across the path.

According to the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling, the recommended width varies from 2.0m minimum to 3.0m, depending on the volume of cyclists.

On-road cycle paths

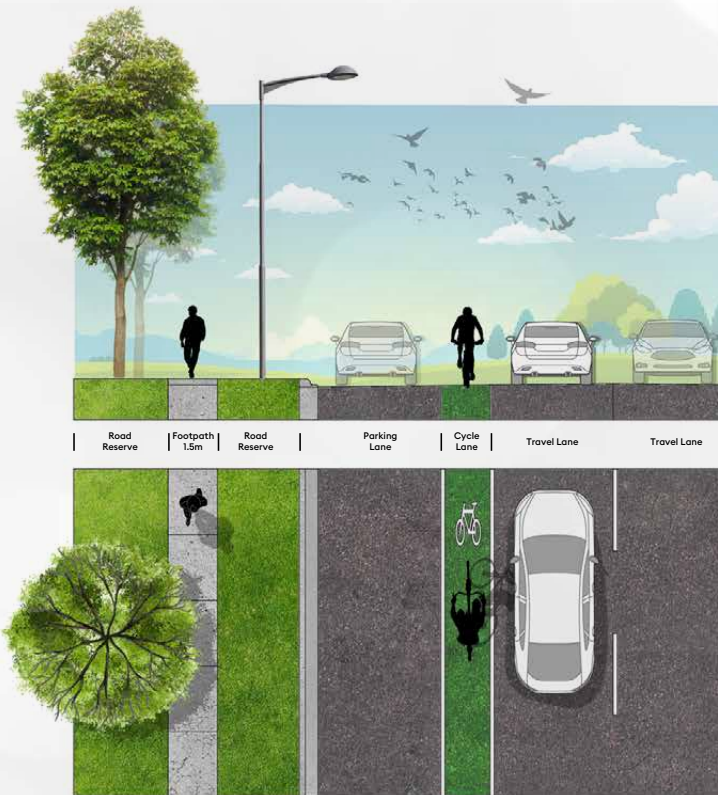
On-road cycle paths are 'bicycle lanes' located alongside the motor vehicle traffic lane on a road. According to the Austroads Guide to Road Design Part 03 - Geometric Design (Table 4.18), the recommended width for bicycle lanes in urban areas varies from 1.2m to 3.0m, depending on the road speed and local conditions such as physical / visual separation.

Exclusive on-road cycle paths are generally delineated by line-marking and / or green colour, and located on the far left of the road shoulder or adjoining the parking lane.

Projects that propose on-road bicycle lanes must undergo rigorous evaluation before being implemented to ensure adequate separation between cyclists and passing traffic. Where considered necessary / feasible in regional settings, on-road bicycle lanes should comply with current design standards and undergo periodic monitoring to ensure painted line-marking remains clear and legible.

On-road bicycle lanes are unlikely to encourage more local cycling trips in the Snowy Monaro context, and are not the recommended method of providing for short, everyday cycling trips.

Where possible, the Snowy Monaro ATP should give preference to new shared path installations as a strategy for increasing cycling activity throughout Snowy Monaro region.



8.8 IDENTIFYING APPROPRIATE PATHS

There are a variety of pavement materials commonly used as part of the construction of new active transport infrastructure.

The main types of path treatments are described in this section.

Concrete and hotmix asphalt

This provides a hard surface and is generally functionally appropriate. This material is ideal where paths are on a gradient and / or exposed to surface water drainage. Most footpaths in Snowy Monaro region are of these construction types. Some main street beautification works use a combination of asphalt, concrete and brick pavers to provide variety and interest.



Pavers and bricks

For aesthetic reasons and to add interest and variety, pavers and brick paving are often used. Pavers have been used extensively in commercial areas and at tourist destinations. Highly glazed surfaces should be avoided as they are slippery when wet. Rough stone path surfaces should also be avoided as they can fail flatness tests. Pavers are ideal for sight impaired pedestrians as a guidance using different pavement colours, however overuse of colours can be confusing.

Bitumen seal

Generally less hard wearing than concrete, hotmix or pavers. It is often used as a cheaper option in low trafficked areas where drainage is not an issue. It may also be considered where a new path is being trialled to determine the cost benefits of using a longer-term material such as concrete.



Loose surface material

These materials such as exposed aggregate, gravel, soil, sand, grass and tanbark should be avoided along heavily used routes. They can be very difficult to walk on and make it difficult for people in wheelchairs. However, gravel surfaces may be suitable for fitness walkers, runners and mountain bike riders.

Ideally, loose surface paths should be free of obstructions and therefore should not include steps, stairways or obstacles that affect safety.

8.9 OTHER DESIGN CONSIDERATIONS

LIGHTING

Outdoor lighting along roads has most often been designed for the vehicle driver, rather than for pedestrians and cyclists.

Where footpaths, bicycle lanes and shared pathways carry a substantial number of pedestrians and cyclists during periods of darkness, consideration should be given to the provision of path lighting.

The main objectives of pedestrian lighting are to ensure adequate lighting is provided to identify pedestrian routes and signage, illuminate pedestrians to other road users and to achieve facial recognition of another pedestrian at a reasonable distance.

The main objective of cycleways lighting is to ensure adequate lighting is provided so that cyclists, travelling at reasonable speed are able to avoid other people, potholes and other traffic hazards. Generally, provision for public lighting for bicycles may occur where:

- + Paths for cycling associated with promenades or a centre for night-time activity.
- + Paths for cycling used for commuting by workers or students.

In general, lighting should be placed along key routes, key crossing points, intersections and places where people congregate.

Direction and height of illumination and background land illumination levels are key considerations that should be addressed in lighting designs.



END OF TRIP FACILITIES

Public amenities can be important mid-way or end-of-trip resources for pedestrians and cyclists. Examples of end-of-trip facilities include:

- + Water points.
- + Toilets.
- + Seating / rest stops.
- + Shade structures.
- + Way-finding signage.
- + Bicycle parking stations / facilities.
- + Personal storage lockers.

Exercise equipment is also being used / provided in some parks to facilitate more intensive fitness training. These facilities are the 'outdoor' equivalent of a gym, and may include weights and resistance benches, step-up and pull-up devices.

Providing shower and locker storage facilities at the larger employment centres is another means of encouraging more people to make walking and cycling part of their daily routine.

End-of-trip facilities should aim to provide a comfortable and stress-free transition from active transport to their end destination.



Landscape

Landscape works which are poorly planned and designed can have negative impact on pathway use. It is important that landscaping is designed, constructed and managed to:

- + Provide clear sight-lines.
- + Promote good visibility.
- + Provide safe side clearances.
- + Prevents intrusion into pedestrian / cycling operating space.
- + Manages tree root damage to pathways.
- + Provide passive surveillance and promotes an open easy – supervised environment.
- + Manage weeds, especially catheads.

Technical advice on key considerations for landscape design are provided in the Austroads Guide and other guidelines referred to in Section 5.



Signage and Line Marking

Signage / line-markings should be provided throughout the entire network to guide pedestrians and cyclists use of the active transport network.

Signage / line-markings should include both directional and informative information and be designed to be easily identifiable and consistent across both on-road and off-road networks. They should inform users of the direction and distance to key destinations, provide warning of changing conditions and approaching hazards, which is particularly important at intersections.

Signage / line-markings should be provided for all new projects, and progressively retro-fitted across the existing network.

Technical advice on signage and marking treatments is provided in the Austroads Guide and other guidelines referred to in Section 65.



Pedestrian Crossings

Pedestrian crossings provide designated areas for pedestrians to cross the road safely, reducing the risk of accidents and promoting walking activity. With well-placed crossings, walking becomes more accessible to people of all ages and abilities and may encourage more individuals within the community to choose walking as a mode of transport.

The locations of existing pedestrian crossing facilities should be properly identified in the Snowy Monaro ATP and new crossing facilities incorporated into proposed network improvements where it can be identified that it would provide a benefit in terms of supporting safe active transport trips.

In the Snowy Monaro context, there are a limited number of pedestrian crossings and these are generally located in primary activity areas.



Other Crossings

Centre refuge islands, kerb extensions / blisters provide alternate ways to improve the safety of pedestrians crossing a road. With well-placed road crossing facilities, walking becomes more accessible to people of all ages and abilities and may encourage more individuals within the community to choose walking as a mode of transport.

In the Snowy Monaro context, centre refuge islands, kerb extensions / blisters are preferred, and are already well utilised in primary and secondary activity areas such as schools, parks and community facilities.



09

ACTIVE TRANSPORT PROJECT PLANS



ACTIVE TRANSPORT PROJECT PLANS

Active Transport Project Plans have been prepared for Adaminaby, Berridale, Bombala, Bredbo, Cooma, Dalgety, Delegate, Jindabyne, Michelago and Nimmitabel.

They show the existing and proposed pathways for a more connected network in each town as well as other project work, such as proposed end-trip-facilities.

The following guiding principles have been referenced in the drafting of the project plans:

Guiding Principle No. 1 - Focusing efforts in areas of highest importance

Effective and useful planning relies on focusing effort and resources in areas that it is most needed. SMRC has limited funds for improvements and these funds need to be carefully directed towards achieving optimal outcomes.

Project plans have focused on areas with high levels of pedestrian and cyclist activity as well as the desire lines of high potential and demand. Consideration has also been given to locations which may merit a review of road conditions based on a poor safety record.

Guiding Principle No. 2 - Focusing on potential pedestrian and cyclists

It is important to consider existing pedestrians and cyclists, however, the biggest advantage in terms of increasing patronage is to target people who currently are not active pedestrians or cyclists, but who are likely to become so if conditions improve.

Project plans have focused on ways to promote behaviour change to encourage new users.

Guiding Principle No. 3 - Developing effective infrastructure to improve conditions

Project plans aim to develop innovative infrastructure interventions (where feasible) based on the NSW guidelines and other applicable policies and standards.

Guiding Principle No. 4 - Setting achievable targets

Funds are limited and there is a need to focus on specific actions that are achievable by SMRC and other service authorities and groups.

There is no sense in developing project plans that proposes excessive expenditure beyond the means of the community. It is better to set targets that can be realistically achieved over the intended 10 - 20 year implementation period.

Should extra funding become available and targets are met earlier, it is a relatively simple task of reviewing the project plan(s) to set more goals and targets.

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Project
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Map Title
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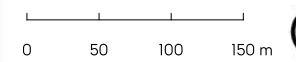
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Map Scale



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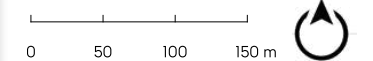
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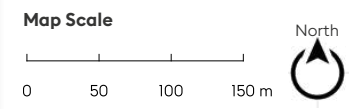
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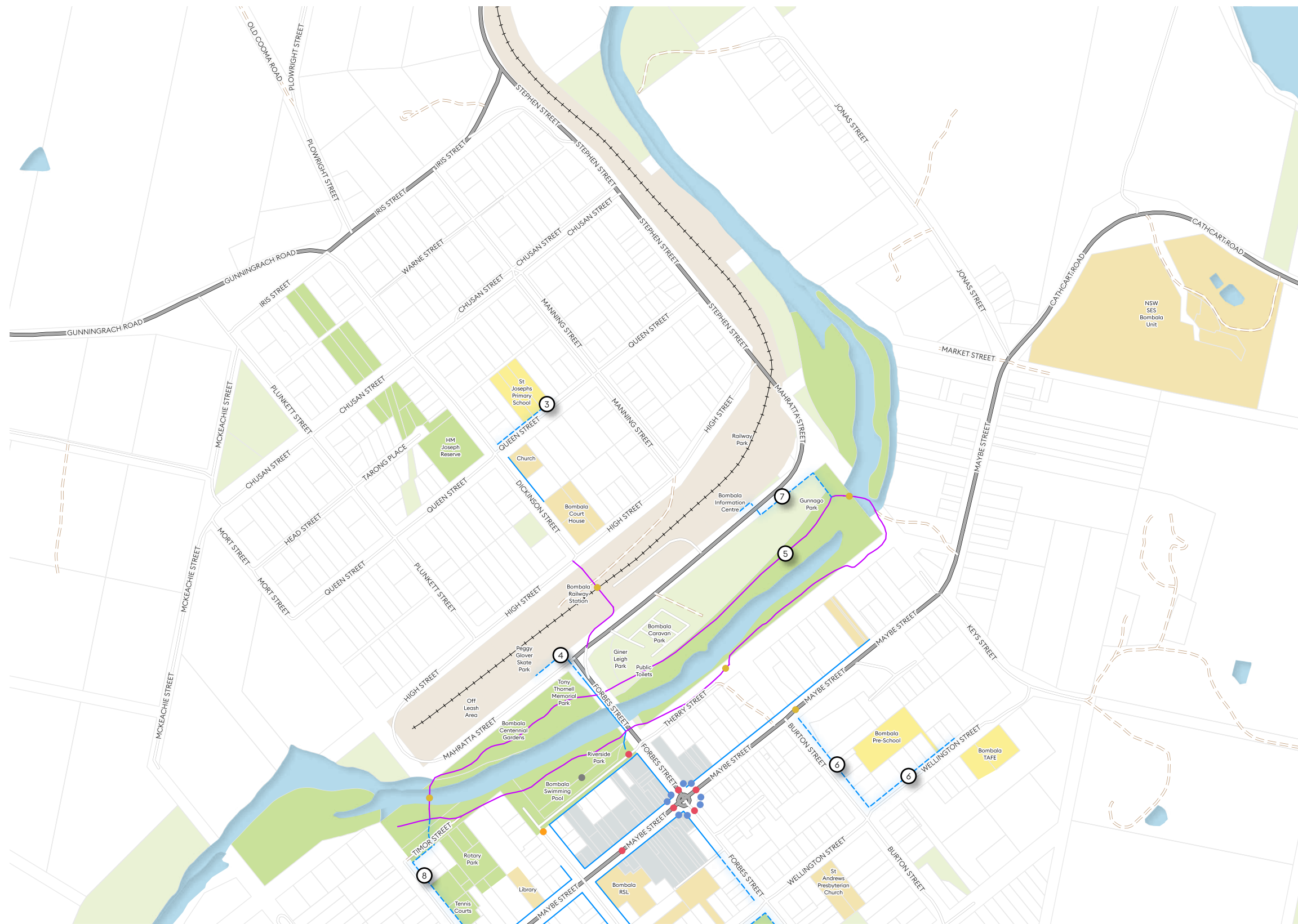
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Project
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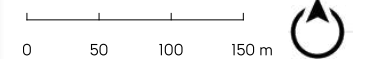
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Map Scale



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Project
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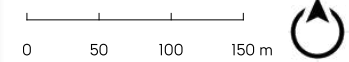
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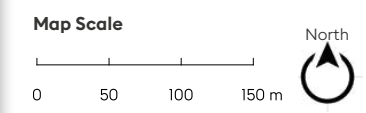
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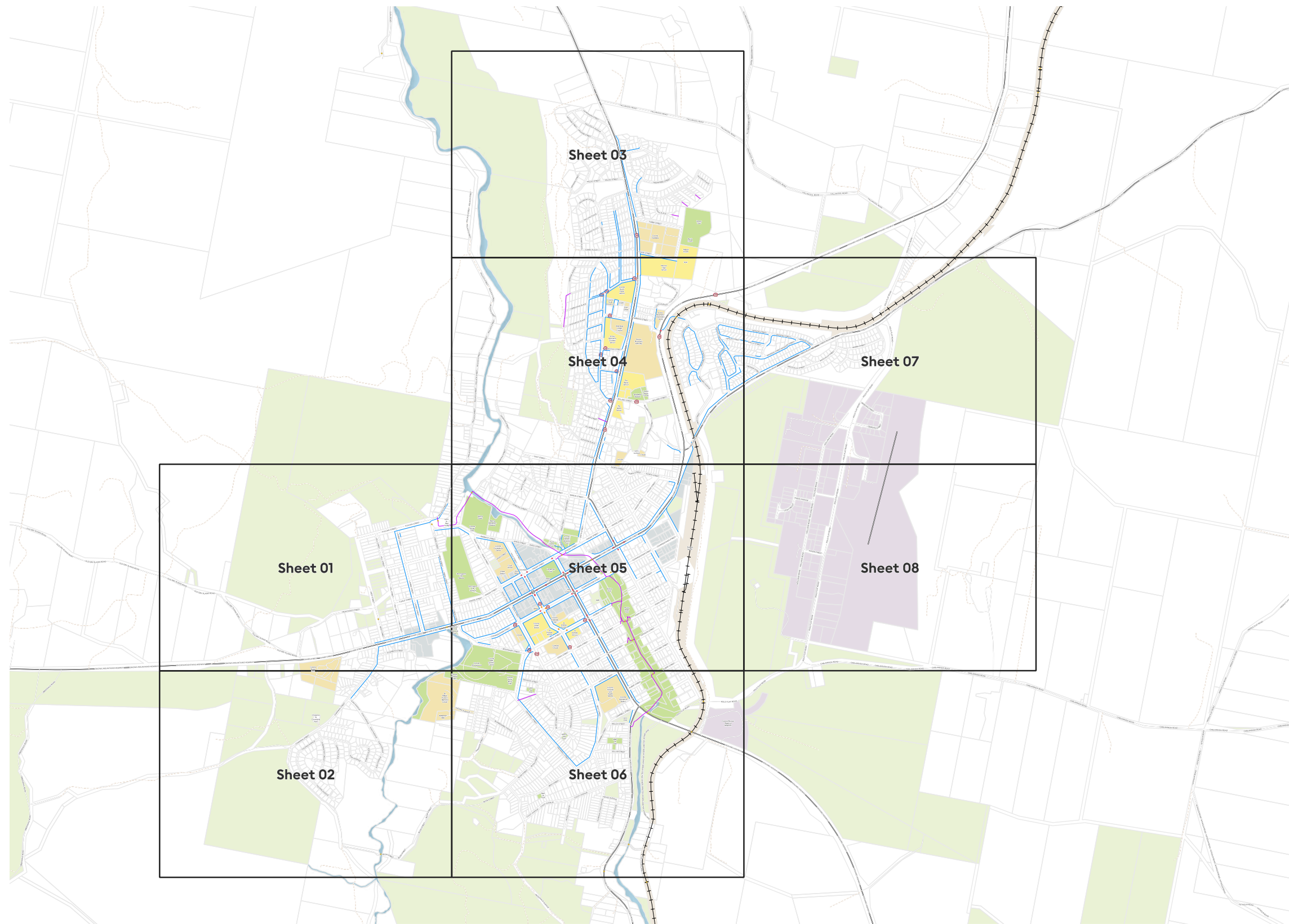
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Project
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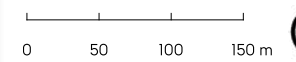
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- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

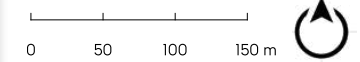
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Sheet Ref
 Sheet 01 of 08

Map Legend

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

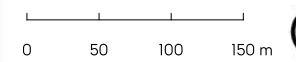
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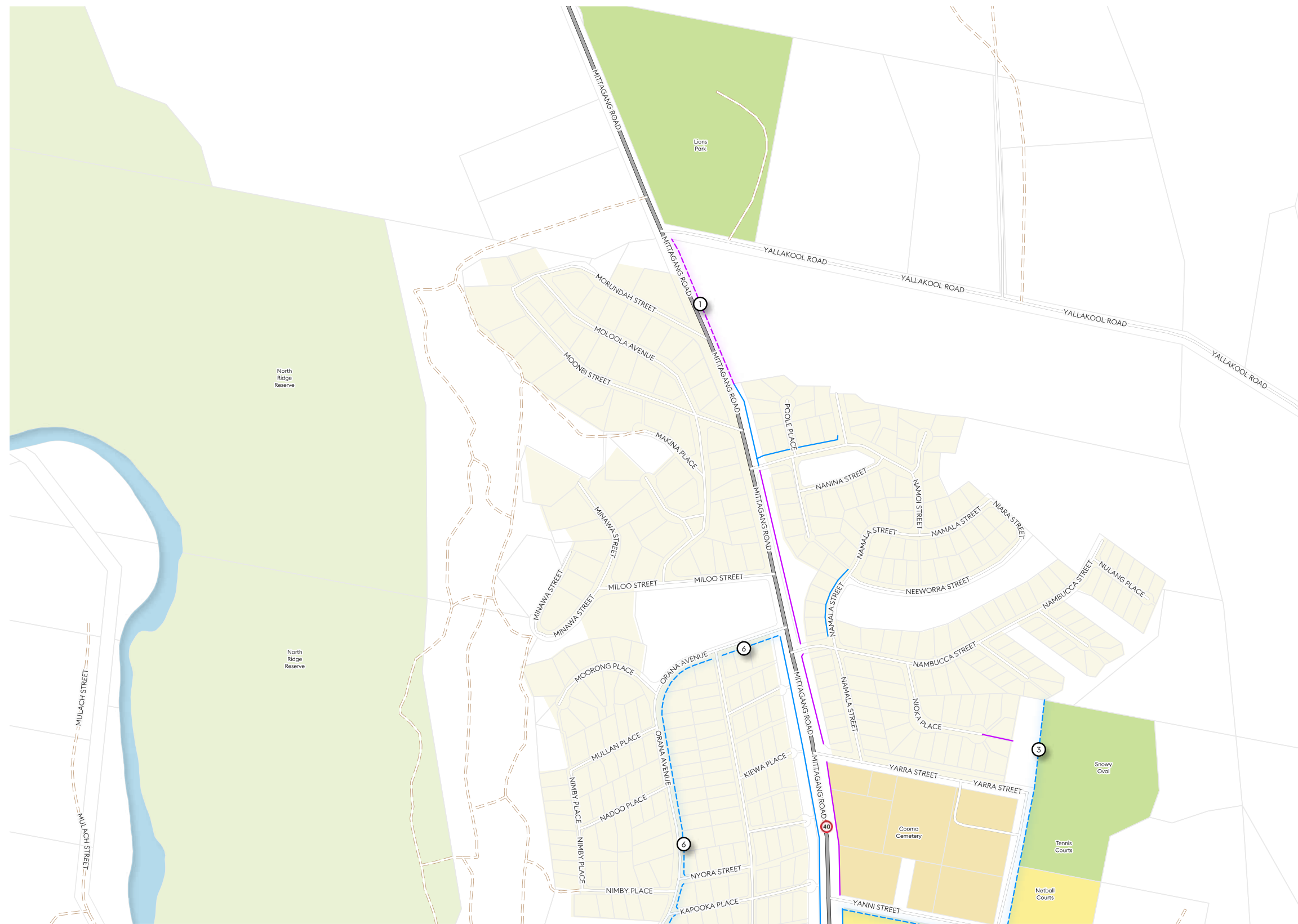
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- Proposed Centre Refuge Island
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- Proposed Crossing - Bridge
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- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

Map Location
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Sheet Ref
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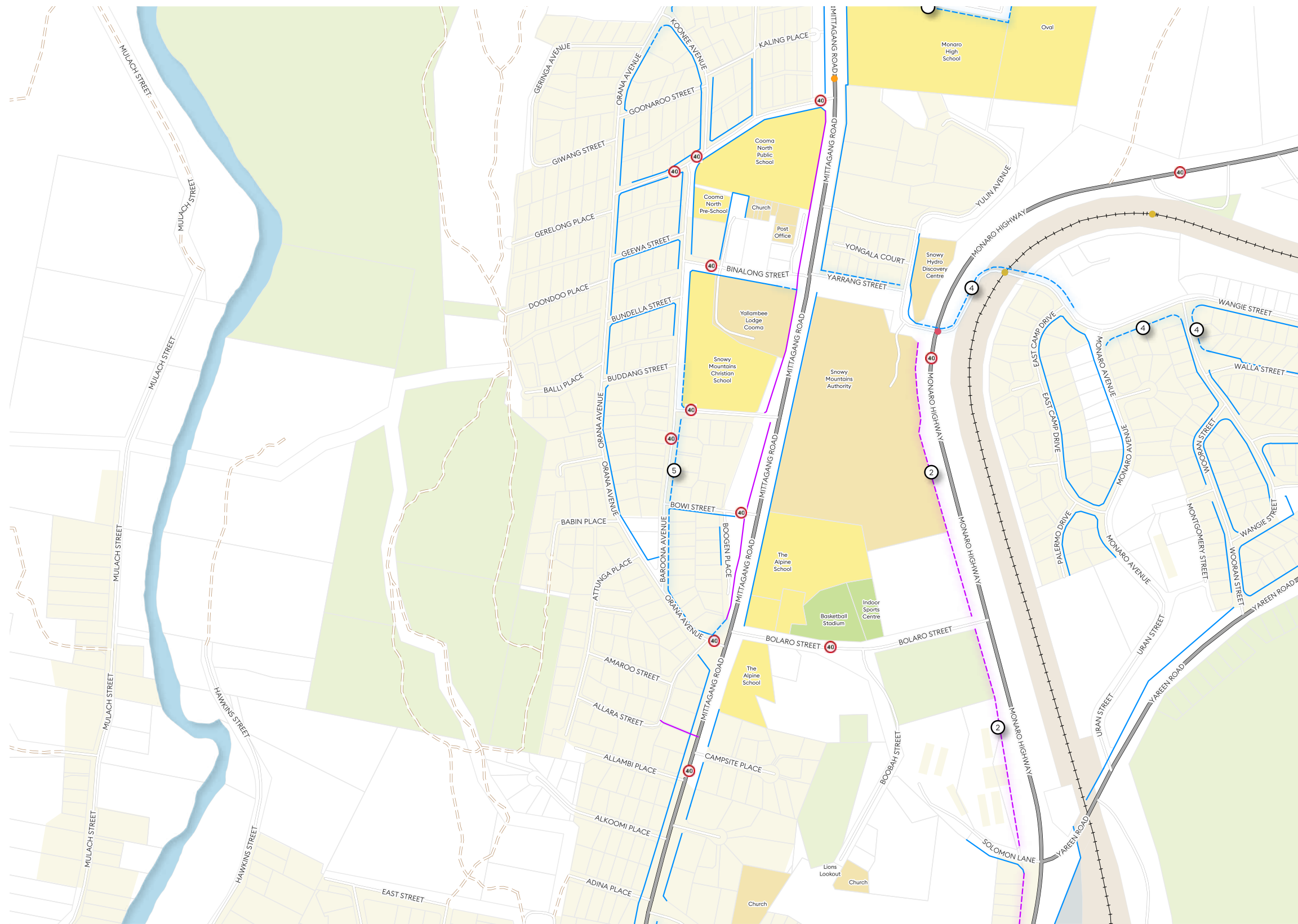
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- Existing Gravel Path
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- Local Road Network
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- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
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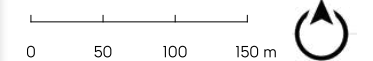
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Map Legend

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- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
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- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

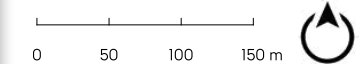
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Map Legend

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- Proposed Centre Refuge Island
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- Proposed Crossing - Bridge
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- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
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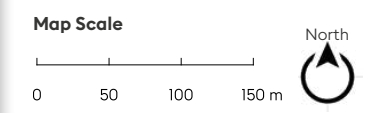
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Map Location
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Sheet Ref
 Sheet 06 of 08

Map Legend

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- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
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- Railway Corridor
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- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



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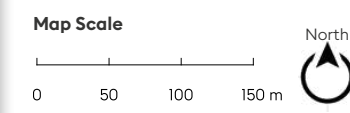
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Map Title
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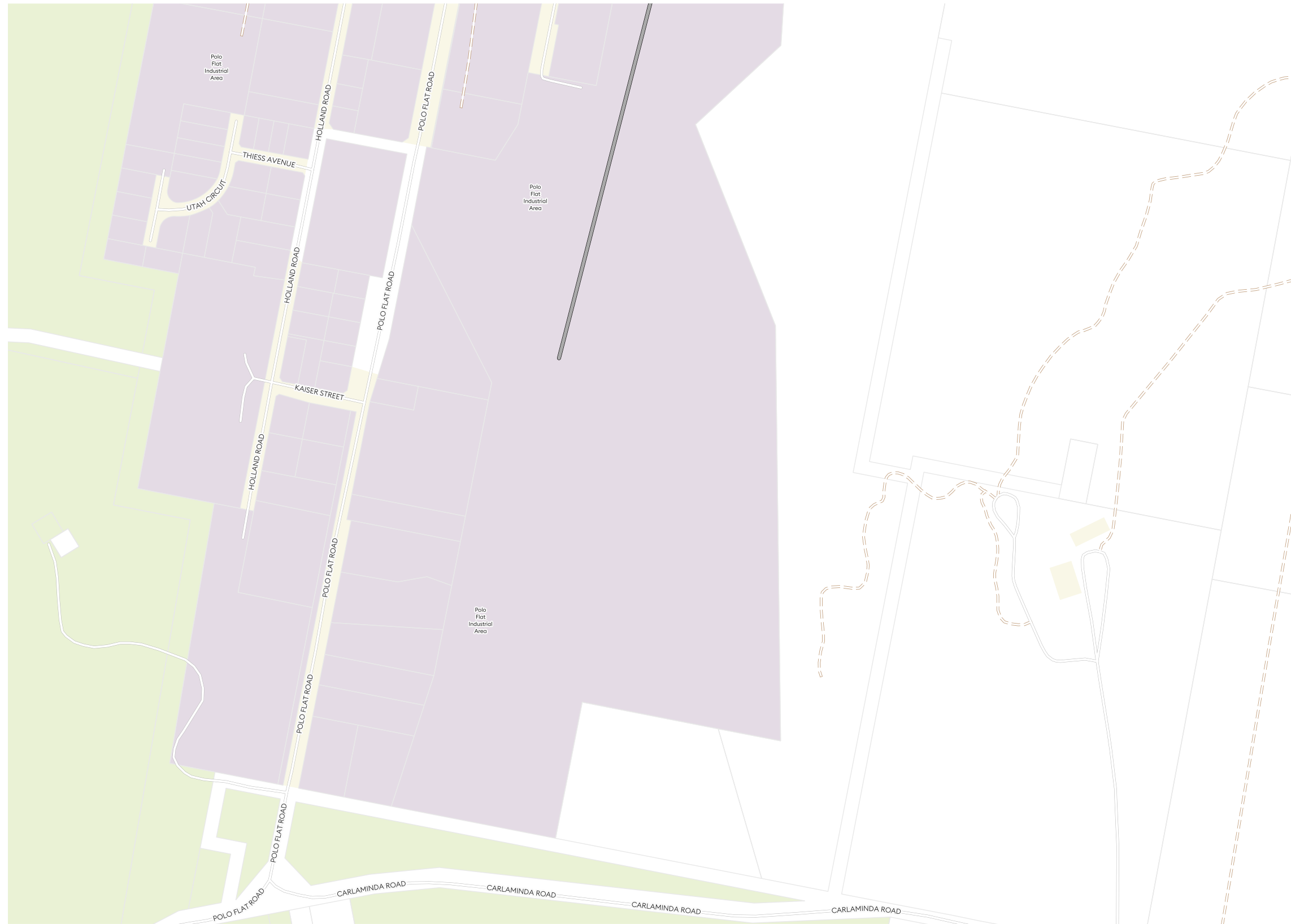
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Sheet Ref
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 - Landuse - Community
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 - Landuse - General Commercial
 - Landuse - Crown



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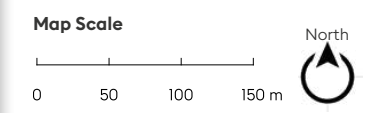
Project
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Map Title
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Map Location
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Sheet Ref
 Sheet 08 of 08

- Map Legend**
- Project Numbers
 - Proposed Pedestrian Crossing
 - Proposed Centre Refuge Island
 - Proposed End of Trip Facility
 - Proposed Crossing - Bridge
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 - Proposed Trails - Jindabyne
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 - Railway Corridor
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 - Landuse - Crown



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

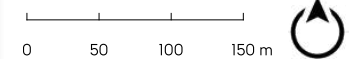
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Sheet Ref
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Map Legend

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- Proposed End of Trip Facility
- Proposed Crossing - Bridge
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- Proposed On-road Cycling Lane
- Proposed Gravel Path
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- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- + Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

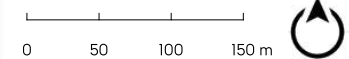
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Sheet Ref
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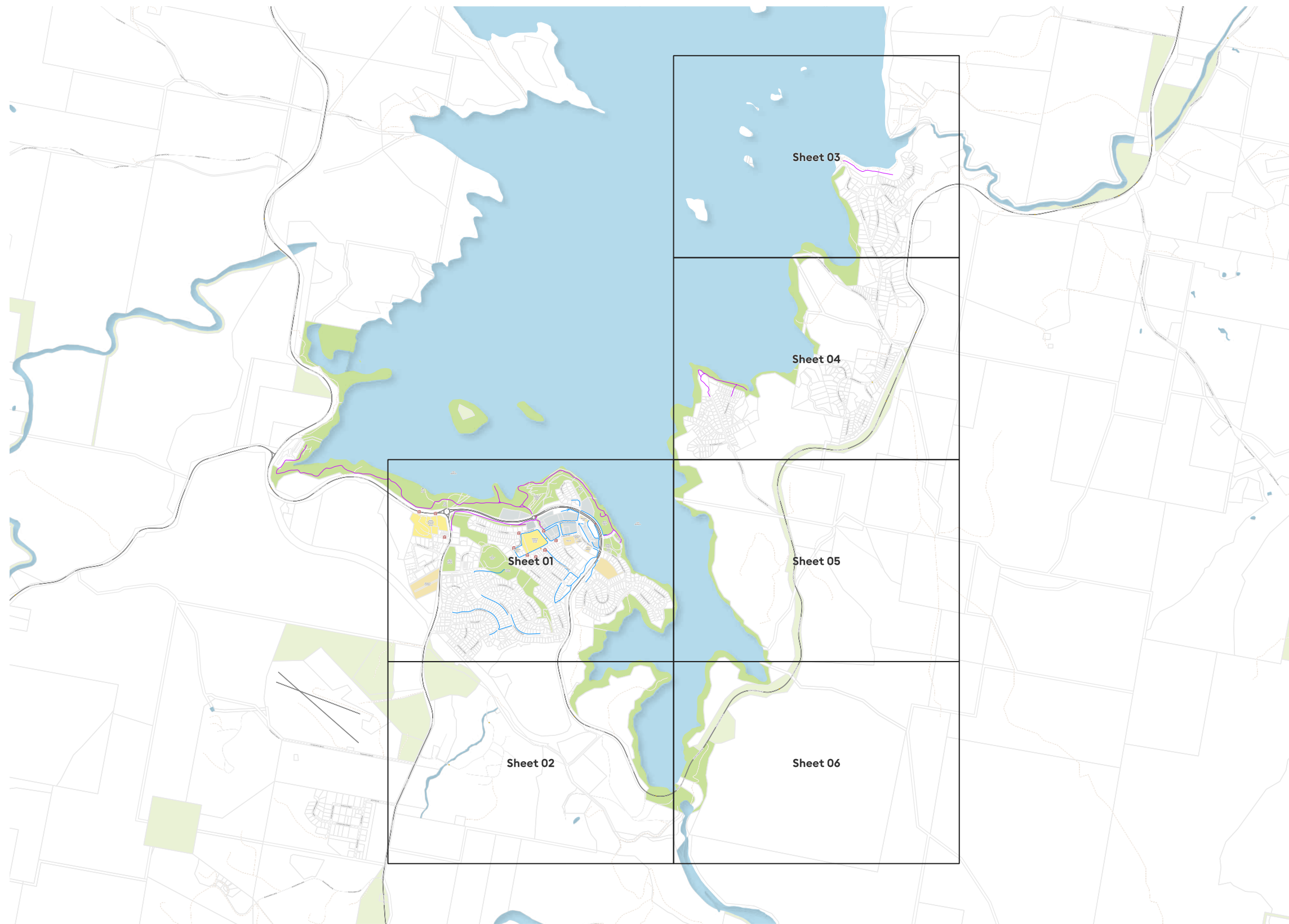
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- Proposed End of Trip Facility
- Proposed Crossing - Bridge
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- Proposed On-road Cycling Lane
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- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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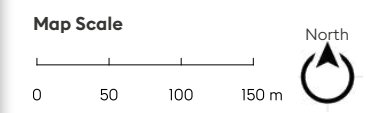
Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

Map Location
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Sheet Ref
 Jindabyne Grid Network Reference Map

- Map Legend**
- Project Numbers
 - Proposed Pedestrian Crossing
 - Proposed Centre Refuge Island
 - Proposed End of Trip Facility
 - Proposed Crossing - Bridge
 - Proposed Kerb Blisters
 - Proposed On-road Cycling Lane
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 - Proposed Shared Path
 - Proposed Footpath
 - Proposed Trails - Jindabyne
 - Existing Pedestrian Crossing
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 - Existing On-road Cycling Lane
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 - 40 Speed Signage
 - Primary Road Network
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 - Tracks in use
 - Railway
 - Railway Corridor
 - WaterFeature
 - Landuse - Recreation
 - Landuse - Education
 - Landuse - Community
 - Landuse - General Industrial
 - Landuse - General Commercial
 - Landuse - Crown



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Project
 Snowy Monaro Active Transport Plan

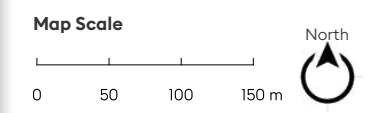
Map Title
 Active Transport Project Plan

Map Location
 Jindabyne

Sheet Ref
 Sheet 01 of 06

Map Legend

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
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- 40 Speed Signage
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- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

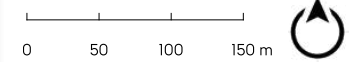
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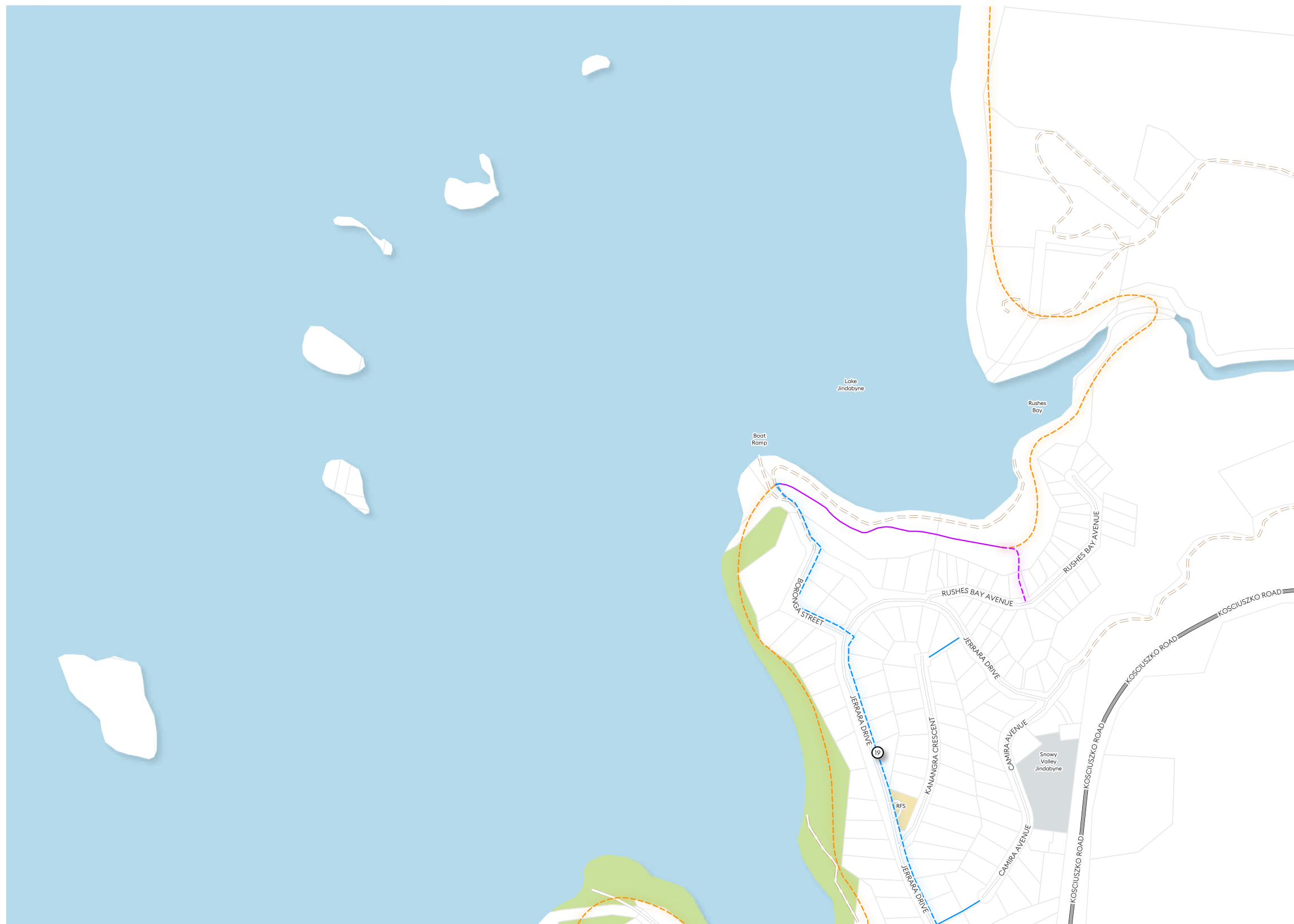
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- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
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- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

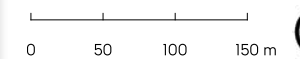
Map Location
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Sheet Ref
 Sheet 03 of 06

Map Legend

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- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
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- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

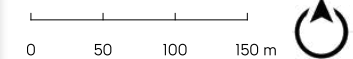
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Sheet Ref
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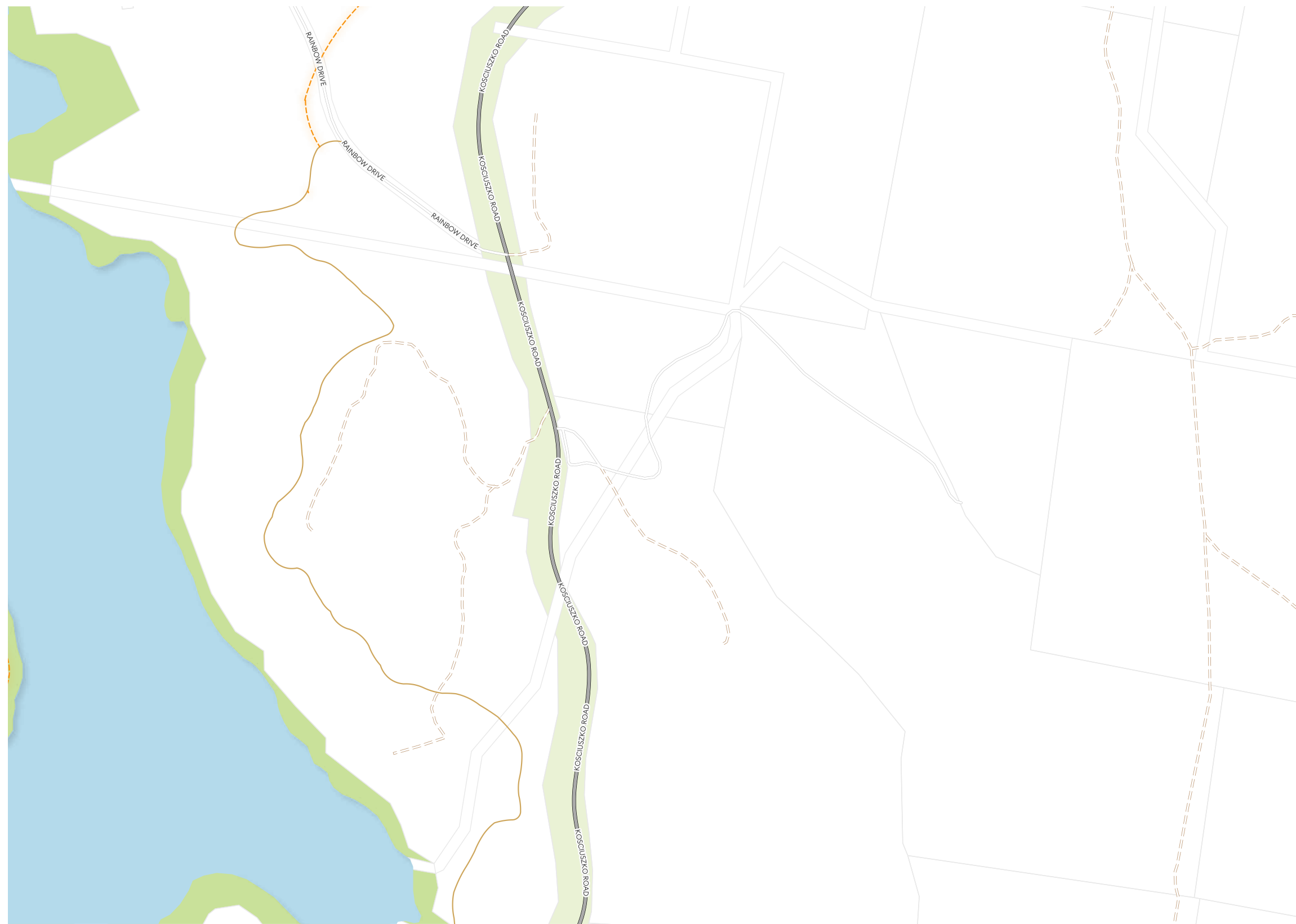
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- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
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- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
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Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

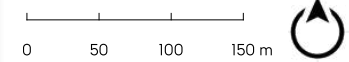
Map Location
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Sheet Ref
 Sheet 05 of 06

Map Legend

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- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
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- Railway Corridor
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Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

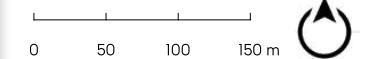
Map Location
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Sheet Ref
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Map Legend

- Project Numbers
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- Proposed End of Trip Facility
- Proposed Crossing - Bridge
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- Landuse - General Commercial
- Landuse - Crown

Map Scale



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Project
 Snowy Monaro Active Transport Plan

Map Title
 Active Transport Project Plan

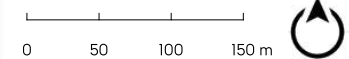
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Sheet Ref
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Map Legend

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- Landuse - General Commercial
- Landuse - Crown

Map Scale



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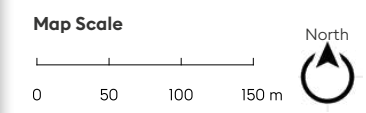
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Sheet Ref
 Sheet 01 of 01

- Map Legend**
- Project Numbers
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 - Proposed End of Trip Facility
 - Proposed Crossing - Bridge
 - Proposed Kerb Blisters
 - Proposed On-road Cycling Lane
 - Proposed Gravel Path
 - Proposed Shared Path
 - Proposed Footpath
 - Proposed Trails - Jindabyne
 - Existing Pedestrian Crossing
 - Existing Centre Refuge Island
 - Existing End of Trip Facility
 - Existing Kerb Blister
 - Existing Bus Stop
 - Existing Crossing - Bridge
 - Existing On-road Cycling Lane
 - Existing Gravel Path
 - Existing Shared Path
 - Existing Footpath
 - 40 Speed Signage
 - Primary Road Network
 - Local Road Network
 - Tracks in use
 - Railway
 - Railway Corridor
 - WaterFeature
 - Landuse - Recreation
 - Landuse - Education
 - Landuse - Community
 - Landuse - General Industrial
 - Landuse - General Commercial
 - Landuse - Crown



10

PRIORITIES + ACTIONS

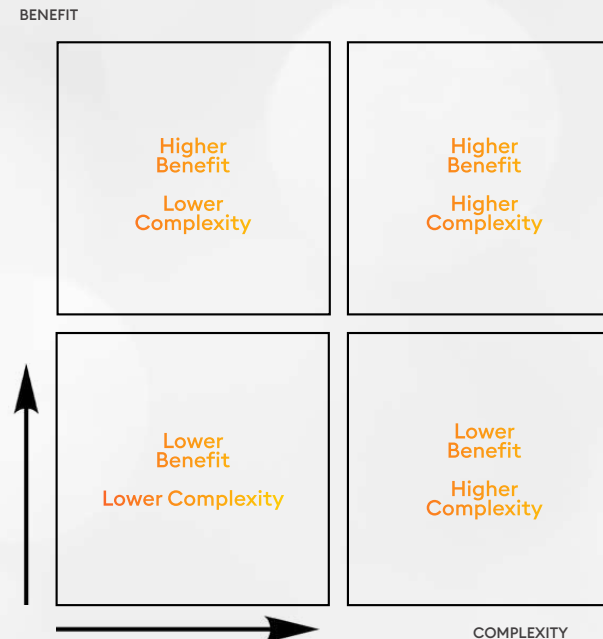


PRIORITIES + ACTIONS

The facilities and treatments required to create a more cohesive, safe, direct and attractive network forms the basis of the new Active Travel Project Plans for the main towns and villages in the Snowy Monaro region.

The Active Travel Project Plans are the result of the consideration of a number of variables that have been examined in previous sections. A series of questions were asked and given a ranking score to reflect their importance in pedestrian and bicycle planning outcomes and these are listed below:

- + Does it fill a gap in the network?
- + Was it identified in consultation, surveys, audits or inspections?
- + Will it benefit more than one user type? (recreation, commuter, fitness, shopping / short trips, student)
- + Will it be suitable for all users? (safe, direct, comfortable, coherent)
- + Is it located in a high activity area? (primary activity area, secondary activity generator, primary routes)?
- + Is it located in a hazard area? (black spot, or near miss area, arterial or collector road, school zone, a place visited at night, or place where alcohol is available)?
- + Will it improve separation from motor vehicles?
- + Is it an iconic link that inspires greater uptake of walking and cycling?
- + Will it increase active transport trips and change behaviour?
- + Is it practical and cost effective?



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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
SNOWY MONARO REGION		Street Name	Street Name											
Project # 1	Signage review project for Snowy Monaro region	LGA	LGA	10	10	9	9	7	7	10	7	9	9	87
Project # 2	Kerb Ramp Replacement Program - Adaminaby, Cooma, Delegate and Jindabyne	LGA	LGA	9	10	9	9	8	8	8	6	9	8	84
Project # 2	Cycling routes guide / website / way-finding App for Snowy Monaro region	LGA	LGA	9	9	8	9	8	7	8	7	7	9	81

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
ADAMINABY		Street Name	Street Name											
Project # 1	York Street School Zone footpath	Cosgrove Street	Denison Street	10	10	9	9	7	7	10	7	9	9	87
Project # 2	Alpine tourist park shared path	Lett Street	Lucas Street	8	9	9	8	8	8	7	8	6	7	78
Project # 3	Stoke Street footpath	Cosgrove Street	York Street	9	9	8	8	7	7	7	7	7	7	76
Project # 4	Cosgrove Street footpath	York Street	Baker Street	8	9	8	9	7	7	7	7	7	7	76
Project # 5	Snowy Mountain Highway parking facility improvements	Lett Street	Denison Street	8	9	8	8	8	7	7	7	7	7	76
Project # 6	Snowy Mountain Highway pedestrian refuge installation	Snowy Mountains Hwy	Snowy Mountains Hwy	5	6	6	8	8	8	7	7	7	7	69

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
BERRIDALE		Street Name	Street Name											
Project # 1	Jindabyne Road (Lions Park) shared path and bridge replacement	Myack Street	Oliver Street	10	10	10	10	9	9	10	8	9	10	95
Project # 2	Jindabyne Road crossing	Highdale Street	Highdale Street	10	9	9	9	9	9	10	8	9	8	90
Project # 3	Oliver Street footpath (including Mary Street intersection improvement)	Jindabyne Road	Mary Street	10	10	9	9	7	7	8	7	7	8	82
Project # 4	Jindabyne Road footpath	Mackay Street	Southern Cross Drive	8	9	8	9	8	8	8	7	7	7	79
Project # 5	Highdale Street footpath	Jindabyne Road	Robertson Street	9	9	8	8	7	7	8	7	7	7	77
Project # 6	Florence Street footpath	Myack Street	Oliver Street	9	9	8	8	7	7	7	7	7	7	76
Project # 7	Jindalee Street footpath	Snowy River Hostel	Robertson Street	9	9	8	8	7	7	7	7	7	7	76
Project # 8	Robertson Street footpath	Mackay Street	Highdale Street	9	9	8	8	6	6	7	6	7	7	73
Project # 9	William Street footpath	Oliver Street	Mackay Street	8	8	8	8	6	6	7	6	7	7	71

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
BOMBALA		Street Name	Street Name											
Project # 1	Joseph Street footpath and road crossing	Bombala MPS	Currawana Residential Care	10	10	10	10	7	7	8	7	9	10	88
Project # 2	Wellington Street and Forbes Street footpath (including ramp entrance to Bombala Exhibition Ground)	Caveat Street	Forbes Street	10	10	10	10	7	7	8	8	9	9	87
Project # 3	Queen Street footpath	Dickinson Street	East of St Josephs Primary School	10	10	9	9	7	7	8	7	7	7	81
Project # 4	Mahratta Street and Forbes Street footpath	Forbes Street	West of Peggy Glover Skate Park	10	10	10	10	7	7	8	8	8	8	86
Project # 5	River walk shared path upgrade	Existing shared path loop	Existing shared path loop	7	9	9	9	7	6	6	9	8	5	75
Project # 6	Burton and Wellington Street footpath	Maybe Street	Bombala TAFE	9	9	9	9	6	6	7	6	7	7	75
Project # 7	Mahratta Street footpath and road crossing	Bombala Information Centre	Exisging shared path loop at Gunnago Park	7	7	7	8	7	8	8	7	7	6	72
Project # 8	Young Street and Timor Street footpath	Maybe Street	Existing shared path loop	8	7	7	7	6	7	6	7	7	6	68

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
BREDBO		Street Name	Street Name											
Project # 1	Cooma Street (Centennial Park link) shared path	Existing school crossing	Centennial Park shared path	10	9	10	10	7	10	10	7	9	9	91
Project # 2	Cooma Street crossing / threshold improvements	South of Anembo Street	South of Anembo Street	9	9	8	8	7	10	10	7	8	10	86
Project # 3	Cooma Street shared path connection	Bunyan Street	Ovens Street	9	9	8	8	8	10	9	6	6	6	79
Project # 4	School car park / path safety footpath	North of existing school crossing	North of existing school crossing	7	9	8	8	7	10	8	6	6	6	75

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
COOMA		Street Name	Street Name											
Project # 1	Lions Park shared path	Moonbi Street	Yallakool Road	10	10	10	9	7	8	8	7	8	7	84
Project # 2	Snowy Mountains Authority shared path	North Street	Thurrung Street	10	10	10	9	7	8	8	7	7	6	82
Project # 3	Yanni Street footpath	Mittagang Road	End of Snowy Oval	10	10	9	8	8	7	7	6	7	6	78
Project # 4	Thurrung Street footpath	Existing footpath at Snowy Hydro Discovery Centre	Wangie / Walla Street	9	9	9	9	7	9	7	6	7	6	78
Project # 5	Baroona Avenue footpath	Orana Avenue	Buddang Street	10	8	8	8	6	6	7	6	7	7	73
Project # 6	Orana Avenue footpath	Goonaroo Street	Mittagang Road	10	9	9	9	7	7	7	6	7	7	78
Project # 7	Campbell Street and Sellar Street footpath	Church Road	Church Road Ambulance Station entrance	8	8	7	7	7	7	7	6	7	7	71
Project # 8	Church Road shared path	Welch Street	South of Banksia Lane	7	7	8	7	5	6	9	9	8	5	71
Project # 9	Massie and Smith Street shared path	Crisp Street	North of Cooma Festival Swimming Pool entrance	8	8	7	6	7	7	6	6	6	7	68
Project # 10	Chapman Street footpath	Kiah Avenue	Chapman Street Community Park entrance	7	8	6	6	6	6	6	8	7	5	65
Project # 11	Arthur Avenue footpath	Sellar Street	Culley Avenue	7	8	6	6	5	5	6	7	7	5	62
Project # 12	Culley Avenue footpath	Arthur Avenue	Church Road	6	9	5	5	5	5	6	9	8	4	62
Project # 13	Polo Flat Road footpath	Yareen Road	Monaro Highway	6	9	5	5	5	6	6	5	5	5	57
Project # 14	Mittagang Road footpath extension & Baron St refuge	Baron Street	Bradley Street	5	6	5	7	7	6	6	5	5	5	57

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
DALGETY		Street Name	Street Name											
Project # 1	Campbell Street footpath	Rutherford Street	Snowy River Holiday Park entrance	8	9	8	8	7	6	9	7	8	6	76
Project # 2	Snowy River walk maintenance program	Barnes Street	Snowy River foreshore	5	10	5	5	4	4	4	10	8	7	62
Project # 3	Dalgety Bridge bicycle warning signage	Dalgety Bridge approach (west)	Dalgety Bridge approach (east)	4	6	3	4	4	8	6	7	7	10	59

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
DELEGATE		Street Name	Street Name											
Project # 1	River Walk shared path upgrade	Bill Jeffreys Park	Bill Jeffreys Park	7	10	7	7	4	4	6	8	7	5	65
Project # 2	William Street (east) shared path	Bombala Street	Bill Jeffreys Park	5	10	7	6	5	5	5	8	6	3	59
Project # 3	William Street and Bombala Street footpath	Campbell Street	Bombala Street	7	8	6	5	5	5	6	5	6	5	58
Project # 4	Delegate Showground footpath link	Delegate Showground	Bombala Street	7	8	6	5	5	7	7	5	4	3	57
Project # 5	River Walk shared path extension	William Street	Bill Jeffreys Park	4	8	6	5	4	4	3	7	5	2	48
Project # 6	Delegate Road footpath	Corrowong Road	Haydens Bog Creek	3	6	6	4	5	7	6	4	4	3	48

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user-type benefits?	Is it in located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
JINDABYNE		Street Name	Street Name											
Project # 1	Barry Way shared path	Reedys Cutting Road	Jindabyne Sports and Education Centre	10	10	10	10	8	9	10	9	10	10	96
Project # 2	Jindabyne Dam Wall pathway widening	Kosciuszko Road	Kosciuszko Road	8	10	10	10	9	9	10	8	9	8	91
Project # 3	Thredbo Terrace footpath	Park Road	Kosciuszko Road	9	9	9	9	7	7	7	7	7	7	78
Project # 4	Park Road footpath	Jindabyne Soccer Ground	Munyan Street	10	10	9	9	8	8	8	8	7	8	85
Project # 5	Thredbo Terrace (Memorial Hall / Library) footpath	Snowy River Avenue	Kosciuszko Road	10	10	9	9	7	7	8	7	7	7	81
Project # 6	Kosciuszko Road Crossing points	Jindabyne township	Jindabyne township	9	9	9	9	7	7	7	7	7	7	78
Project # 7	Gippsland Street (north) footpath	Park Road	Munyang Street	9	9	9	9	7	7	7	7	7	7	78
Project # 8	Ingebyra Street footpath	Park Road	Gippsland Street	8	8	8	8	7	7	7	7	7	7	74
Project # 9	Reedys Cutting footpath	Barry Way	Gippsland Street	8	7	7	7	7	7	7	7	7	7	71
Project # 10	Jillamatong Street footpath	Gippsland Street	Twynam Street	7	8	6	6	6	6	6	8	7	5	65
Project # 11	Jindabyne east footpath	Various	Various	7	8	6	6	5	5	6	7	7	5	62
Project # 12	Banjo Paterson shared path upgrade	Kosciuszko Road	Cobbon Crescent trail head	6	9	5	5	5	5	6	9	8	4	62
Project # 13	Bay Street shared path and ramp improvements	Kosciuszko Road	Lake Jindabyne shared path	7	8	8	7	7	5	5	5	5	5	62
Project # 14	Gippsland Street (south) footpath	Reedys Cutting Road	South of Candlebark Circuit	7	7	6	6	5	5	5	5	5	5	56
Project # 15	Clyde Street footpath	Kalkite Street	End of Clyde Street	7	6	6	6	5	5	5	5	5	5	55
Project # 16	Twynam Street shared path	Rawson Street	Tate Close	6	6	6	6	5	5	5	5	5	5	54

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user-type benefits?	Is it in located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
JINDABYNE		Street Name	Street Name											
Project # 17	Rawson Street footpath	Jillamatong Street	Twynam Street	6	6	6	6	5	5	5	5	5	5	54
Project # 18	Barry Way and Twynam Street shared path connection	Barry Way	Twynam Street	4	6	6	5	5	5	4	5	5	5	50
Project # 19	Baronga Street and Jerrara Drive footpath installation	Baronga Street	Jerrara Drive	4	6	6	5	5	4	4	5	5	5	49

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Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total
MICHELAGO		Street Name	Street Name											
Project # 1	Michelago School drop-off improvements	Ryrie Street school zone	Ryrie Street school zone	7	10	7	7	7	7	7	6	6	9	73
Project # 2	Ryrie Street shared path	Michelago Public School	Michelago Oval	6	8	9	9	7	7	7	6	8	4	71

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Project Description	From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it in or near a hazard area?	Does it improve separation from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effective?	Total	
NIMMITABEL	Street Name	Street Name												
Project # 1	Nimmitabel School footpath and road crossing	Wolfe Street	Bombala Street	10	9	7	7	6	6	9	5	8	5	72
Project # 2	Lake Wallace footpath	Lake Wallace rest area	Lake Wallace rest area	10	7	7	6	5	5	8	6	9	68	
Project # 3	Bombala Street east footpath and road / bridge crossing	Service Station	North of Monro Street	8	7	7	7	6	7	6	6	5	66	
Project # 4	Bentley Street footpath	Bombala Street	Boyd Street	9	7	6	6	6	6	5	6	7	64	
Project # 5	Monroe / Kirk Streets footpath	Bombala Street	Kirke Street (Pre-School)	8	8	6	6	7	6	6	5	5	63	

11

ONGOING RESPONSIBILITIES



ONGOING RESPONSIBILITIES

SUPPORTING A CULTURE OF ACTIVE TRANSPORT

Even a locally tailored evidence-based plan of action is not a guarantee of lasting results once completed and implemented. According to the WHO Pedestrian Safety Manual 2013, safe road-user behaviour and increasing user support depends on a number of factors, including:

- + Knowledge and skills.
- + Leaders.
- + Community support.
- + Perception of vulnerability and risk.
- + Social acceptance to norms and change models.
- + Engineering measures.
- + Law enforcement.

As this is a strategic document, detailed behaviour-change interventions and road safety programs have not been considered comprehensively. These issues need to be addressed over a longer period and with greater community input.

The following community awareness, education and activation strategies are suggested for further consideration by SMRC and the wider local community over the life of the Snowy Monaro ATP.

Actions	Time-frame
Continue to work with the NSW government, including TfNSW, RGDC and DPE to realise the full potential of active transport facilities and services for the Snowy Mountains SAP.	1-5 years
Create a cycling routes guide / website / way-finding App for the whole of Snowy Monaro region.	1-5 years
Implement a regional signage strategy to re-brand and update signage as well as incorporate QR codes and other new innovations.	5-10 years
Encourage shared path etiquette, including signage and use of social media.	5-10 years
Investigate community crowd funding models that ensure delivery of priority projects for the Snowy Monaro region.	Ongoing
Install bicycle parking facilities and encourage the inclusion of change room facilities in new employment generating developments.	Ongoing
Investigate / implement street tree plantings in appropriate locations along walking and cycling routes.	Ongoing
Partner with the NSW government and community organisations to deliver skills development and road safety awareness initiatives.	Ongoing

Maintaining the Active Transport Network

The development of a comprehensive maintenance program which identifies key tasks and frequency of works should form an important part of the SMRC Road and Transport Infrastructure Asset Management Plan.

Monitoring Progress

Implementing the priorities of the Snowy Monaro ATP will require on-going review of progress and regular engagement with key stakeholders and the wider community. Council intends to monitor, review and report on the progress of implementing the Snowy Monaro ATP using its existing Integrated Planning and Reporting Framework under the Local Government Act 1993 to ensure that planning priorities are being achieved.

Funding Programs, Initiatives + Infrastructure

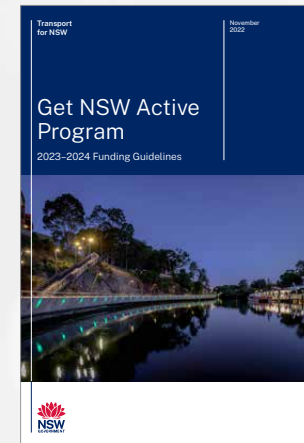
SMRC has the opportunity to make significant upgrades to walking and cycling infrastructure across the Snowy Monaro region, with support from other government authorities.

Options for funding the actions outlined within the Snowy Monaro ATP include:

- + **Rates** - collected from existing landholders and businesses. However, the current rates revenue will not be able to fund capital works and will likely only assist in operational costs.
- + **Developer contributions** - collected from new development in the relevant areas. However, these contributions will not be able to fund all of the actions in this Plan.
- + **Grants** - such as TfNSW grants for delivery of new infrastructure.
- + **Partnerships** - where SMRC and key partners (such as community groups) collaborate to deliver new infrastructure and maintenance programs.

TfNSW is a major stakeholder in the provision of active transport projects. They provide various programs and initiatives, with the following programs being currently available for active transport in NSW:

- + **Get NSW Active grant program** - funds grants to local and state governments for walking and cycling infrastructure as well as the development of strategies that support walking and cycling in local communities. To fund the development and delivery of the 15-minute neighbourhoods, the Get NSW Active grant program will be in part re-purposed for the delivery of links and networks that support 15-minute neighbourhoods, including the local links and networks that integrate with strategic cycleways.
- + **Liveable and Safe Urban Communities Initiative** - will deliver targeted, area-based actions and treatments to improve safety. In busy urban places, the Safer Roads Program will deliver traffic calming, pedestrian facilities, and the expansion of safer speed settings.
- + **Streets as Shared Spaces program** - provides grants for NSW Councils to deliver temporary and demonstration projects that test and pilot innovative ideas for streets as safe, shared public spaces. The program tests possible permanent changes that can strengthen the amenity, accessibility and economic vitality of a high street and surrounding areas.
- + **Local Government Road Safety Officer program.**



08

PROJECT SHEETS



Snowy Monaro Project # 1 - Signage Review

Project Description

Review of wayfinding signage at trail heads, main destination parks and other visitor attractions to provide clear, consistent and updated information throughout the Snowy Monaro Region.

Project Benefit

There have been a wide variety of signs installed at active transport pathways and visitor destinations, some of which displays outdated information. A regional-based response to reviewing / replacing signage with rebranded / accurate information is proposed at the main destinations and visitor attractions to improve visitor experiences of active transport facilities.

Project Considerations

A whole of LGA review is proposed to deliver consistent response / services in an efficient manner. New signage to have regard to the, Snowy Monaro Destination Management Plan, Austrorads Guide Movement and Place Practitioner's Guide and Cycleways Design Toolbox and a site specific scoping study.

Project Specifications

- Develop a scoping study and design template for signage, estimated at \$25,000 to complete design phase.
- Estimated 100 signs @ \$1,000 each.

Examples of Existing Inconsistent Signage



Snowy Monaro Project # 2 - Kerb Ramp Review

Project Description

Replacement of non-complying kerb ramps in various towns.

Project Benefit

There have been a wide variety of kerb ramps installed, some of which do not comply with modern standards. A regional-based response to reviewing / replacing non-complying kerb ramps is proposed to ensure a cohesive active transport network.

Project Considerations

- + Existing topography, footpaths and grades.
- + Road crossing points.
- + Lighting and signage.
- + Traffic control.

Project Specifications

- + Kerb ramps x 100 @ \$3,500 each, which includes traffic control and footpath rehabilitation.



Site Photographs

Snowy Monaro Project # 3 - Rides Guide

Project Description

Exploration of a ride user guide (in hard copy and online) to provide cyclists with information about the main rides available in the region, including trail heads, route length and duration, end-of-trip facilities and other relevant logistical issues.

Project Benefit

There is a growing imperative to share information about the many iconic rides and walking trails in the Snowy Monaro region. A regional-based response to information sharing through a ride and walking guide is proposed to provide wayfinding information and promote active transport throughout the region.

Project Considerations

- + Snowy Monaro Destination Management Plan.
- + Information sharing between government agencies and local champions.
- + Rides Guide presentation options.

Project Specifications

- + Rides guide scoping report and presentation of rides guide material (hard copy, soft copy and via an App), estimated at \$15,000.



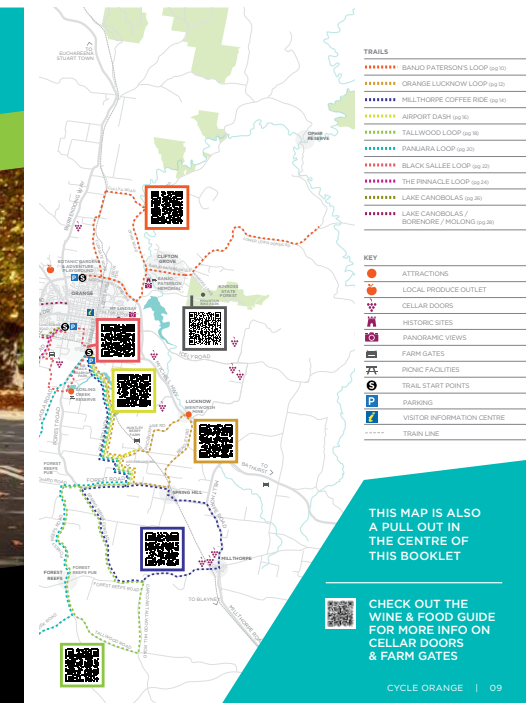
FOR FURTHER INFORMATION CONTACT
 Cowra Visitors Information Centre
 P (02) 4342 4333
 www.cowratourism.com.au

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 Cowra Council
 Transport Roads & Maritime Services

Example - Cowra Rides Guide



Example - Ride Orange Guide



CHECK OUT THE WINE & FOOD GUIDE FOR MORE INFO ON CELLAR DOORS & FARM GATES

Adaminaby Project # 1 - York Street Footpath

Project Description

York Street footpath from Adaminaby Public School to Dennison Street via York Street.

Project Benefit

There is a growing imperative to link the Jindabyne Sports and Education Centre to Jindabyne township with an off-road shared path. A project has been identified to install a 3m wide shared path in the road reserve of the Barry Way. The path could also provide opportunities to link with other key attractors south of Jindabyne town centre.

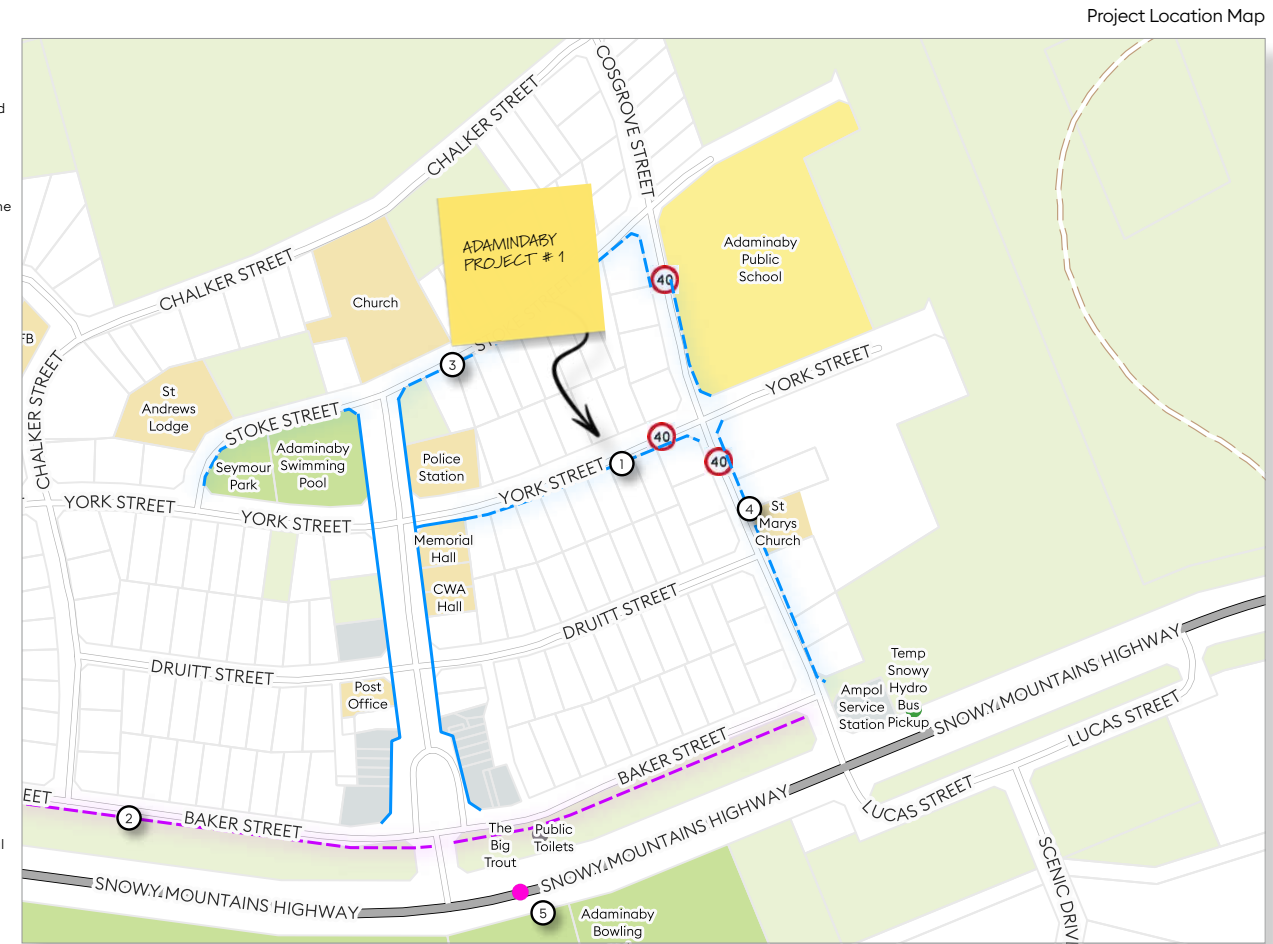
Project Considerations

- + Existing topography and grades.
- + Lighting and signage.
- + Road crossing points.

Project Specifications

- + Concrete footpath 1.5m x 320m @ \$270/lm.
- + Road crossings and kerb ramps, estimated @ \$9,000.
- + Drainage and rehabilitation, estimated @ \$2,370.
- + Traffic control, estimated @ \$2,000 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



Project Location Map



Extent of footpath in front of Adaminaby Public School



View of proposed footpath

Adaminaby Project # 2 - Alpine Park Shared Path

Project Description

Adaminaby / Alpine Park shared path from Lett Street to Cosgrove Street.

Project Benefit

There is a growing imperative to provide a central spine of shared path facilities linking Adaminaby shops, Alpine Tourist Park, amenities, playgrounds and highway parking areas. A 3m wide shared path is proposed within the parkland reserve next to the Snowy Mountains Highway.

Project Considerations

- Existing trees, topography, grades and drainage.
- Road crossing points.
- End-of-trip facilities, including seating and signage.

Project Specifications

- Concrete shared path 3.0m x 675m @ \$475/lm.
- Road crossings, estimated @ \$12,000.
- Drainage and rehabilitation, estimated @ \$6,250.
- End-of-trip facilities (seating and signage), estimated @ 3,500.
- Traffic control, estimated @ \$4,750 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



View of Alpine Park and Snowy Mountains Highway



View of end-of-trip facilities in Alpine Park

Berridale Project # 1 - Lions Park Shared Path

Project Description

Lions Park shared path from Oliver Street to Myack Street.

Project Benefit

There is a growing imperative to provide active transport facilities on the south-eastern side of Jindabyne Road, opposite the Berridale shopping precinct. A project has been identified to install a shared path in Lions Park to link amenities, wayfinding signage and open space facilities. The path would also provide opportunities to link with other key attractors south-east of Berridale.

Project Considerations

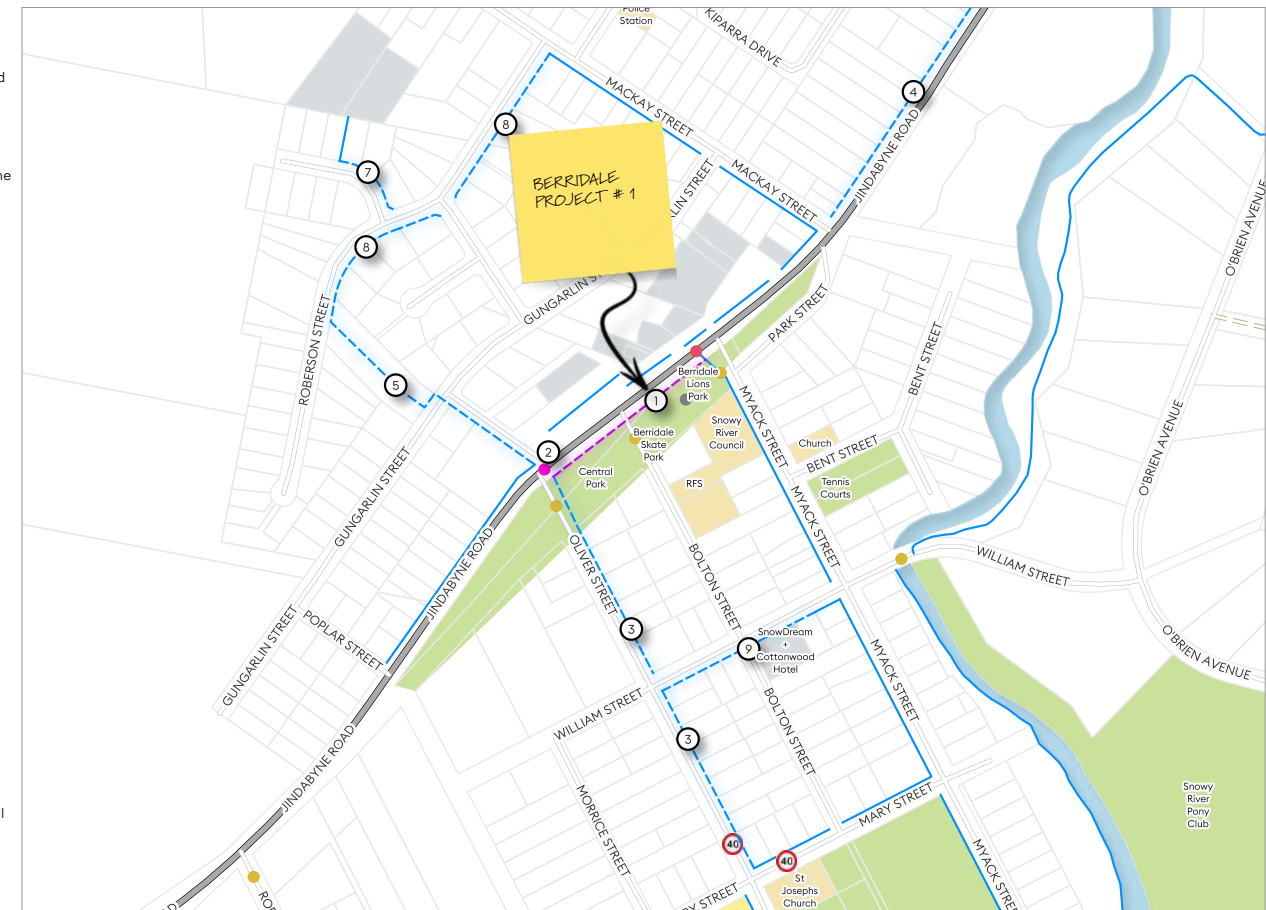
- + Existing trees and grades.
- + Links to existing pathways to amenities.
- + Drainage / bridge crossing upgrade.

Project Specifications

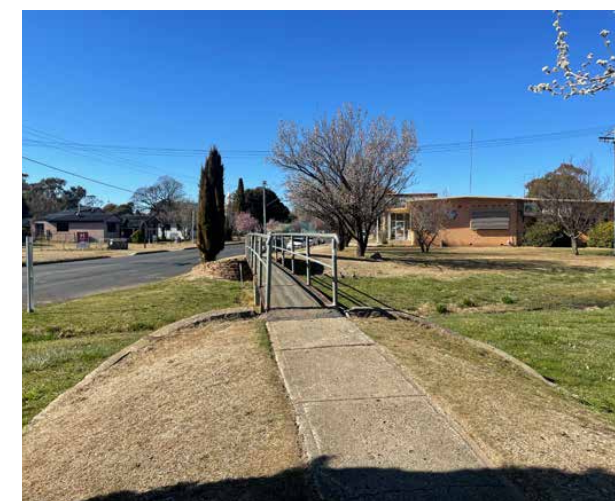
- + Concrete shared path 3.0m x 250m @ \$475/lm.
- + New pedestrian bridge, estimated @ \$45,000.
- + Drainage and rehabilitation, estimated @ \$4,000.
- + Traffic control, estimated @ \$2,600 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Project Location Map



Shared Path 3.0m | Road Reserve | Road Carriageway | Road Reserve



View of existing pedestrian bridge in Lions Park



View of proposed shared path adjacent to Lions Park

Berridale Project # 2 - Jindabyne Road Crossing

Project Description

Road crossing of Jindabyne Road, south-west of Berridale shopping precinct near Highdale Street.

Project Benefit

There is no safe crossing of Jindabyne Road to the south-west of the Berridale shopping precinct. There are strong desire lines to cross Jindabyne Road at a point near Highdale Street to access facilities either side of the road.

A road crossing project has been identified to improve crossing facilities for residents and students in this area. The crossing would also provide opportunities to link with other key attractors south of Berridale shops.

Project Considerations

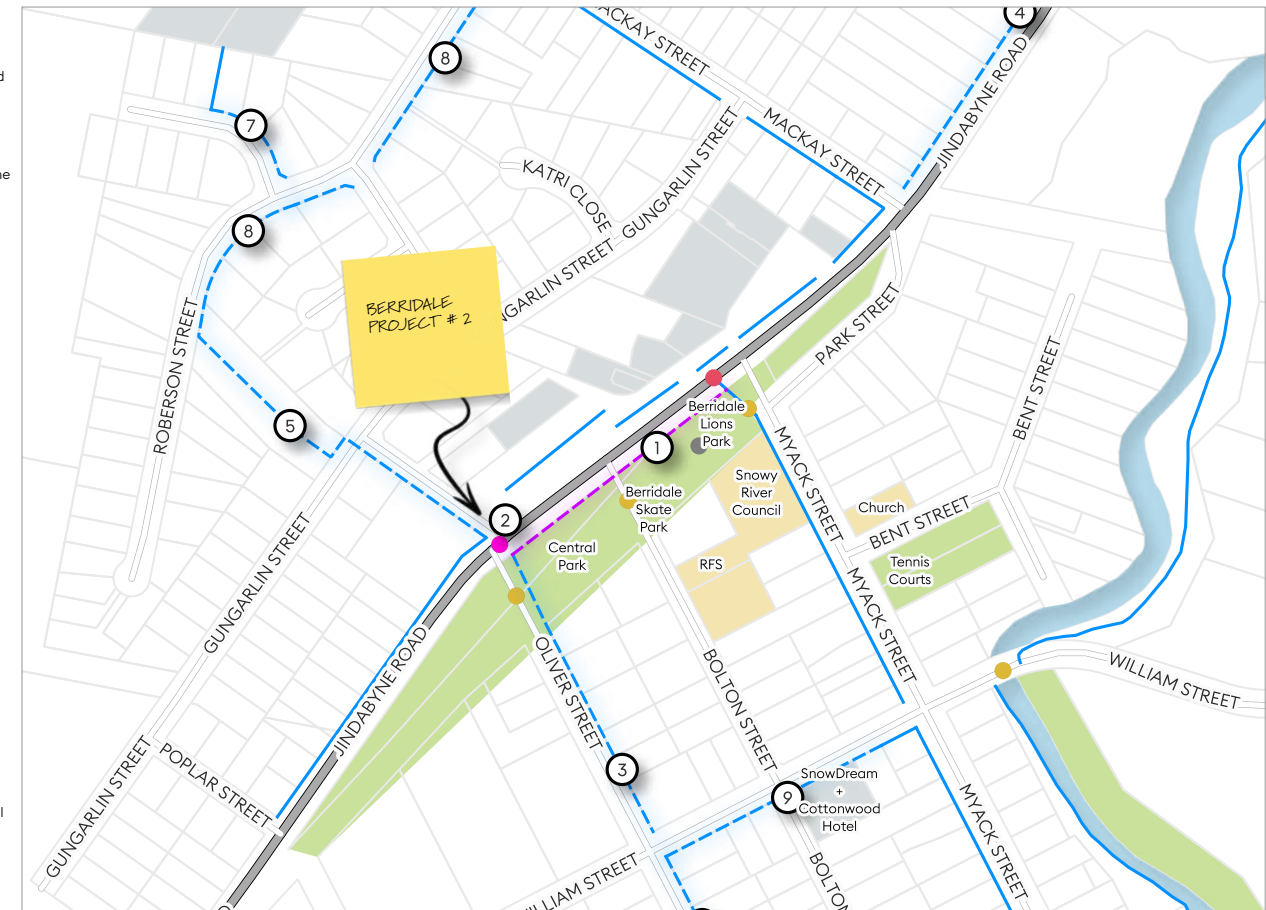
- + Traffic and speed.
- + Existing topography and grades.
- + Lighting and signage.
- + Road crossing point design.

Project Specifications

- + Concrete footpath extensions 1.5m x 50m @ \$300/lm.
- + Kerb side blisters x 2 @ \$7,000 each.
- + Pedestrian refuge islands x 1 @ \$12,000 each.
- + Line marking and signage, estimated @ \$4,000.
- + Traffic control, estimated @ \$9,000 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Project Location Map



View of Highdale Street crossing point



View of Oliver Street crossing point

Bombala Project # 1 - Joseph Street Footpath

Project Description

Footpath linking the Bombala Multipurpose Service to Currawarna Residential Aged Care.

Project Benefit

A concrete footpath would separate pedestrians (including mobility scooters and wheelchairs) from motor vehicles and parked cars and improve links between the Bombala Multipurpose Service to Currawarna Residential Aged Care.

Project Considerations

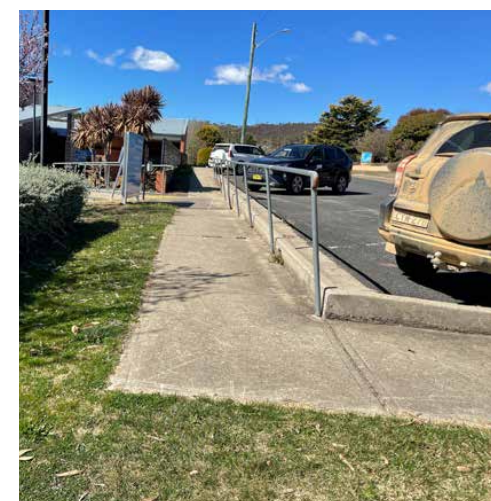
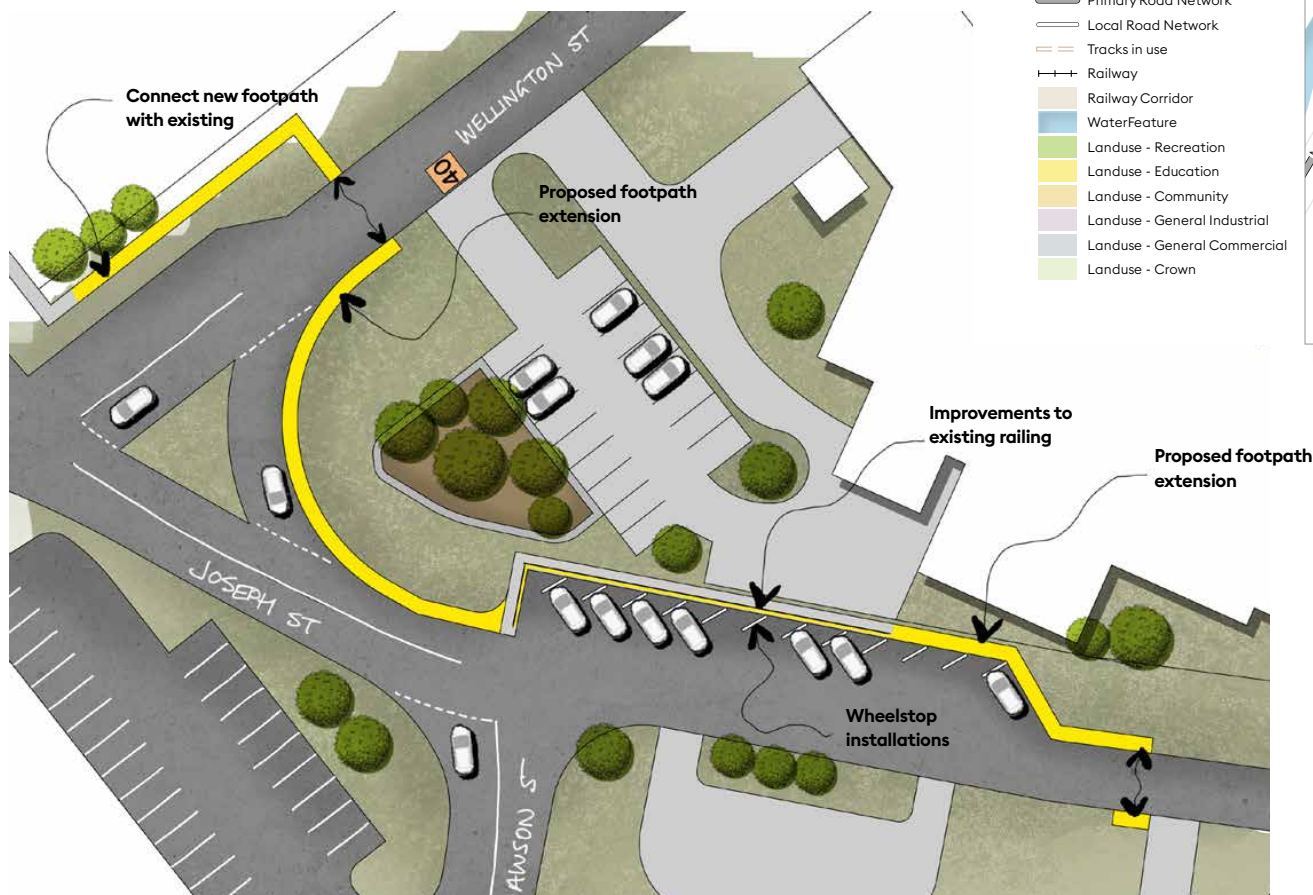
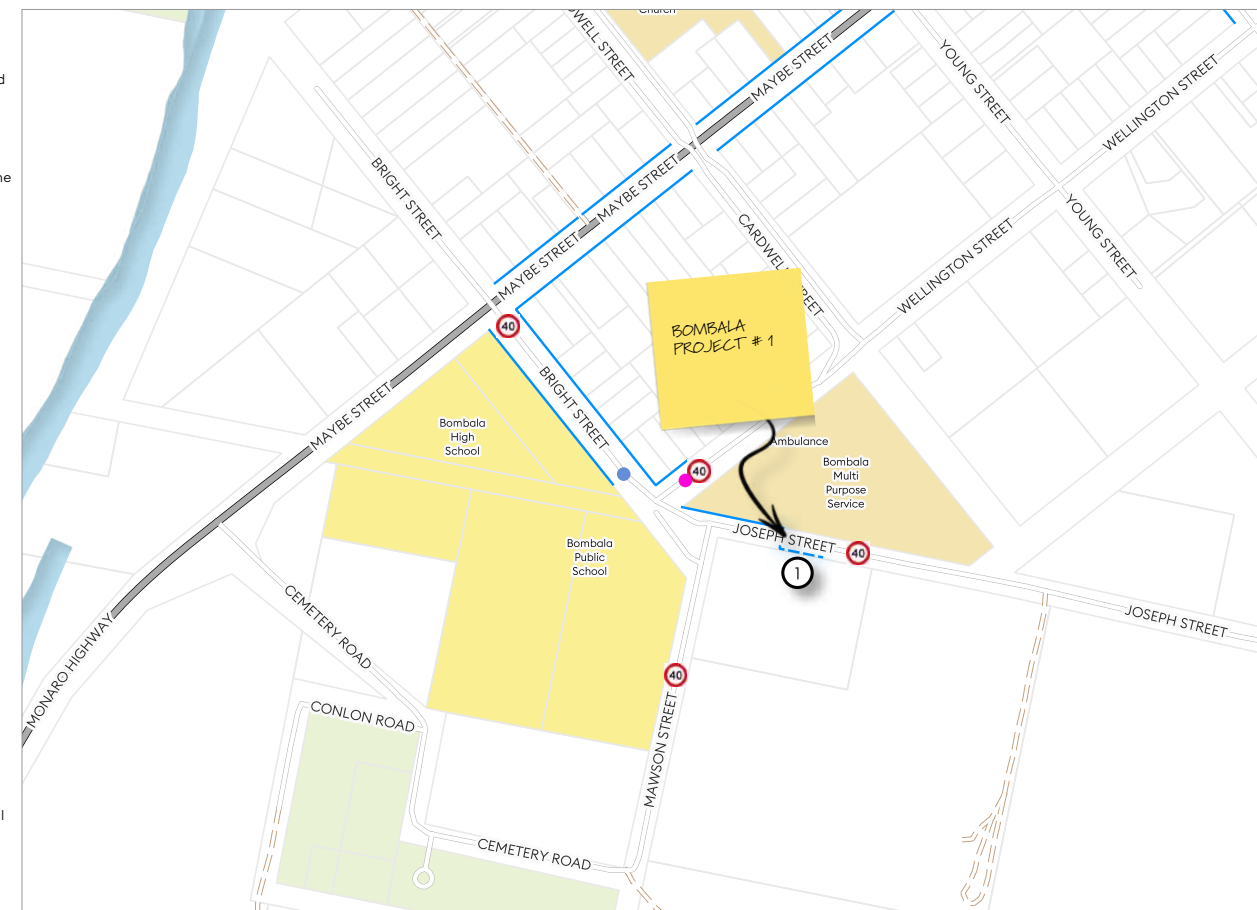
- + Existing topography and grades.
- + Lighting and signage.
- + Road crossing points.

Project Specifications

- + Concrete footpath 1.5m x 50m @ \$300/lm.
- + New handrail system and car parking bump stops, estimated \$8,690.
- + Traffic control, estimated @ \$900 for preparation / implementation of a TCP.
- + End-of-trip facilities (TGSI and seating) estimated @ \$2,360.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Project Location Map



View of existing footpath and pedestrian handrail



View of proposed footpath and crossing point

Bombala Project # 2- Exhibition Ground Footpath

Project Description

A new footpath with disabled access is proposed to link the Bombala Exhibition Ground front entrance to Bombala town centre via Wellington Street.

Project Benefit

A concrete footpath would separate pedestrians from motor vehicles and parked cars, especially during the busy periods when the Bombala Exhibition Ground is in use. The project would also improve access to the sportsground for elderly and disabled persons.

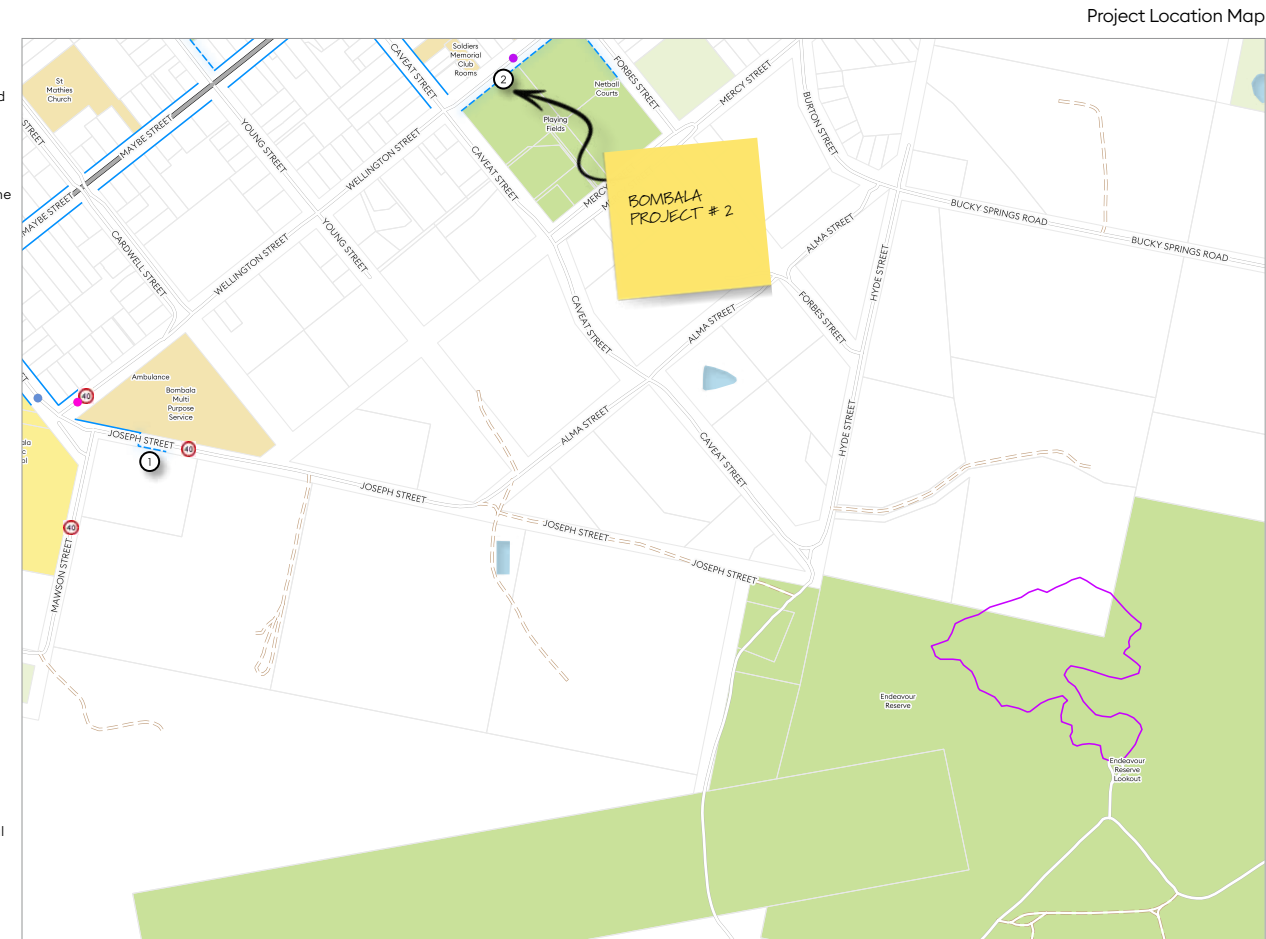
Project Considerations

- + Australian standards for disabled access.
- + Existing topography and grades.
- + Road crossing and lighting.

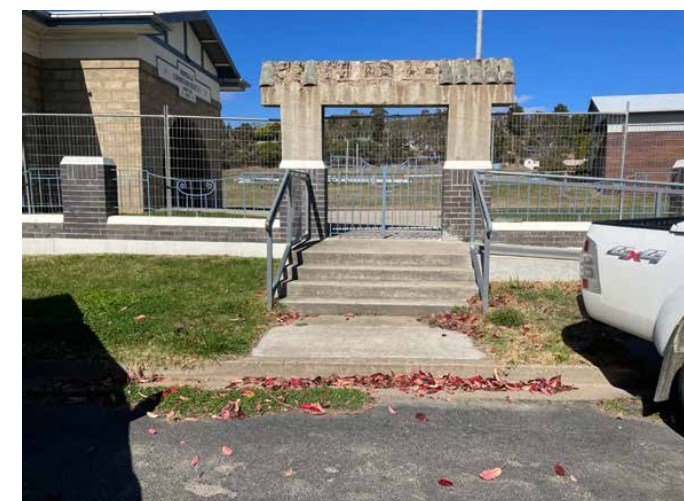
Project Specifications

- + Concrete footpath 1.5m x 220m @ \$300/lm.
- + Disabled access ramp, north and south of sportground entrance with new handrail and TGSi, estimated @ \$15,790.
- + Road crossing improvements, estimated @ \$15,000.
- + Drainage and footpath rehabilitation, estimated @ \$2,400.
- + Traffic control, estimated @ \$4,000 for preparation / implementation of a TCP.

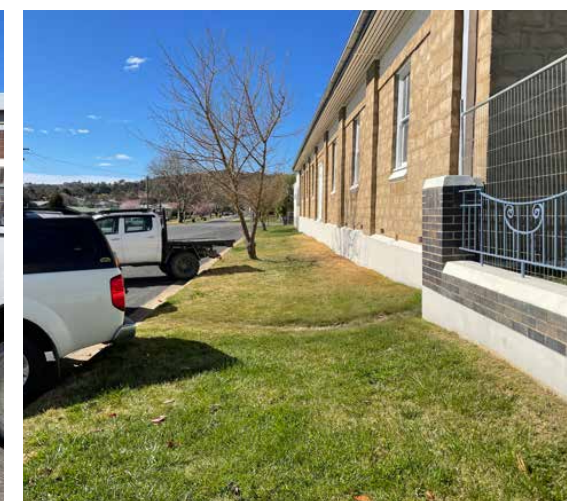
- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



Project Location Map



View of existing steps and ramp at Bombala Exhibition Ground



Proposed footpath

Bredbo Project # 1 - Cooma Street Shared Path

Project Description

Cooma Street shared path from Bredbo Public School crossing to existing shared path in Bredbo Centennial Park.

Project Benefit

There is a growing imperative to provide safe crossing and pathway links towards the northern end of Bredbo. A project has been identified to install a shared path in the road reserve of Cooma Street. The shared path network would also assist in providing visual queues to reduce vehicle speed and provide opportunities to extend the active transport network further south along Cooma Street.

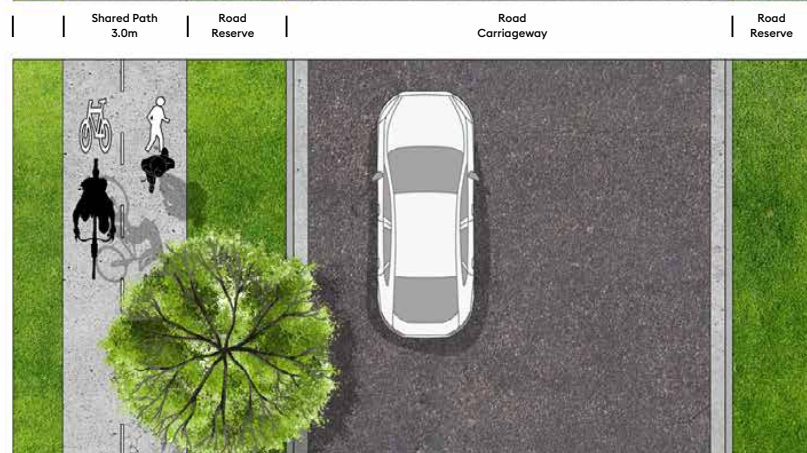
Project Considerations

- + Traffic and speed.
- + Lighting and signage.
- + Road crossing points.

Project Specifications

- + Concrete shared path 3.0m x 120m @ \$475/lm.
- + Road crossing upgrades, including blister extension and threshold tree planting, estimated @ \$20,000.
- + Traffic control, estimated @ \$9,000 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



View of existing crossing in front of Bredbo Public School



View of proposed shared path route Centennial Park

Bredbo Project # 2 - Cooma Street Crossing

Project Description

New crossing of Cooma Street Barry Way south of Anembo Street.

Project Benefit

There is a growing imperative to provide safe crossing of Cooma Street towards the southern end of Bredbo. A project has been identified to install a new crossing of Cooma Street, including blister extensions and threshold tree planting. The crossing would assist in providing visual queues to reduce vehicle speed and provide opportunities to extend the active transport network in Bredbo.

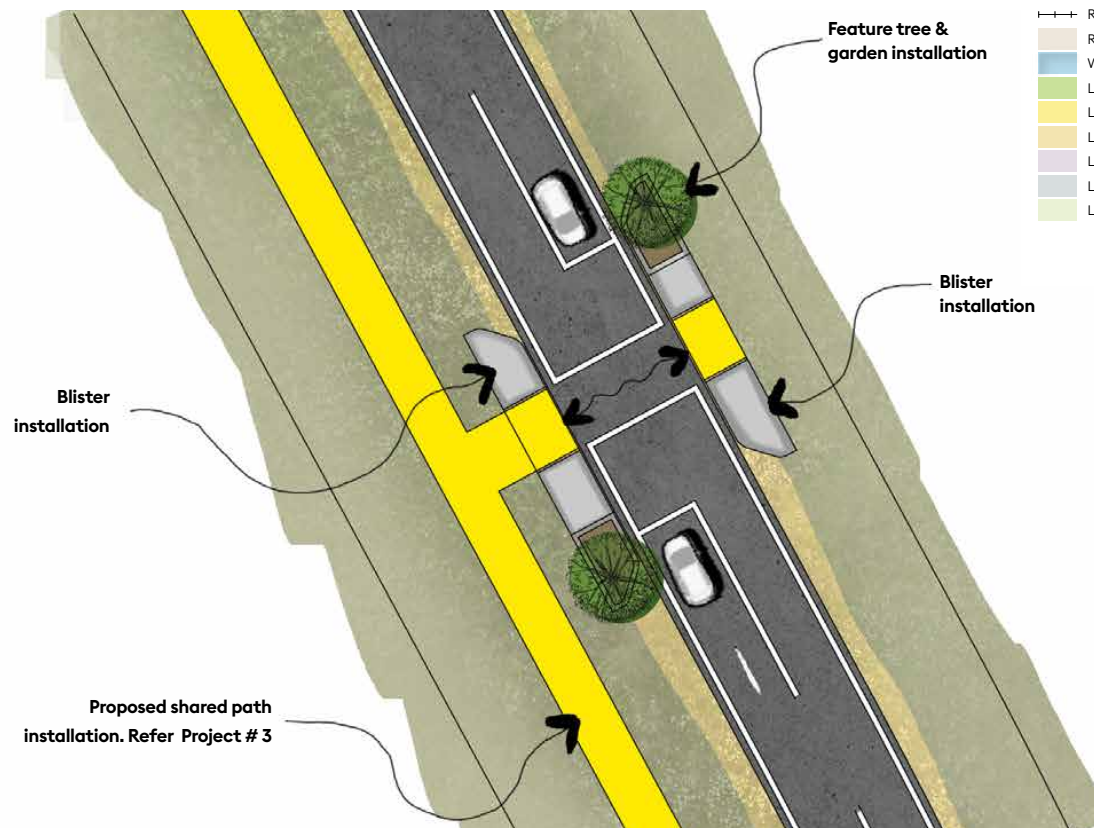
Project Considerations

- + Highway traffic and speed.
- + Lighting and signage.
- + Road crossing points.

Project Specifications

- + New blisters and tree planting with signature tree species, estimated at \$75,000.
- + Street lighting review / upgrade, estimated at cost.
- + Shared path extension 3.0m x 100m @ \$475/lm.
- + Drainage and rehabilitation, estimated @ \$12,000.
- + Traffic control, estimated @ \$15,000 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Ⓧ Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



Cooma Street



Cooma Street

Cooma Project # 1 - Mitagang Road Shared Path

Project Description

New shared path linking to Lions Park at the corner of Mitagang Road and Yallakool Road.

Project Benefit

An upgraded pathway would improve access to the Lions Park which is used by students, residents and visitors.

Project Considerations

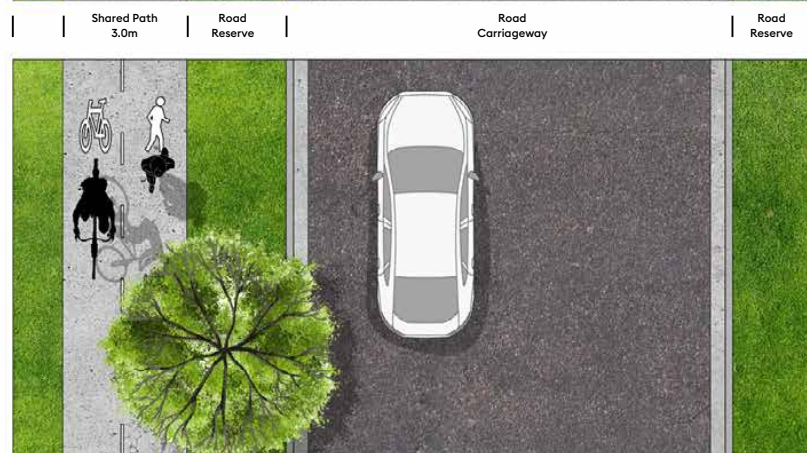
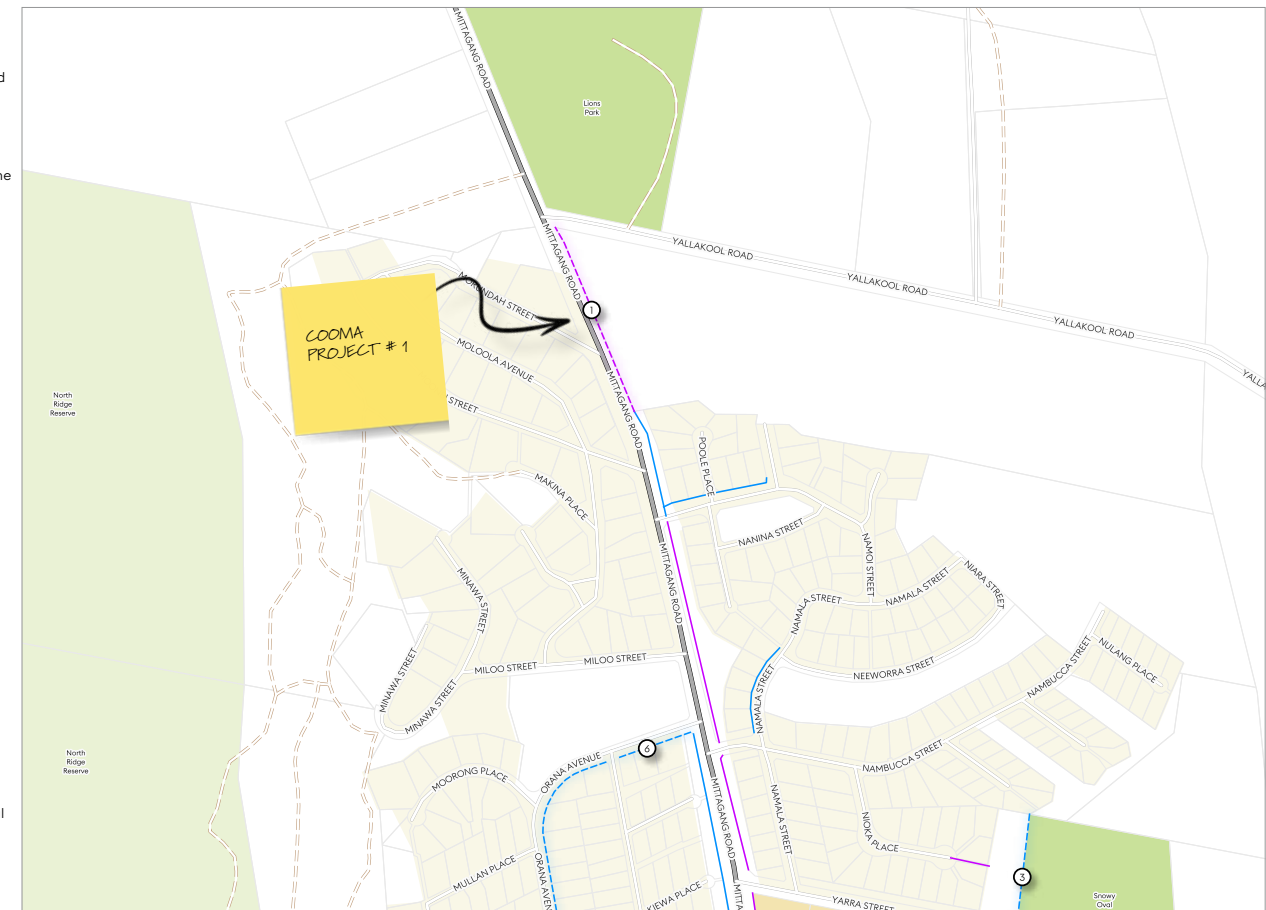
- + Drainage.
- + Soil erosion and sediment controls.

Project Specifications

- + Shared path 3.0m x 385m @ \$475/lm.
- + Road crossings, estimated @ \$7,050.
- + Drainage and rehabilitation, estimated @ \$5,680.
- + Traffic control, estimated @ \$4,000 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Ⓧ Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Project Location Map



View of Lions Park



View of proposed shared path route

Dalgety Project # 1 - Campbell Street Footpath

Project Description

The only constructed footpath in Dalgety is a small / aging section of concrete path in Campbell Street. A new footpath is proposed along Campbell Street linking Dalgety Showground, Snowy River Holiday Park and the Countrylink Bus Stop.

Project Benefit

A concrete footpath would separate pedestrians from motor vehicles and link the main attractors in town.

Project Considerations

The following issues, risks and site constraints will need to be considered as part of the detailed design of the project:

- + Riparian / drainage channel crossing.

- + Lighting and signage.
- + Traffic control.

Project Specifications

- + Concrete footpath (1.2m) x 195m @ \$270/m.
- + New culvert fencing, estimated @ \$2,500.
- + Drainage and rehabilitation, estimated @ \$1,850.
- + Traffic control, estimated @ \$950 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Ⓧ Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Project Location Map



Campbell Street Bus Stop



Existing footpath in Campbell Street

Dalgety Project # 2 - River Walk Shared Path

Project Description

The Platypus Walk along the Snowy River is popular amongst visitors and locals. The natural surface pathway is in need of upgrading to an all-weather surface with long term soil erosion and sedimentation controls and end-of-trip facilities such as signage and seating. The northern section of the pathway also needs slashing to address safety concerns about snakes and the like.

Project Benefit

An upgraded pathway would improve access to the Snowy River for residents and visitors alike, including customers of the Snowy River Holiday Park.

Project Considerations

The following issues, risks and site constraints will need to be considered as part of the detailed design of the project:

- + Existing topography and grades.
- + Riparian vegetation impacts.
- + Soil erosion and sediment controls.
- + Consistent signage and other end-of-trip facilities.

Project Specifications

- + Gravel surface shared path 3.0m x 950mm @ \$150/lm.
- + Drainage and rehabilitation, estimated @ \$4,380.
- + End-of-trip facilities (seating and signage), estimated @ \$5,750.

	Project Numbers
	Proposed Pedestrian Crossing
	Proposed Centre Refuge Island
	Proposed End of Trip Facility
	Proposed Crossing - Bridge
	Proposed Kerb Blisters
	Proposed On-road Cycling Lane
	Proposed Gravel Path
	Proposed Shared Path
	Proposed Footpath
	Proposed Trails - Jindabyne
	Existing Pedestrian Crossing
	Existing Centre Refuge Island
	Existing End of Trip Facility
	Existing Kerb Blister
	Existing Bus Stop
	Existing Crossing - Bridge
	Existing On-road Cycling Lane
	Existing Gravel Path
	Existing Shared Path
	Existing Footpath
	Speed Signage
	Primary Road Network
	Local Road Network
	Tracks in use
	Railway
	Railway Corridor
	WaterFeature
	Landuse - Recreation
	Landuse - Education
	Landuse - Community
	Landuse - General Industrial
	Landuse - General Commercial
	Landuse - Crown



River (typical)

River Bank (Typical)

Shared Path 3m

Reserve (Typical)



View of Snowy River



View of northern track linking Snowy River to Campbell Street

Delegate Project # 1 - River Walk Shared Path

Project Description

The walk around the Delegate Recreation Reserve next to the Delegate River is popular amongst visitors and locals. The natural surface pathway is in need of upgrading to an all-weather surface with long term soil erosion and sedimentation controls and end-of-trip facilities such as signage and seating.

Project Benefit

An upgraded pathway would improve access to the Delegate River for residents and visitors alike, including customers of the Delegate Caravan Park. The path could also provide opportunities to link with other key attractors in Delegate town centre.

Project Considerations

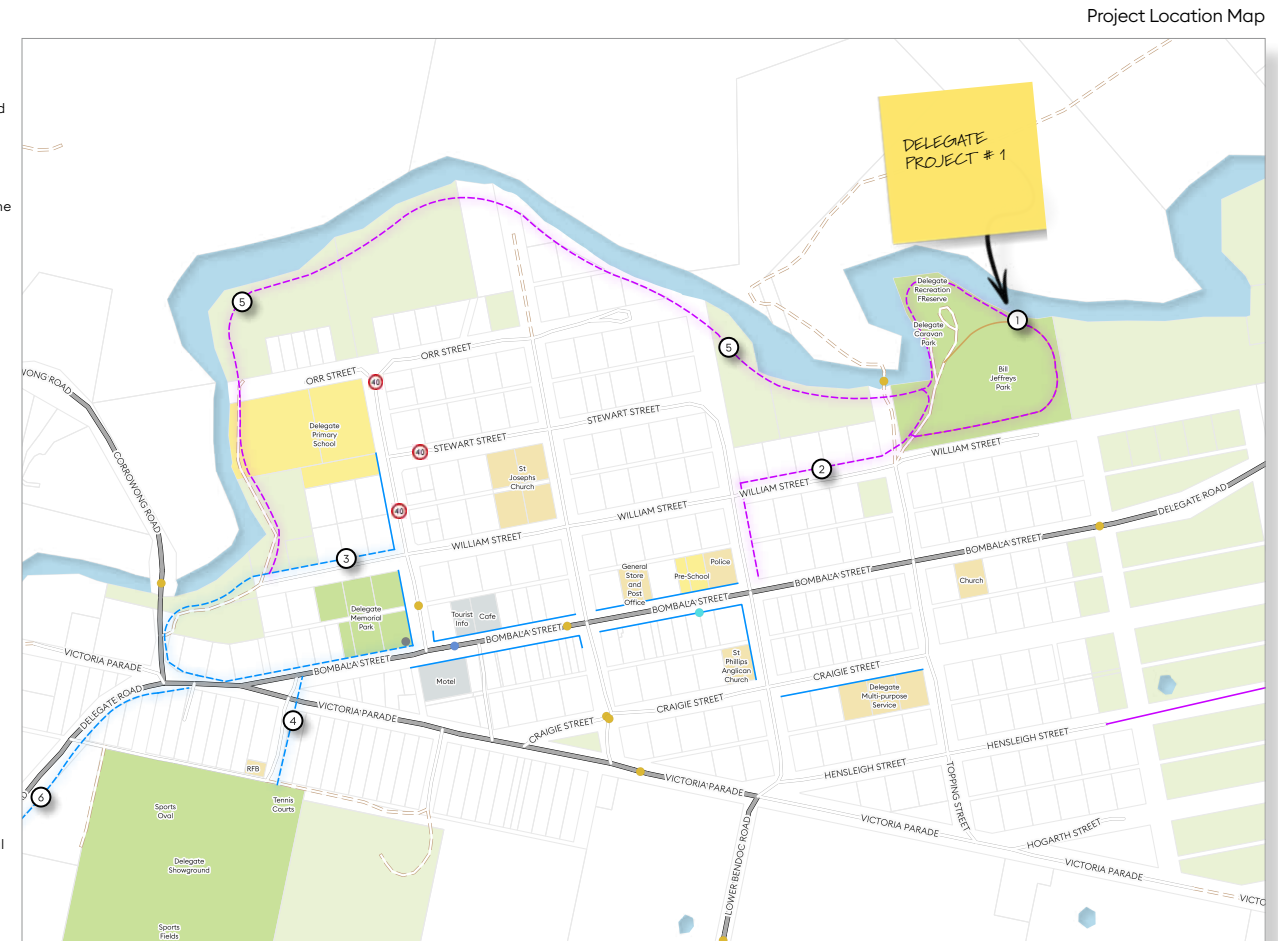
The following issues, risks and site constraints will need to be considered as part of the detailed design of the project:

- + Existing topography and grades.
- + Impacts on riparian areas.

Project Specifications

- + Gravel surface shared path 3.0m x 950m @ \$150/lm.
- + Drainage and rehabilitation, estimated @ \$4,380.
- + End-of-trip facilities (seating, signage and water points), estimated @ \$5,750.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



River (typical)

River Bank (Typical)

Shared Path 3m

Reserve (Typical)



View of Delegate River



Typical track conditions along Delegate River

Jindabyne Project # 1 - Barry Way Shared Path

Project Description

Barry Way shared path from Kosciuszko Road to Jindabyne Sports and Education Centre.

Project Benefit

There is a growing imperative to link the Jindabyne Sports and Education Centre to Jindabyne township with an off-road shared path. A project has been identified to install a 3m wide concrete shared path in the road reserve of the Barry Way with end-of-trip facilities. The path could also provide opportunities to link with other key attractors south of Jindabyne town centre.

Project Considerations

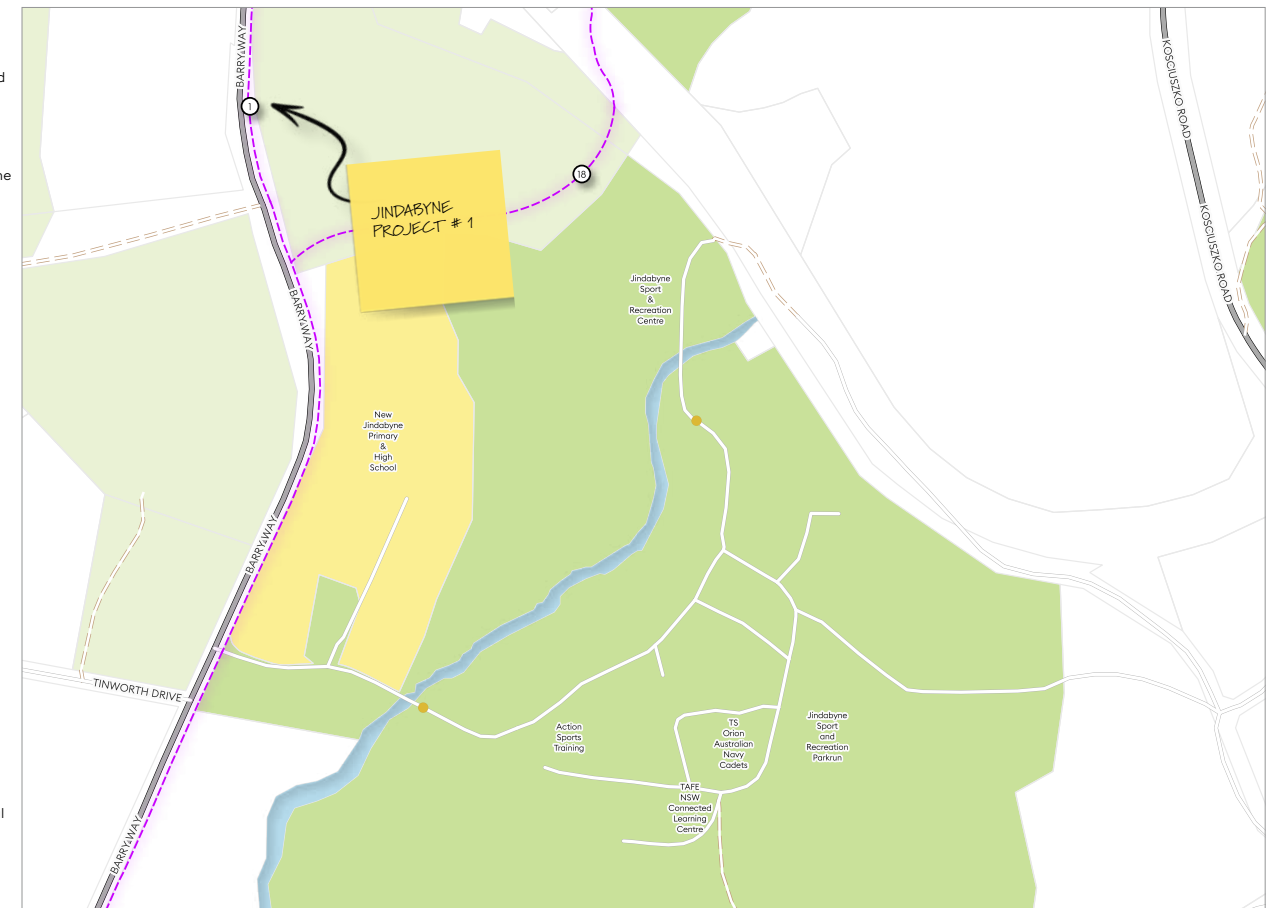
- + Traffic and speed.
- + Existing topography and grades.
- + Lighting, signage and seating.
- + Road crossing points.

Project Specifications

- + Shared path 3.0m x 2,050m @ \$475/lm.
- + Lighting, at cost.
- + Road crossings, estimated @ \$15,000.
- + Drainage and rehabilitation, estimated @ \$12,000.
- + Traffic control, estimated @ \$9,000 for preparation / implementation of a TCP.
- + End-of-trip facilities (seating, signage and water points), estimated @ \$20,000.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Project Location Map



View of Barry Way



View of mid-point for new end-of-trip facilities

Jindabyne Project # 2 - Dam Pathway Widening

Project Description

Widening of the existing pathway along Jindabyne Dam to reduce concerns of pedestrians and cyclists that the narrow width and height of the dam wall access is acting as a barrier to active transport either side of Jindabyne Wall.

Project Benefit

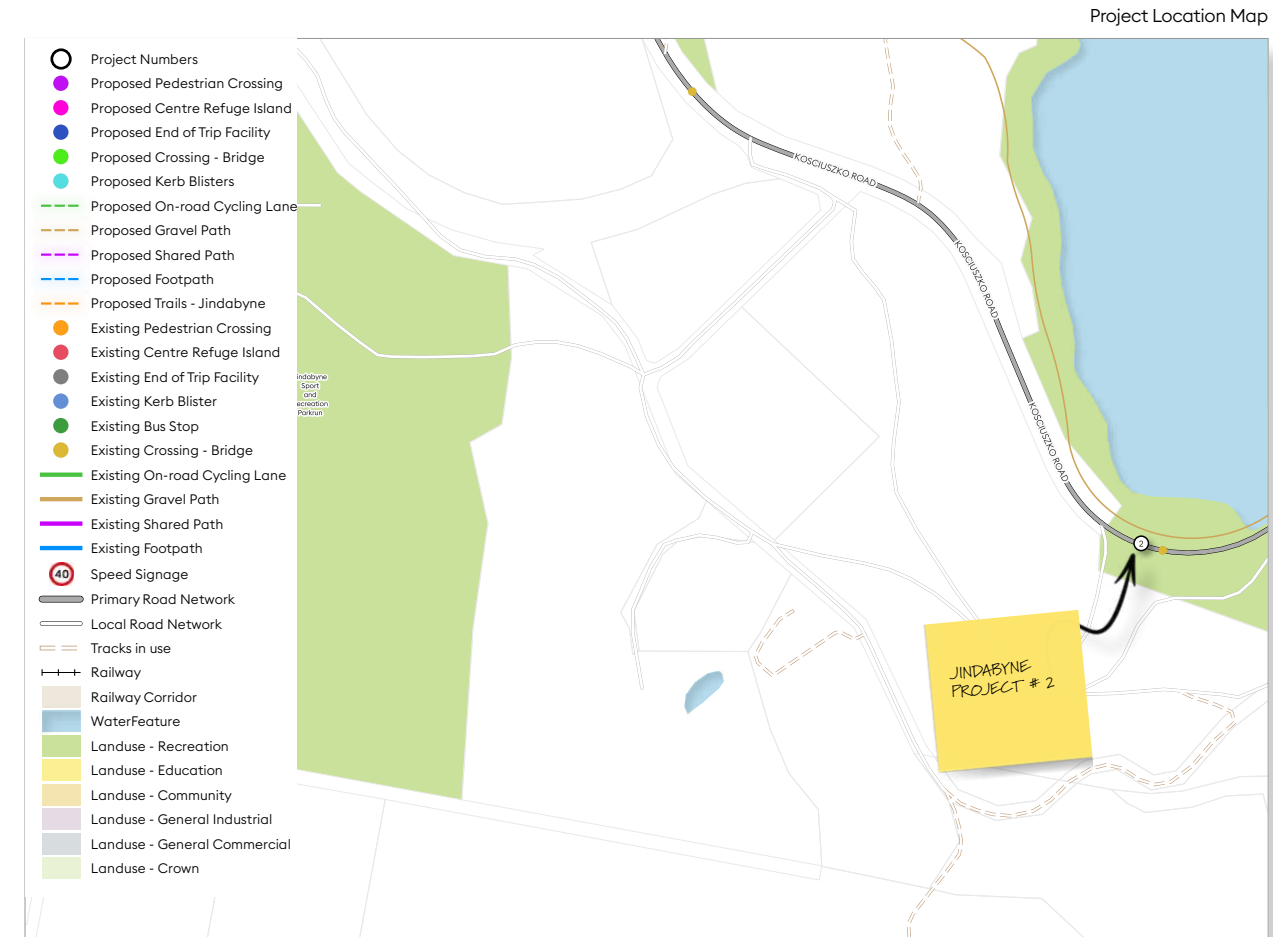
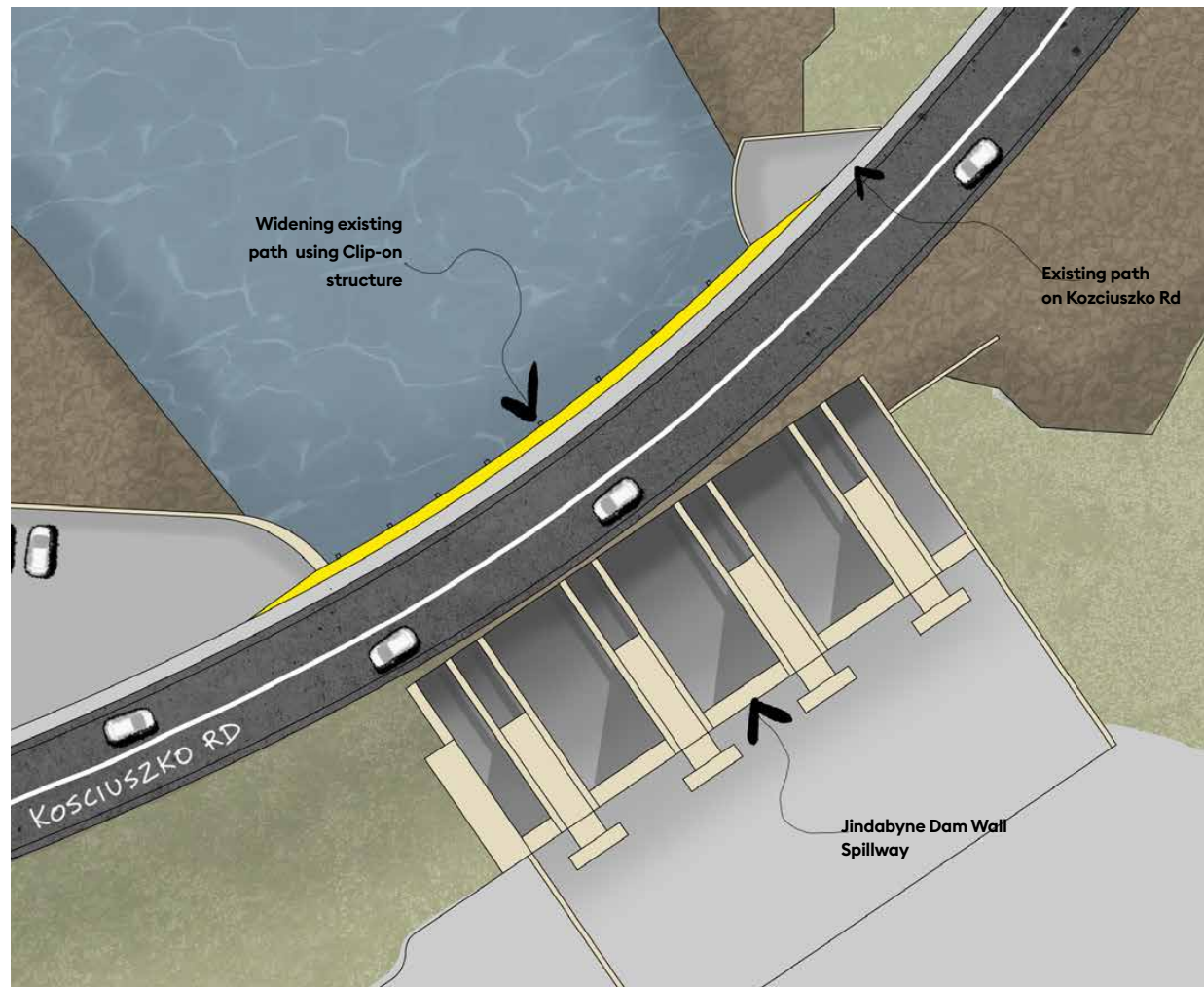
A project has been identified to widen the dam wall pathway across Jindabyne Dam. Completion of works would minimise this structure being perceived as a barrier to active transport.

Project Considerations

- + Dam wall engineering, design and costings.
- + Lighting and signage.

Project Specifications

- + Dam path upgrades, subject to detailed design and costings.



View of Jindabyne Dam



View of Jindabyne Dam pathway

Jindabyne Project # 4 - Park Road Footpath

Project Description

Park Road footpath link.

Project Benefit

There is merit in connecting Jindabyne Oval and Soccer Ground to Jindabyne shops. A project has been identified to install a footpath in the road reserve of Park Road. The path would also provide opportunities to link with other key attractors west and south of Jindabyne town centre.

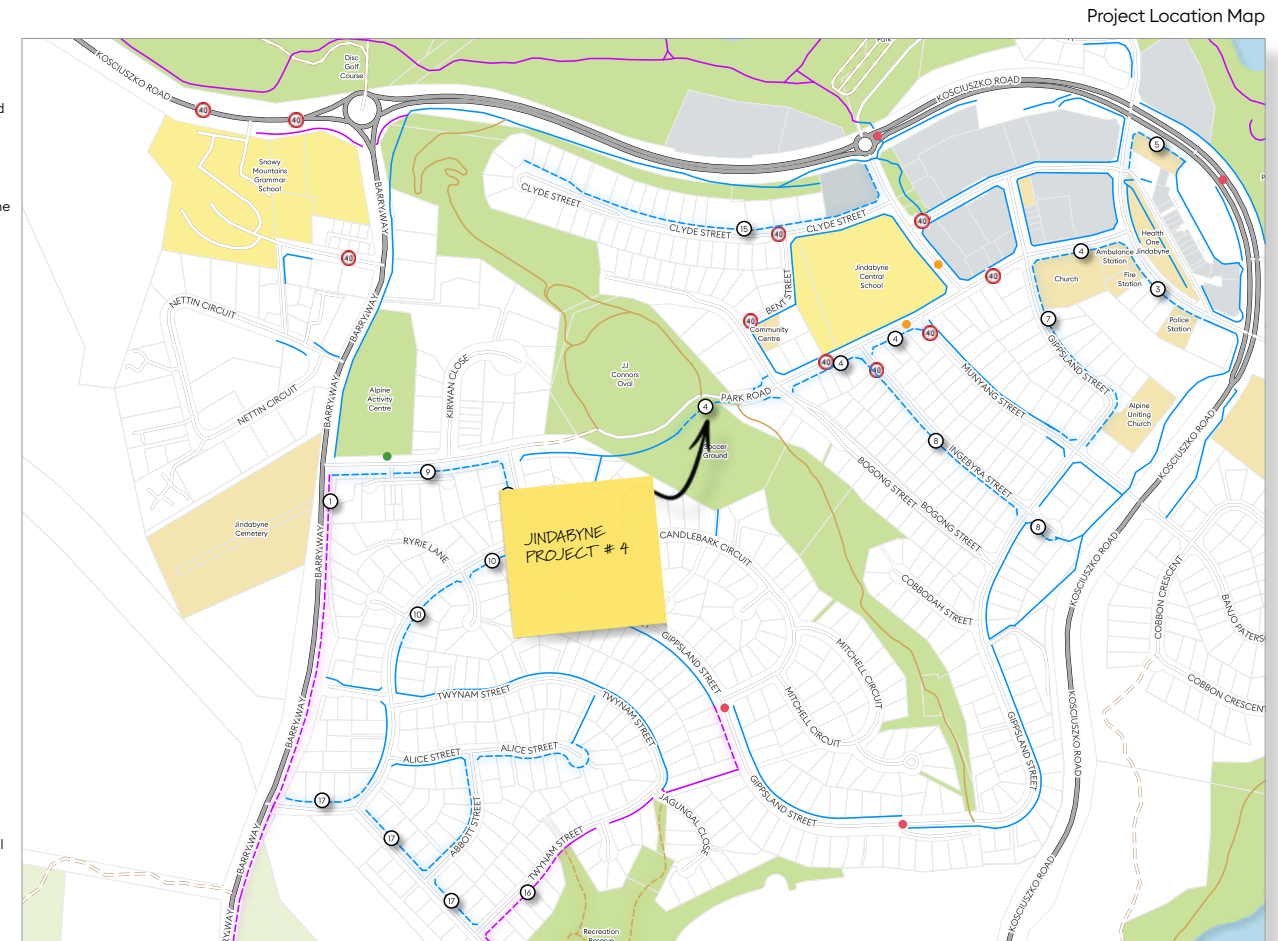
Project Considerations

- + Existing topography and grades.
- + Road reserve landscaping and infrastructure.
- + Lighting and signage.
- + Road crossing points.

Project Specifications

- + Footpath 1.5m x 400m @ \$300/lm.
- + Kerb ramps x 2, estimated @ \$3,500 each.
- + Drainage and rehabilitation, estimated @ \$3,450
- + Traffic control, estimated @ \$1,500 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



Project Location Map



View of Jindabyne Oval and Soccer Ground



View of proposed footpath route

Michelago Project # 1 - School Dropoff

Project Description

Relocation of school parking area to the north-west of Michelago Public School to free-up footpath and bus drop-off facilities directly in front of the school.

Project Benefit

There is merit in relocating school parking to the north-western edge of the school grounds off Ryrie Street. This would provide a shared path in front of the school for students / teacher access, which is currently congested / obscured by parked cars. The path would also provide opportunities to link with other key south-east of Michelago Public School.

Project Considerations

- + Existing farm gate / access.
- + Existing street trees and drainage.

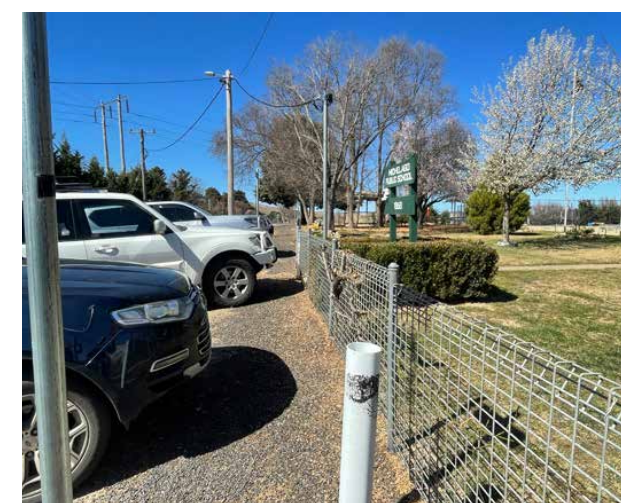
Project Specifications

- + Road should widening, bitumen seal and line-marking of parking area, estimated at \$10,750.
- + Signage to regulate parking / drop-off area, estimated @ \$1,500.
- + Drainage and rehabilitation, estimated @ \$3,450.
- + Traffic control, estimated @ \$1,200 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- 40 Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown



Project Location Map



Michelago car parking area



Proposed new parking area north-west of existing cars

Nimmitabel Project # 1 - School Footpath and Crossing

Project Description

New footpath linking Nimmitabel Primary School to Bombala Street.

Project Benefit

There is merit in providing a footpath from Nimmitabel Primary School to Bombala Street.

Project Considerations

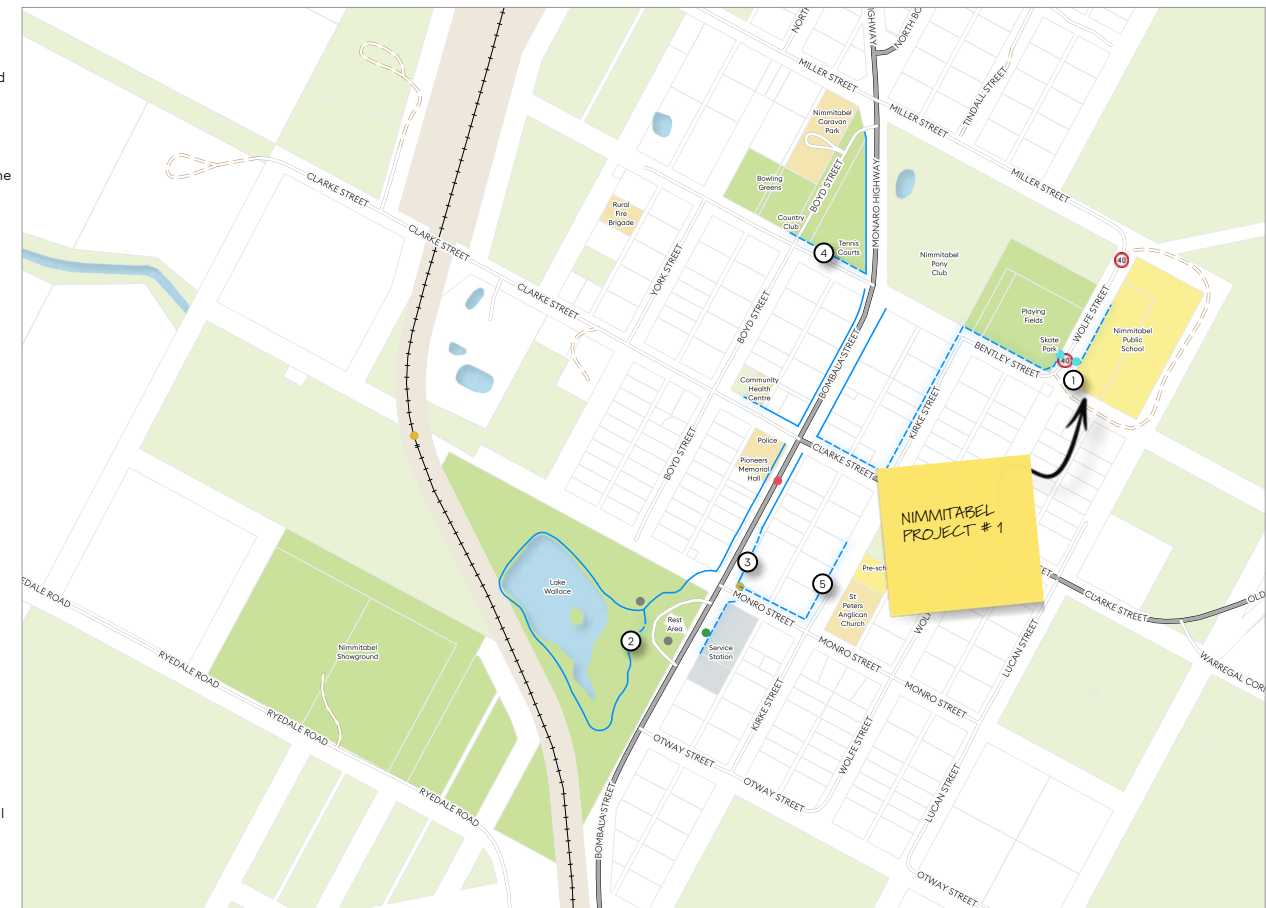
- + Existing topography and grades.
- + Drainage.
- + Road crossing points.

Project Specifications

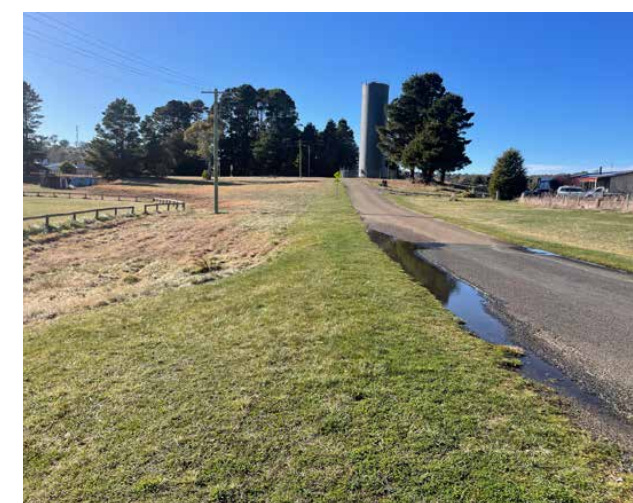
- + Concrete footpath 1.2m x 650m @ \$270/lm.
- + Road crossings, estimated @ \$9,750.
- + Drainage and rehabilitation, estimated @ \$7,200.
- + Traffic control, estimated @ \$3,000 for preparation / implementation of a TCP.

- Project Numbers
- Proposed Pedestrian Crossing
- Proposed Centre Refuge Island
- Proposed End of Trip Facility
- Proposed Crossing - Bridge
- Proposed Kerb Blisters
- Proposed On-road Cycling Lane
- Proposed Gravel Path
- Proposed Shared Path
- Proposed Footpath
- Proposed Trails - Jindabyne
- Existing Pedestrian Crossing
- Existing Centre Refuge Island
- Existing End of Trip Facility
- Existing Kerb Blister
- Existing Bus Stop
- Existing Crossing - Bridge
- Existing On-road Cycling Lane
- Existing Gravel Path
- Existing Shared Path
- Existing Footpath
- Ⓧ Speed Signage
- Primary Road Network
- Local Road Network
- Tracks in use
- Railway
- Railway Corridor
- WaterFeature
- Landuse - Recreation
- Landuse - Education
- Landuse - Community
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Crown

Project Location Map



View of typical footpath conditions



View of typical footpath conditions



POSTAL ADDRESS
205A Clarinda Street
PARKES NSW 2870

EMAIL
info@currajong.com.au

WEB
www.currajong.com.au



POSTAL ADDRESS
270 Summer Street
ORANGE NSW 2800

EMAIL
Stephen.Martin@ghd.com.au

WEB
www.ghd.com



POSTAL ADDRESS
81 Commissioner Street
COOMA NSW 2630

EMAIL
council@snowymonaro.nsw.gov.au

WEB
www.snowymonaro.nsw.gov.au

Project Report

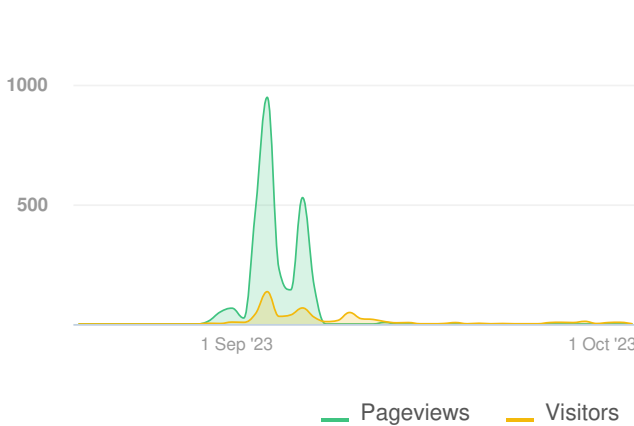
09 May 2017 - 03 October 2023

Your Say Snowy Monaro

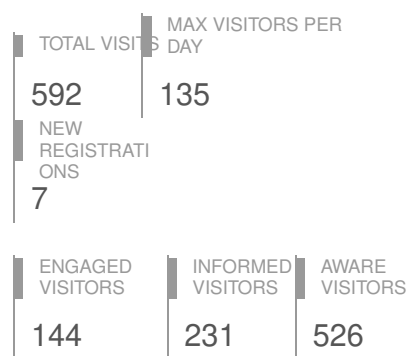
Active Transport - What would make you walk and cycle more?



Visitors Summary



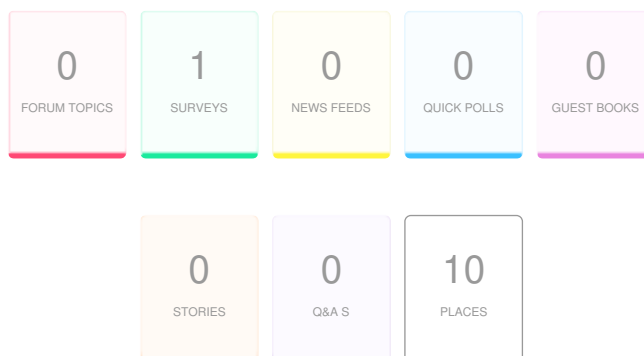
Highlights



Aware Participants		Engaged Participants	
	526		144
Aware Actions Performed	Participants	Engaged Actions Performed	Registered Unverified Anonymous
Visited a Project or Tool Page	526		
Informed Participants	231	Contributed on Forums	0 0 0
Informed Actions Performed	Participants	Participated in Surveys	5 0 127
Viewed a video	0	Contributed to Newsfeeds	0 0 0
Viewed a photo	0	Participated in Quick Polls	0 0 0
Downloaded a document	0	Posted on Guestbooks	0 0 0
Visited the Key Dates page	7	Contributed to Stories	0 0 0
Visited an FAQ list Page	5	Asked Questions	0 0 0
Visited Instagram Page	0	Placed Pins on Places	17 0 0
Visited Multiple Project Pages	93	Contributed to Ideas	0 0 0
Contributed to a tool (engaged)	144		

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

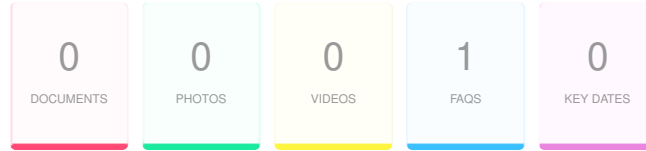
ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Place	Jindabyne	Published	27	8	0	0
Place	Cooma	Published	16	4	0	0
Place	Michelago	Published	6	3	0	0
Place	Adaminaby	Published	7	2	0	0
Place	Bombala	Published	13	1	0	0
Place	Berridale	Published	5	0	0	0
Place	Delegate	Published	3	0	0	0
Place	Nimmitabel	Published	2	0	0	0
Place	Bredbo	Published	1	0	0	0
Place	Dalgety	Published	1	0	0	0
Survey Tool	Survey	Published	254	5	0	127

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INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Key Dates	Key Date	7	7
Faqs	faqs	5	5

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ENGAGEMENT TOOL: PLACE

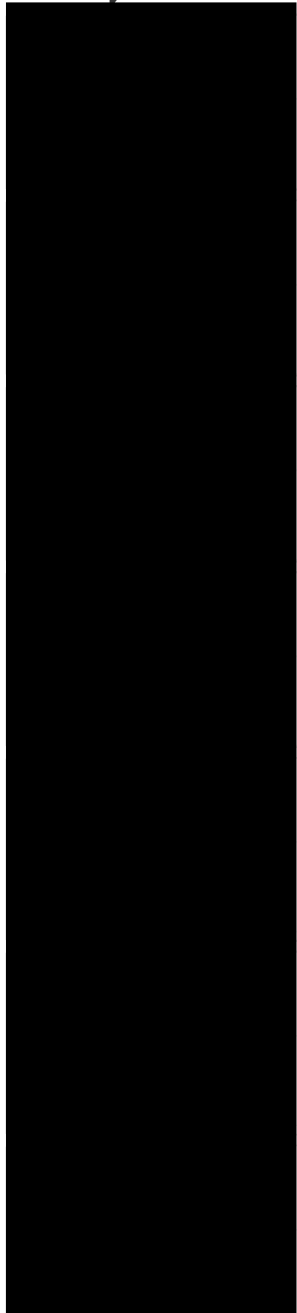
Jindabyne

Visitors 27	Contributors 8	CONTRIBUTIONS 50
	<p>No dirt or concrete footpath on a blind corner with no overhead lights. Dangerous for kids and adults Address: 22 Jerrara Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141431</p>	
	<p>Instead of buses in the town for kids to get to school 1-2 days per week could a ride your bike day be organised where a route is organised and kids can join along the way to ride their bike in a group with safe measures put in place for kids to ride safely to school Address: 8-18 Park Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141432</p>	
	<p>No footpaths at all in east Jindabyne except a small section or jerrara dr combined with blind corners and crests make it very dangerous for even adults let alone kids. How are kids meant to ride to the bus stop or learn to ride when they are young Address: 69 Jerrara Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141620</p>	
	<p>The bike path placed by residents many years ago with the vision to expand the entirety of east Jindabyne and connect tyrolean has been allowed to stop and have zero progress since. This existing pathway should be continued Address: 28a Jerrara Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141621</p>	
	<p>Most of east jindabyne desperately needs footpaths. It is hard to walk around even for an adult. Also there are many young families and to push a pram around is very difficult Address: 7 Kunama Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141631</p>	
	<p>Open up this public laneway. Make it usable. It cuts out roadside walking by children meeting the school bus, residents going to the shops on the highway, and all other pedestrians who otherwise have to brave walking along Jerrara Drive on its narrow, congested and traffic-blind verges. Address: 17 Camira Avenue, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141662</p>	
	<p>Footpath or wide grassway needed for pedestrian safety all the way along Jerrara Drive from the junction at Camira Drive through to the fireshed, at least. Address: 28 Jerrara Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141663</p>	

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: PLACE

Jindabyne

	<p>Build the footpath along Old Kosciuszko Road as is required under the consent conditions of DA104/2016. Address: 4 Old Kosciuszko Road, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141664</p>
	<p>Build the footpaths in the Kunama Ridge subdivision that are required in the consent conditions of DA0179/2006 Address: 23 Heysen Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141665</p>
	<p>Check the consent conditions for DA110/1996 regarding the requirement for footpaths and street trees. Install footpath if mandated. Address: 75 Kunama Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141666</p>
	<p>Provide public foot access to the lake foreshore via the water treatment easement near the end of Lakeview Drive Address: 13 Lakeview Terrace, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141667</p>
	<p>Ensure that the developer of this land incorporates a wide green pedestrian corridor to the lake right through the centre of this subdivision, and that this connects up to the residential areas of Kunama and lower (southern) Jerrara Drive Address: 1 Old Kosciuszko Road, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141669</p>
	<p>Provide a clear pathway for residents of East Jindabyne to access the Council-owned bushland to the west, including the shared trail that will be installed there soon, and the Mill Creek trails beyond. Address: 19 Willow Bay Place, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141672</p>
	<p>Create an easy pedestrian route from the old town centre to Nugget's shopping centre, taking in the health centre. Make the whole CBD (pleasantly) walkable. Address: 1 Thredbo Terrace, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141673</p>

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ENGAGEMENT TOOL: PLACE

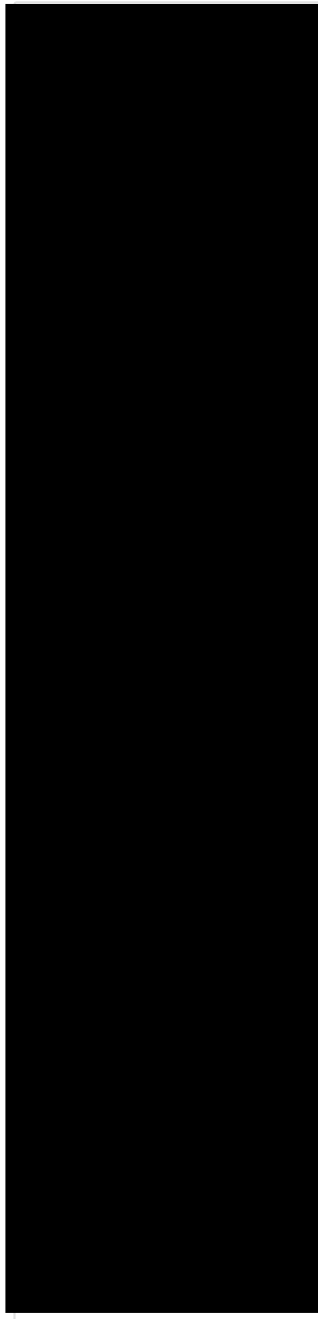
Jindabyne

	<p>Any future residential development here must have very easy pedestrian access to the foreshore for all residents. Laneways every 50m or a central parkland through the middle</p> <p>Address: Hilldowns Road, Kalkite New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141675</p>
	<p>Make a foreshore management plan that includes defining all the the walking/cycling routes across all the foreshore of East Jindabyne to guide people where to go and where not to go so that the native vegetation there can be preserved.</p> <p>Address: 28a Jerrara Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141677</p>
	<p>Keep this public walkway maintained so that people want to use it.</p> <p>Address: 18 Kanangra Crescent, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-141678</p>
	<p>Pedestrian Suspension Bridge creating tourist circuit dam wall loop via Mill Ck trail. And rejoin Tyrolean/east j'byne to town for pedestrians and cyclists</p> <p>Address: 39 Townsend Street, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142847</p>
	<p>Underpass joining copper Tom trail to sport and Rec campus/education precinct and enabling cycle commute to Leesville</p> <p>Address: 6032 Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142848</p>
	<p>underpass renovation to remove stairs</p> <p>Address: 8228 The Snowy River Way, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142849</p>
	<p>cycleway to cobbin - there is an existing easement from caruthers rd which i may have missed with pin as it should be shown as such on your map</p> <p>Address: 8 Carruthers Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142851</p>

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ENGAGEMENT TOOL: PLACE

Jindabyne

	<p>Moonbah trail to join cobbin to aqueduct bench road Address: 22 River Run, Moonbah New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142852</p>
	<p>the roundabout where the bypass should end thus alleviating the bottleneck at snowline cv park. Note this ALSO is a flat easy cycling route into the thredbo Valley Address: 244 Alpine Way, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142854</p>
	<p>wollondibby trail to the distillery Address: Alpine Way, Crackenback New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142855</p>
	<p>Leesville to the station trail - underpass at barry way/snowy river way will have to wait until next time you dig it up Address: 250 Barry Way, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142856</p>
	<p>lee ck trail - pooh bay to leesville - barry way underpass preferred - allow safe car free commute to work or school Address: 218 Barry Way, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142857</p>
	<p>widows ck bike park access from realigned bypass - known easement missing from your map - current bypass plan is flawed - loads up snowline corner which is already not coping and ignores elevation change for pushbikes which should be able to preserve altitude from upsandowns Address: 2627, New South Wales, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142859</p>
	<p>auxilliary spillway suspended road underpass - linking copper tom/mill creek to moonbah aqueduct and cobbin/highcountry/station - creates tourist circuit via station/sport and rec Address: 6015 Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142862</p>

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ENGAGEMENT TOOL: PLACE


Jindabyne

	<p>this intersection is a shocker for bikes/pedestrians. roundabout &lt; might aid in slowing traffic Address: 1 Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142863</p>
	<p>no traffic path with overpass on highest point of cutting at anglican church Address: 17 Gippsland Street, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142864</p>
	<p>don't suppose there is an easement here ?? v frustrating that these paths don't link up ??? i often get heckled by 27 park rd for riding their driveway but is the least up and down route Address: 13 Cobbodah Street, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142865</p>
	<p>approach the bike club about doing a (off lead) dog loop for trail dogs which keeps the m away from all roads and is quick to access for daily walks/rides Address: Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142866</p>
	<p>toilet block open in summer? shouldn't have far to flush Address: 58 Townsend Street, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142867</p>
	<p>negotiate a pedestrian/cyclist tolerance with sport and rec?? not always smooth sailing for cyclists though here - although they are known to appeal for township support when about to get closed down. Address: NSW Sport And Recreation Centre, Barry Way, Jindabyne, New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142868</p>
	<p>make it (like canberra) so kids from east jindy or cobbin etc can SAFELY (car free) get here by (at least MTN) bike (maybe even electric bike the way things are going) Address: 207 Barry Way, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142869</p>

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ENGAGEMENT TOOL: PLACE

Jindabyne

	<p>fix the old spillway with a SAFE pedestrian bridge and widen the dam wall path toward s tyrolean Address: Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142870</p>
	<p>lakewood access trail from sentinel pl Address: 9 Sentinel Place, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142871</p>
	<p>current unformed pathway needs upgrading to sealed, for easier access for all abilities. We regularly get told there is not linear linkage for prams, mobility scooters or for those that have restricted balance from the top of town to the CBD Address: 7 Caldwell Close, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142872</p>
	<p>The pathway along Banjo PA is very narrow, failing in places and with a precarious drop, this needs widening and cars restricted from parking on both sides of the street. There is no current formed path from the intersection with Townsend st and Banjo all they way around Townsend an Cobbon cr. Pedestrians are mostly required to walk on the road Address: 13-15 Banjo Paterson Crescent, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142873</p>
	<p>Poley cow lane lacks a formed footpath for students of SMGS to walk along, the nature reserve isn't always maintained by the residents which forces students out onto a busy road at drop off and pick up times. This then should link to a path along the Barry which leads to the crossing island at the intersection. Allowing parents with prams, mobility scooters to accompany students on their walk to school. Address: 28 Poley Cow Lane, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142874</p>
	<p>Lacking a safe pedestrian crossing for access to the foreshore. Clay pits is a popular destination along the Jindy foreshore and many people cross here. Address: Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142875</p>
	<p>This laneway is unformed with hardly a track in place down a very steep slope. A key linkage from the top of town to the oval and CBD, should be considered to be formalized, sealed with stairs Address: 4a Strzelecki Place, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142876</p>

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ENGAGEMENT TOOL: PLACE

Jindabyne

	<p>Pathway for pedestrians and school children/ staff from the station - Cobbin estate , high country estate and Lakewood to safely travel towards the new Jindabyne school and the CBD Address: 556 Barry Way, Moonbah New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142877</p>
	<p>Pedestrian refuge for safe passage way is needed at this point. And pathway from Kozi rd along Cobbon cres Address: 24 Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142878</p>
	<p>Formed pathway needed to connect from above the soccer oval carpark path to the existing Park Rd pathway, to have continuity and safe passageway through the Oval entrance area. Address: 30 Park Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142879</p>
	<p>Desperately require sealed pathway linking from the crossing to Banjo PA Park/ playground area. Currently NSW traffic upgraded the pedestrian crossing and refuge, but once on the Park side a steep embankment and now pathway forces pedestrians, mum and kids with bikes into a busy carpark. currently a very dangerous situation and should be a priority Address: 2 Bay Street, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142880</p>
	<p>Potential for underpass - join town together for pedestrians??? Address: 25 Barry Way, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142904</p>
	<p>Consider equestrian trail to pony club and connectivity to station, cobbin, high country etc. Tourism opportunity and good for local horse owners. See similar in Canberra eg: https://www.cityservices.act.gov.au/pets-and-wildlife/domestic-animals/horses Address: 218 Barry Way, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142905</p>
	<p>This walkway has been on the plan for 40 years and has still not been sealed. It is a very popular access pathway from the top of town to the oval and town centre. It is dirt and very steep and slippery. It is used very regularly by both locals and tourists. Address: 8 Caldwell Close, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142913</p>

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: PLACE

Jindabyne

	<p>Repair the footpath from the clay pits to the caravan park. Address: 6339 Kosciuszko Road, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/jindabyne?reporting=true#marker-142924</p>
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Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: PLACE

Cooma

Visitors 16	Contributors 4	CONTRIBUTIONS 27
<p>Better crossing for kids on the way to CNPS Address: 47 Baroona Avenue, Cooma New South Wales 2630, Australia http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141341</p>		
<p>No footpath from Cooma North to Lions Park Address: Mittagang Road, Cooma New South Wales 2630, Australia http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141342</p>		
<p>Opportunity for a pump track or bike park. Looks like there's remnants of an old bmx run? This would be fantastic Address: 210 Yallakool Road, Cooma New South Wales 2630, Australia http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141343</p>		
<p>Connection opportunity. Not sure if you can walk or ride through here Address: 6 Yulin Avenue, Cooma New South Wales 2630, Australia http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141344</p>		
<p>Love the shared path here. We use it when riding to school Address: 6 Kurang Place, Cooma New South Wales 2630, Australia http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141345</p>		
<p>It can be hard for pedestrians to cross the road here and at the other roundabout at sharp/bombala Address: 151 Sharp Street, Cooma New South Wales 2630, Australia http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141346</p>		
<p>Maybe end of trip facilities here like a bike rack and bottle refill station (maybe there's one I haven't seen). Creating a bit of an outdoor bike hub to trip into town from surrounding streets Address: 61 Massie Street, Cooma New South Wales 2630, Australia http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141347</p>		

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ENGAGEMENT TOOL: PLACE

Cooma

	<p>Wayfinding signage on existing paths and tracks like x km to hospital, etc Address: 3 Crisp Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141348</p>
	<p>Bike racks at key locations around town Address: 177-179 Sharp Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141349</p>
	<p>I prefer to use this crossing. Understandable that a zebra crossing might restrict traffic flow Address: 119 Sharp Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141350</p>
	<p>Update maps for bike and footpath walkways with QR code to have it on your phone? Address: 24 Barrack Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141351</p>
	<p>Mountain bike trails from town to Mt Gladstone to link town to the best bike park in the region. Address: Snowy Mountains Highway, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141415</p>
	<p>Specific mountain bike / shared trails in Lambie would be fantastic. Address: 2630, New South Wales, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141416</p>
	<p>Bridge over Cooma Creek has not been reinstated since flooding over 18 months ago. Not good enough! If bridge is too difficult please create a shared path to Commissioner St on same side of creek. This could connect to existing footpath on the other side of street. Address: 60 Sharp Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141602</p>

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: PLACE

Cooma

Create a user friendly, (lower slope) route from town centre to Cooma East and Cooma North. This could be a cycle lane on Commissioner St from Bombala St all the way to Hilton St. And then a new path behind Aldi and Rhythm Sports to connect with Yarreen Rd. CMR have fenced this off but this could fit between the railway station and the rail corridor. It would also be the best location for northern Trail Head for future Monaro Rail Trail.

Address: 7 Hilton Street, Cooma New South Wales 2630, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141603>

This road connection does not yet exist. Until it is fully developed, a good gravel path s hould be installed for cyclists and walkers to connect from Yarreen Rd to the bridge over railway line so that families could connect to Cooma North without climbing big hills.

Address: 9 Palermo Drive, Cooma New South Wales 2630, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141604>

Add a branch shared path from here that follows the left bank of Cooma Back creek all the way to the Hydro 1 museum by going underneath the highway at the bridge.

Address: 25 Vulcan Street, Cooma New South Wales 2630, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141652>

From the Hydro 1 Museum, rejoin the footpth over the bridge to connect to Southern Cloud Park and resume Lambie town Walk.

Address: 218 Sharp Street, Cooma New South Wales 2630, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141653>

From Hydro 1 Museum to footpath at ground level cross the bridge to connect with Southern Cloud Park and resume Lambie Town Walk.

Address: 218 Sharp Street, Cooma New South Wales 2630, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141654>

Complete the path to Lions Park, as identified in the Trails Master Plan and previously. The current path was completed approx 10 years ago. Why has it taken so long to finish it?

Address: 297 Mittagang Road, Cooma New South Wales 2630, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141655>

Repair and preferably widen the path approaches to the bridge for pedestrians (and cyclists).

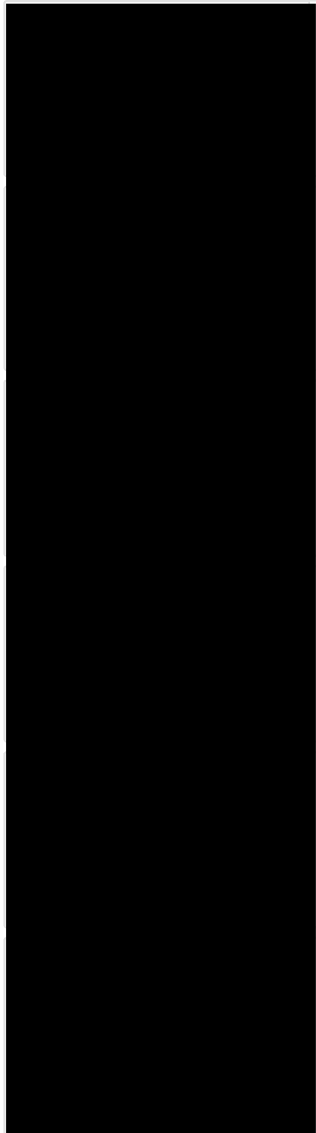
Address: 8 Thurrung Street, Cooma New South Wales 2630, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141656>

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ENGAGEMENT TOOL: PLACE

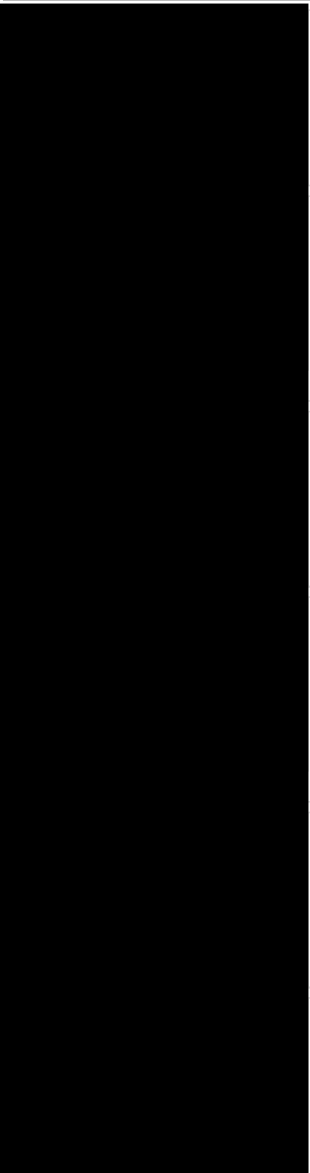
Cooma

	<p>Continue the path from pedestrian bridge and provide a crossing over Thurrung St at the stop signs. This will then allow connecting to the crossing island of Monaro Highway. Address: 8 Thurrung Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141657</p>
	<p>From the Crossing over the Monaro Highway, provide a shared path alongside the railway line all the way to Yareen Rd. This would be very pleasant as it is quite flat and there are good shade trees (hopefully without Magpies). Address: 8 Thurrung Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141658</p>
	<p>Continue the shared path alongside the railway line after crossing Yareen Rd to connect to Commissioner St. Address: 69 Yareen Road, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141660</p>
	<p>Provide good maps for all the suitable paths around and into and out from Cooma. At the Visitor Centre and on line, including via QR codes on sign posts. Address: 119 Sharp Street, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-141661</p>
	<p>No consistent verge for walkers. Makes a nice 6km scenic loop from Cooma East. Can connect to Cooma North ridge walk for bush walk into town. Address: 167 Yallakool Road, Cooma New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-142110</p>
	<p>There is a nice 25km mtb loop that connects Cooma East to Mt Gladstone via Church Road fire trails, returning via North Ridge trail network from Mulach street. Avoiding busy Polo Flat road requires an alternate route, potentially above industrial estate via travelling stock range. Address: Polo Flat Road, Polo Flat New South Wales 2630, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/cooma?reporting=true#marker-142116</p>

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: PLACE

Michelago

Visitors 6	Contributors 3	CONTRIBUTIONS 6
		<p>This bridge is essential and urgent. Please, no more delays! Address: Micalago Road, Michelago New South Wales 2620, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/michelago?reporting=true#marker-141412</p>
		<p>Michelago's main street, Ryrie St, is not safely navigable by bicycle and is not suitable for young children walking to and from school. Improved walkability around this growing village was identified in the Michelago Masterplan, and is increasingly needed for this growing village Address: 20 Ryrie Street, Michelago New South Wales 2620, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/michelago?reporting=true#marker-141413</p>
		<p>A walkwayloop incorporating Michelago Creek is identified as a priority in the Michelago Masterplan, to bring the elements of the village together. Address: 44 Ryrie Street, Michelago New South Wales 2620, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/michelago?reporting=true#marker-141414</p>
		<p>We really need the bridge or other way to cross the creek from Micalago Rd to Ryrie St to enable more people to walk or ride their bikes to the village. At the moment anyone who lives outside of the village can't walk or ride there as there is no safe way to get across the creek Address: Micalago Road, Michelago New South Wales 2620, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/michelago?reporting=true#marker-141606</p>
		<p>Some sort of walk along the creek would be an amazing recreational walk for us. There really are hardly any walks/tracks available around our area Address: 62 Ryrie Street, Michelago New South Wales 2620, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/michelago?reporting=true#marker-141607</p>
		<p>The planned bridge over the creek to link Ryrie Street and Micalago Road is essential for the safety of all the community -- traffic safety and fire brigade access to north and south of the village. Address: 104 Micalago Road, Michelago New South Wales 2620, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/michelago?reporting=true#marker-141848</p>

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ENGAGEMENT TOOL: PLACE

Adaminaby


Visitors 7	Contributors 2	CONTRIBUTIONS 10
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	<p>Open up this public laneway. Make it usable. It cuts out roadside walking by children meeting the school bus, residents going to the shops on the highway, and all other pedestrians who otherwise have to brave walking along Jerrara Drive on its narrow, congested and traffic-blind verges. Address: 17 Camira Avenue, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141634</p>
	<p>Footpath or wide grassway needed for pedestrian safety all the way along Jerrara Drive from the junction at Camira Drive through to the fireshed, at least. Address: 11 Jerrara Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141635</p>
	<p>Build the footpath along Old Kosciuszko Road as is required under the consent conditions of DA104/2016. Address: 4 Old Kosciuszko Road, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141636</p>
	<p>Build the footpaths in the Kunama Ridge subdivision that are required in the consent conditions of DA0179/2006 Address: 21 Heysen Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141637</p>
	<p>Check the consent conditions for DA110/1996 regarding the requirement for footpaths and street trees. Install footpath if mandated. Address: 76 Kunama Drive, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141638</p>
	<p>Provide public foot access to the lake foreshore via the end of Lakeview Drive Address: 13 Lakeview Terrace, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141639</p>
	<p>Ensure that the developer of this land incorporates a wide green corridor right through the centre of this subdivision that connects up to the residential areas of Kunama and lower (southern) Jerrara Drive Address: 1 Old Kosciuszko Road, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141640</p>

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: PLACE

Adaminaby

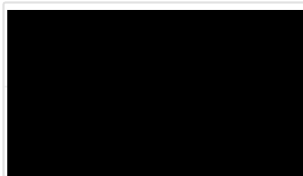
	<p>Provide a clear pathway for residents of East Jindabyne to access the Council-owned bushland to the west, including the shared trail that will be installed there soon, and onward to the Mill Creek trails. Address: 19 Willow Bay Place, East Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141641</p>
	<p>Create an easy pedestrian route from the old town centre to Nugget's shopping centre, including the health centre. Address: 1 Thredbo Terrace, Jindabyne New South Wales 2627, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-141642</p>
	<p>Currently there is no designated walking/biking track in Adaminaby or surrounding area. If people want to exercise or walk their dogs, they use the Yaouk road or other public roads, which is both unsafe and not fit for purpose. There have already been a few incidences of near misses between pedestrians and vehicles on the Yaouk road, due to blind corners and crests. A designated shared trail from the Adaminaby town centre to Lake Eucumbene would be a fantastic outcome. It would not only be a great asset for all the community but tourists alike. Creating an economic draw card for the area and providing means to have an active lifestyle for the community. It would also create a starting point to build onto as part of the shared trail plan along the lake foreshore and up into the national park Address: 5199 Snowy Mountains Highway, Adaminaby New South Wales 2629, Australia</p> <p>http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/adaminaby-2?reporting=true#marker-142302</p>

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: PLACE

Bombala

Visitors 13	Contributors 1	CONTRIBUTIONS 1
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add shared path up burnima st to the oval. Include path around the oval
Address: 43 Burnima Street, Bibbenluke New South Wales 2632, Australia

<http://yoursaysnowymonaro.com.au/active-transport-what-would-make-you-walk-and-cycle-more/maps/bombala?reporting=true#marker-141417>

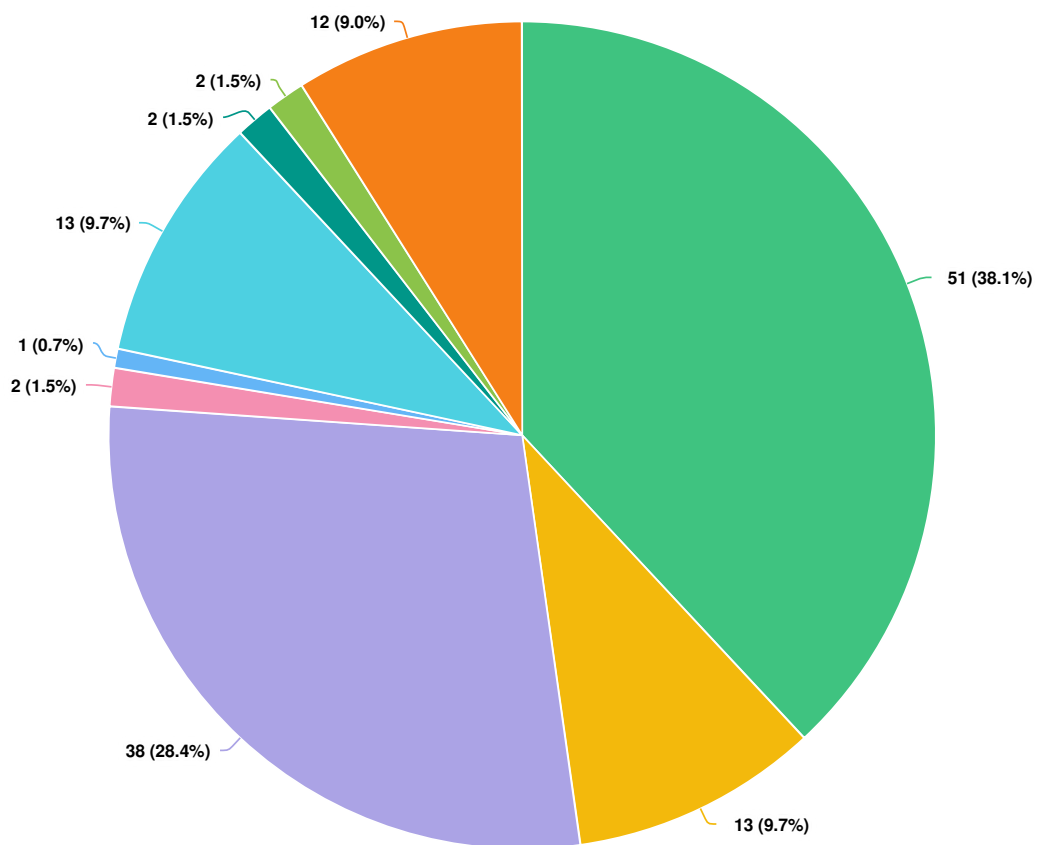
Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

ENGAGEMENT TOOL: SURVEY TOOL

Survey

Visitors 254	Contributors 132	CONTRIBUTIONS 138
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Where do you live?



Question options

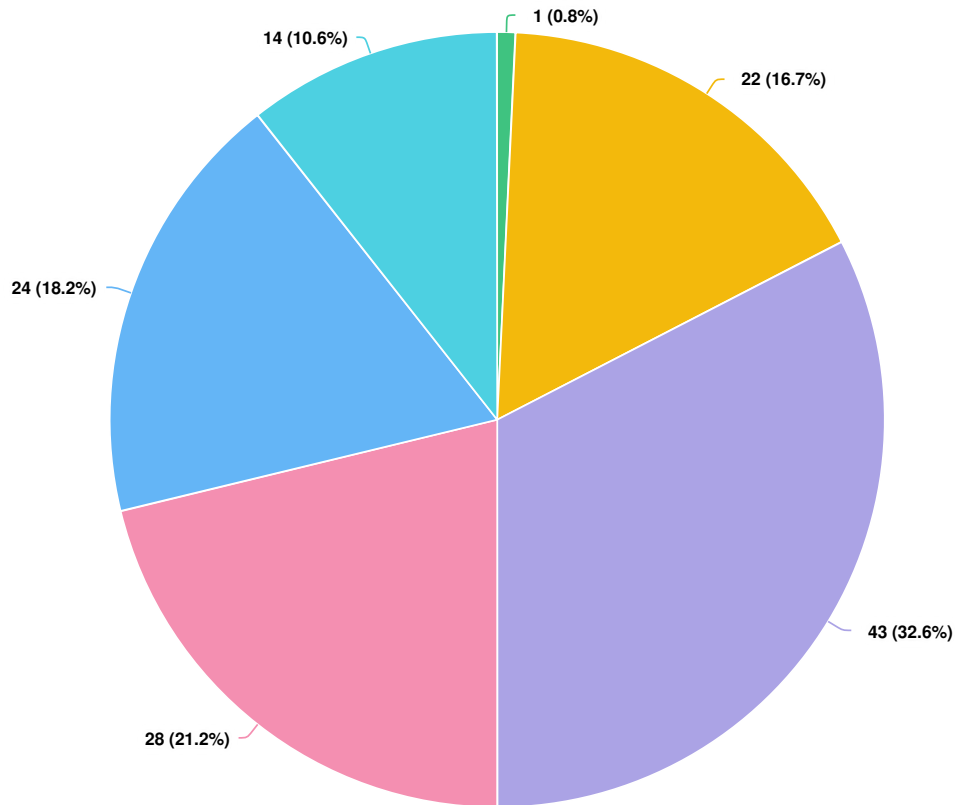
- Jindabyne
- Cooma
- Bombala
- Berridale
- Adaminaby
- Michelago
- Delegate
- Nimmitabel
- Bibbenluke

Optional question (134 response(s), 4 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

What is your age?



Question options

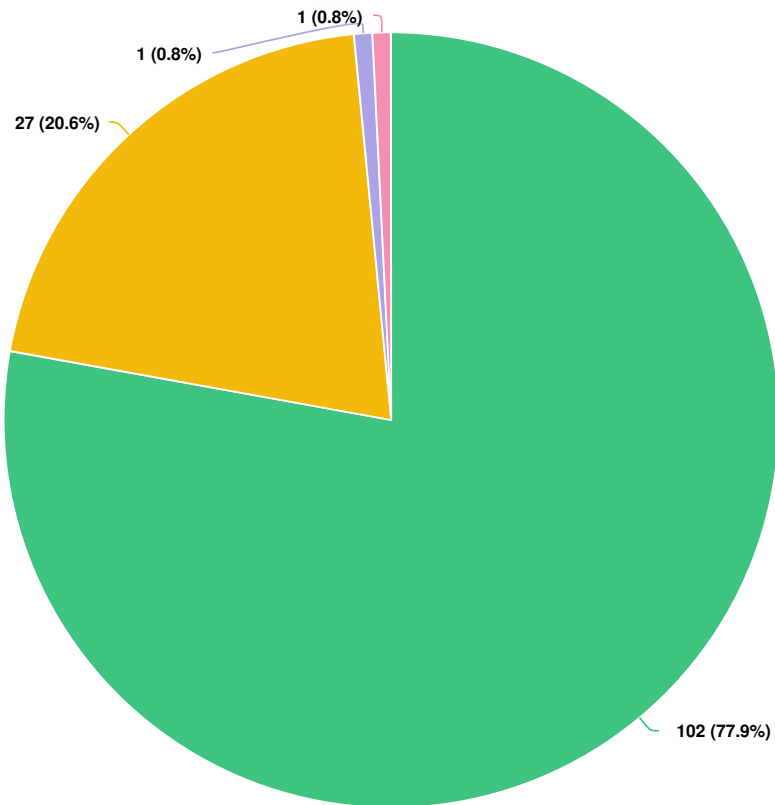
- 13 to 17
- 25 to 34
- 35 to 49
- 50 to 59
- 60 to 69
- 70 and over

Optional question (132 response(s), 6 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

What is your gender?



Question options

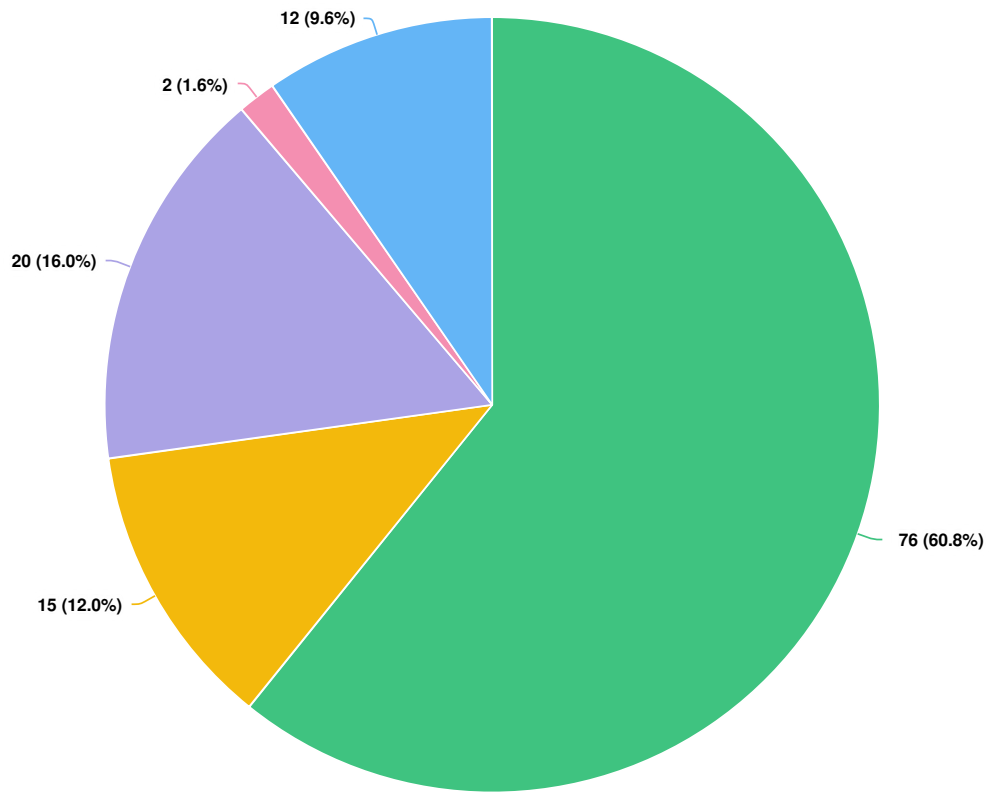
● Female ● Male ● Other ● Prefer not to say

Optional question (131 response(s), 7 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Which of the following statements best describes you?



Question options

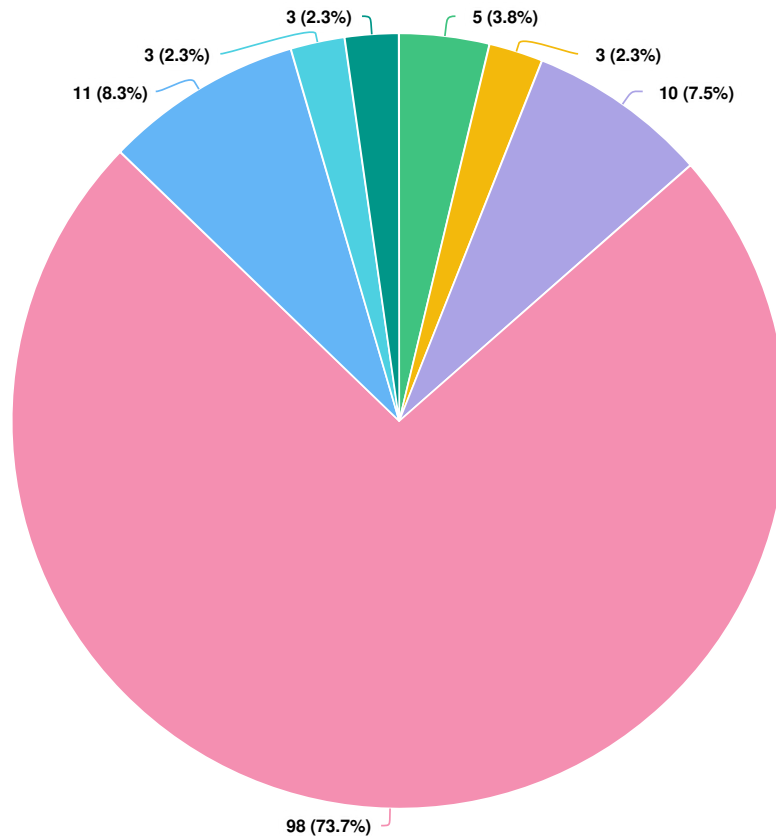
- I use the footpath network at least two times per week as part of my daily exercise
- I use the footpath network to get to work, school, sport, social events, shops
- I prefer to ride a bicycle or scooter to get to work, school, sport, social events, shops
- I don't have time to use the footpath network to get to work, school, sport, social events, shops
- I own a motor vehicle and prefer to drive to work, school, sport, social events, shops

Optional question (125 response(s), 13 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

What do you think are the benefits of utilising the pedestrian/footpath network on a regular basis?



Question options

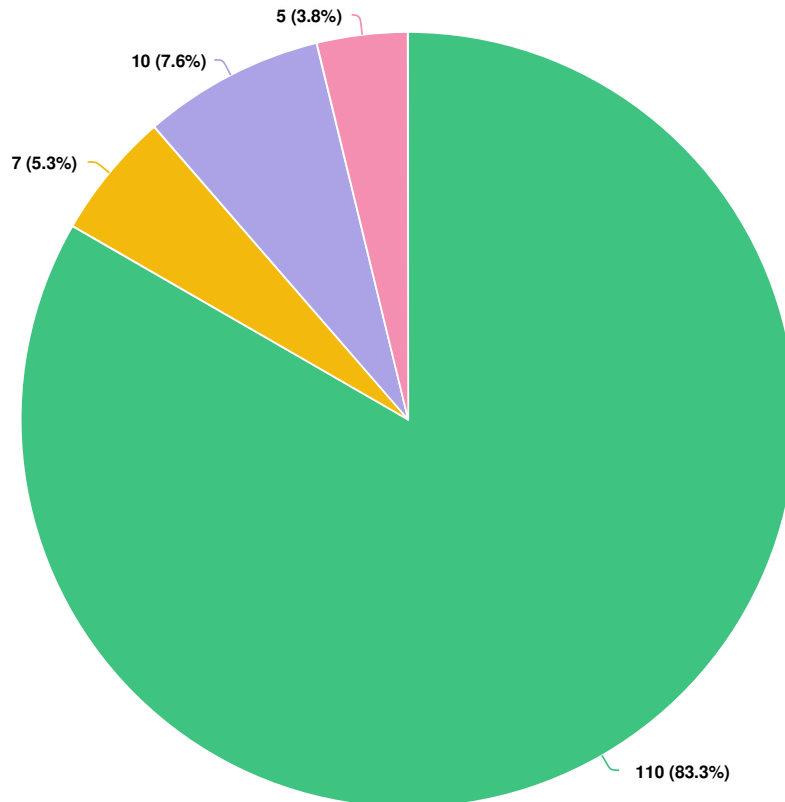
- Saves time as it is quicker to walk / navigate to some destinations than to use other modes of transport
- Save money on petrol, car or transport costs
- It is good for the environment
- It is good for fitness and health
- It is fun and enjoyable
- Reduces road congestion (less motorised traffic)
- I don't think there are any benefits

Optional question (133 response(s), 5 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

What type of pedestrian/walking movements do you typically do?



Question options

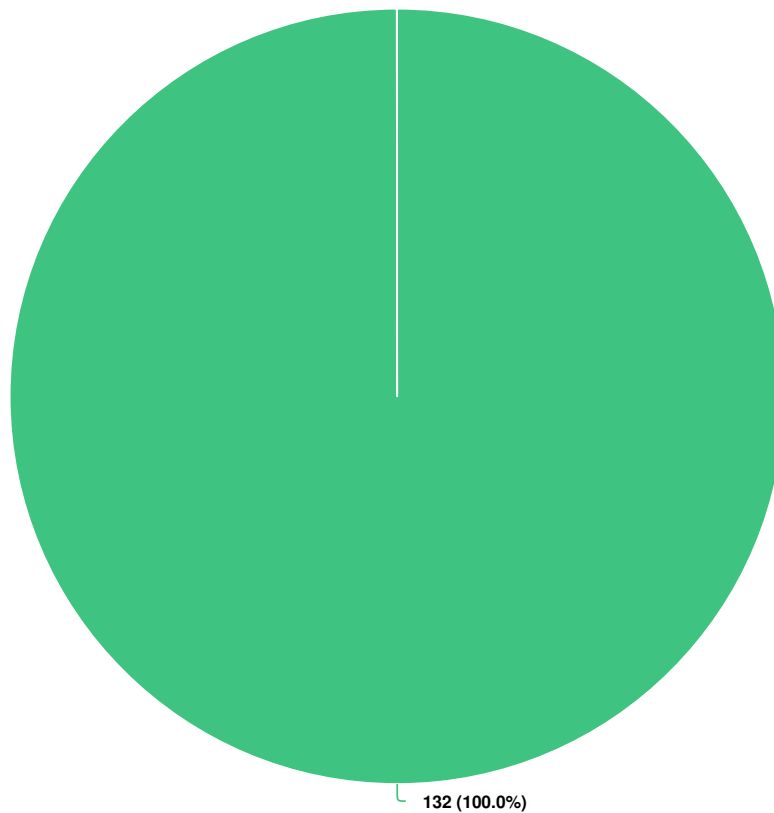
- Recreational (fitness, leisure or bush walking)
- Commuter (get to/from home to work, school or other education provider)
- Get to/from local shops
- Around the house only

Optional question (132 response(s), 6 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Do you have access to a motor vehicle?



Question options

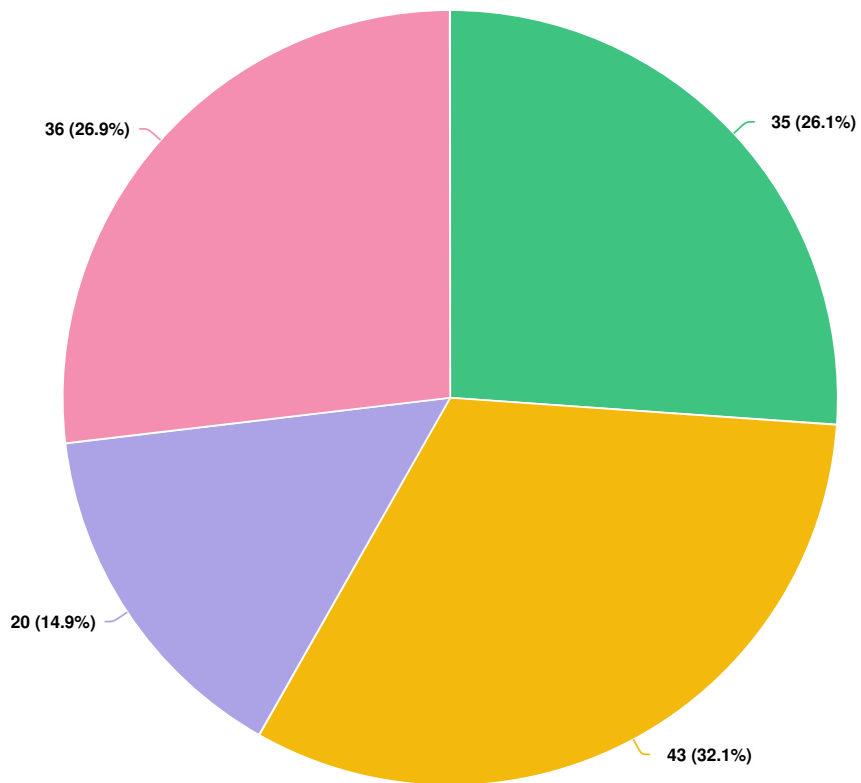
- Yes

Optional question (132 response(s), 6 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

How often would you walk over one kilometre to access work, school, sport, social events, shops etc?



Question options

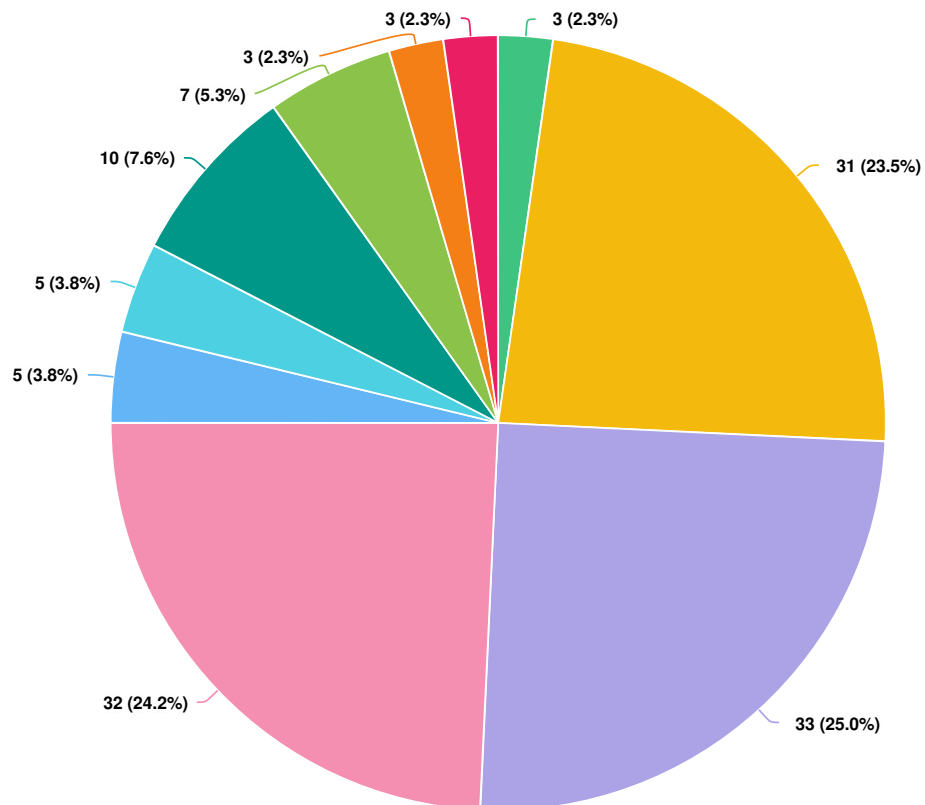
- Everyday
- More than two times per week
- Less than once per week
- Not often

Optional question (134 response(s), 4 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Please select the reasons that discourage you from walking the footpaths and pedestrian networks more often. (Please select all that apply)



Question options

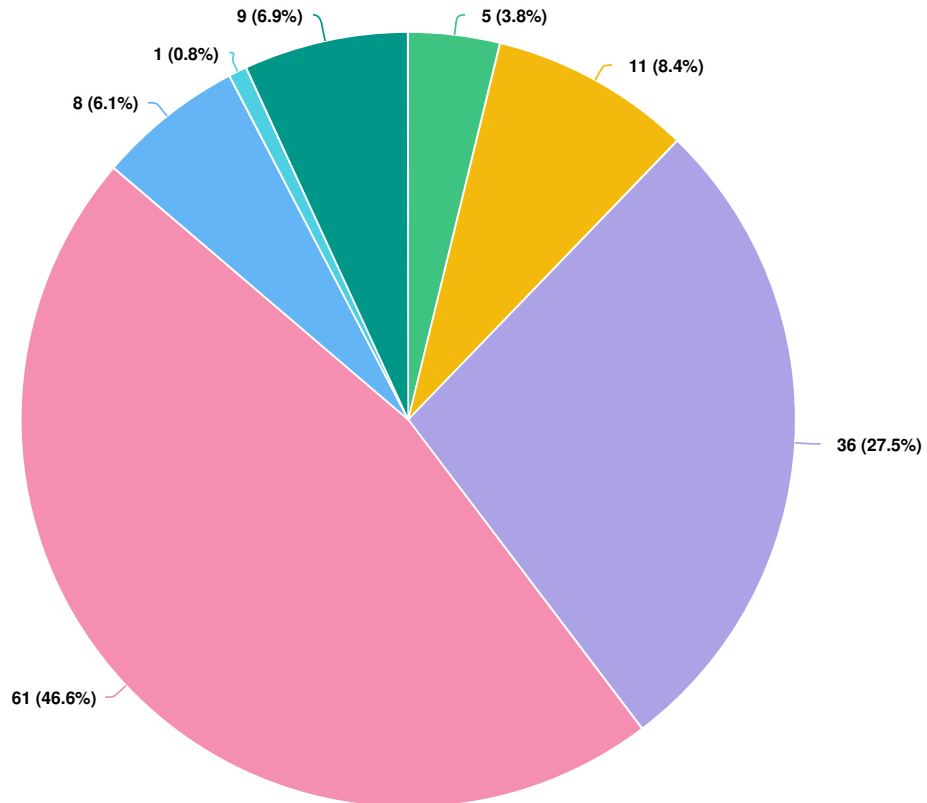
- The paths are too hilly
- The road has no marked or dedicated footpath
- The paths I use are poorly maintained
- There are no paths available for walking
- I feel uncomfortable / unsafe walking along the route
- There is too much traffic along the roads
- Lack of safe pedestrian crossings at busy roads
- Distance is too long to walk
- Aggressive animals (magpies, dogs)
- Weather (too hot/cold or too wet)

Optional question (132 response(s), 6 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Which areas in the Snowy Monaro Regional Council area do you typically move to / from or within as a pedestrian? (Please select all that apply)



Question options

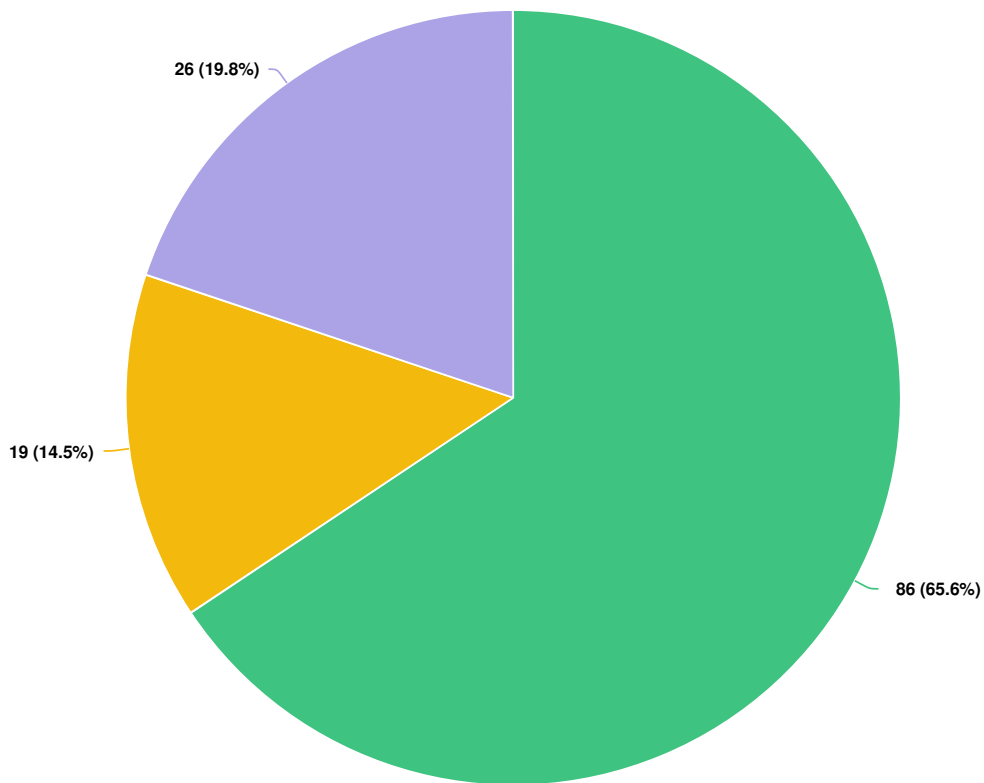
- School
- Work
- Business district (shops, pubs restaurants etc)
- Recreation areas (sports field, playground, courts etc)
- Family and friends
- Hospital or medical services
- Other (please specify)

Optional question (131 response(s), 7 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely walk on a regular basis for everyday local trips if you had increased knowledge of pedestrian routes



Question options

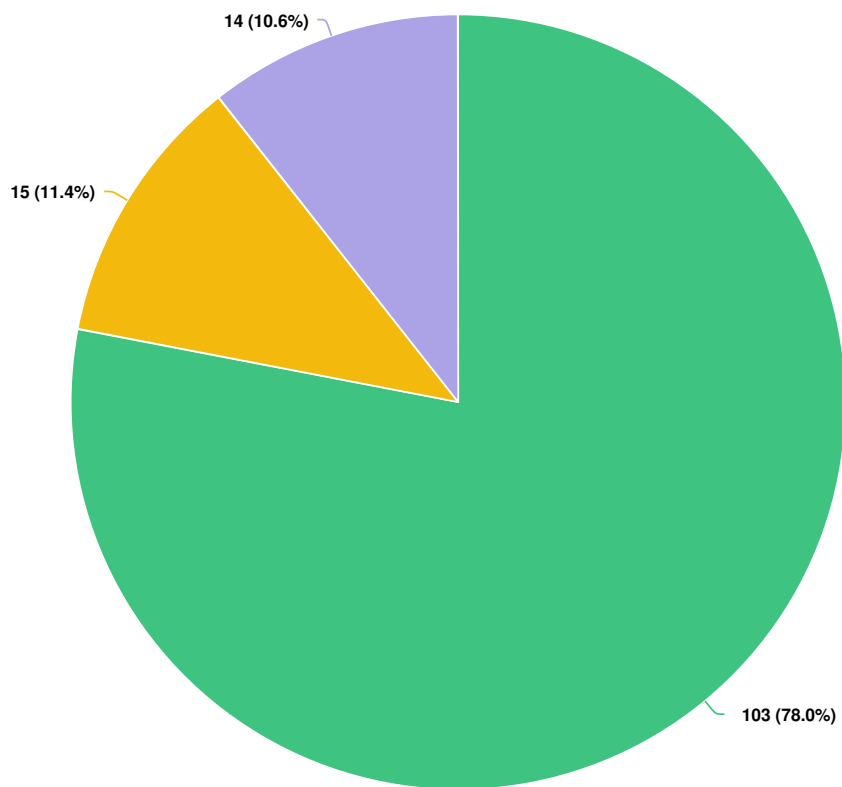
- I would definitely use the network more
- I might use the network more
- It would make no difference

Optional question (131 response(s), 7 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely walk on a regular basis for everyday local trips if there were better quality footpaths



Question options

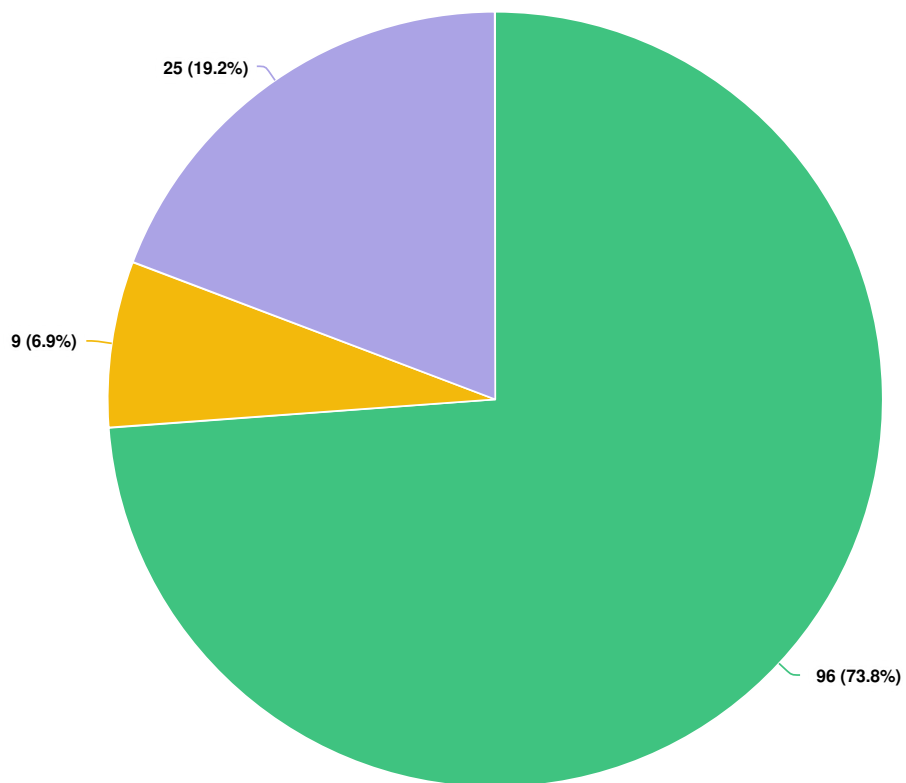
- I would definitely use the network more
- I might use the network more
- It would make no difference

Optional question (132 response(s), 6 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely walk on a regular basis for everyday local trips if there was additional road crossings for pedestrians (signals, footbridge etc.)



Question options

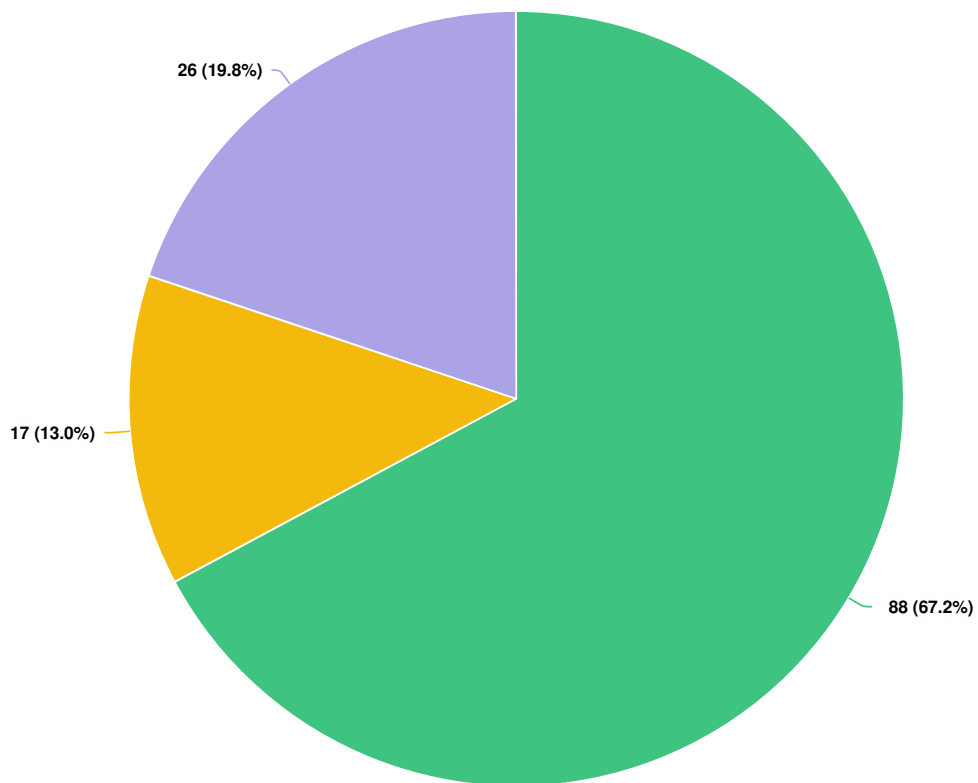
- I would definitely use the network more
- I might use the network more
- It would make no difference

Optional question (130 response(s), 8 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely walk on a regular basis for everyday local trips if there was additional pedestrian ramps and refuges



Question options

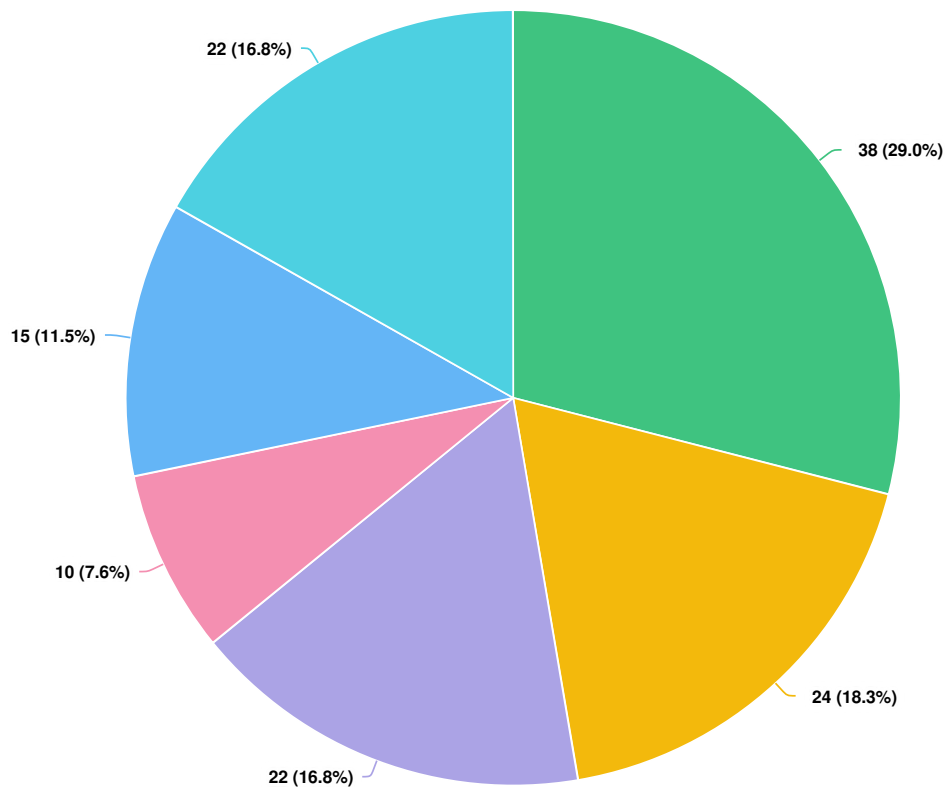
- I would definitely use the network more
- I might use the network more
- It would make no difference

Optional question (131 response(s), 7 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Which of the following statements best describes you?



Question options

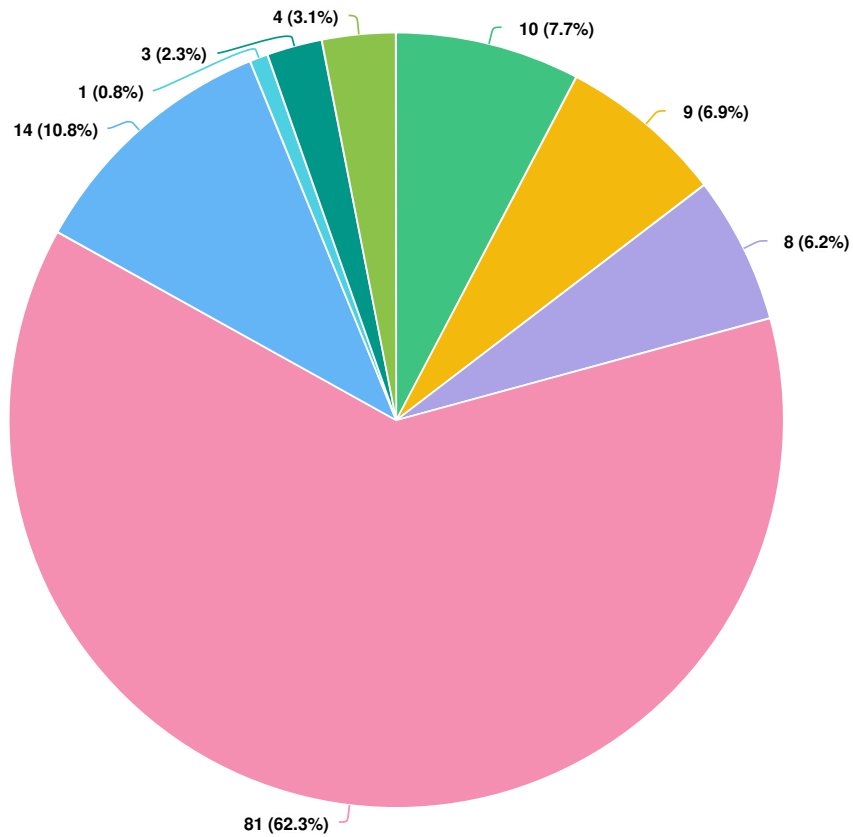
- I own a bicycle and use it most weekdays
- I own a bicycle and use it at least once a month
- I own a bicycle but use it less than once a month
- I own a bicycle but I don't use it
- I don't own a bicycle but would be interested in cycling if conditions for cycling improved
- I don't own a bicycle and would not be interested in cycling even if conditions for cycling improved

Optional question (131 response(s), 7 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

What do you think are the benefits of bicycle riding on a regular basis? (Please select all that apply)



Question options

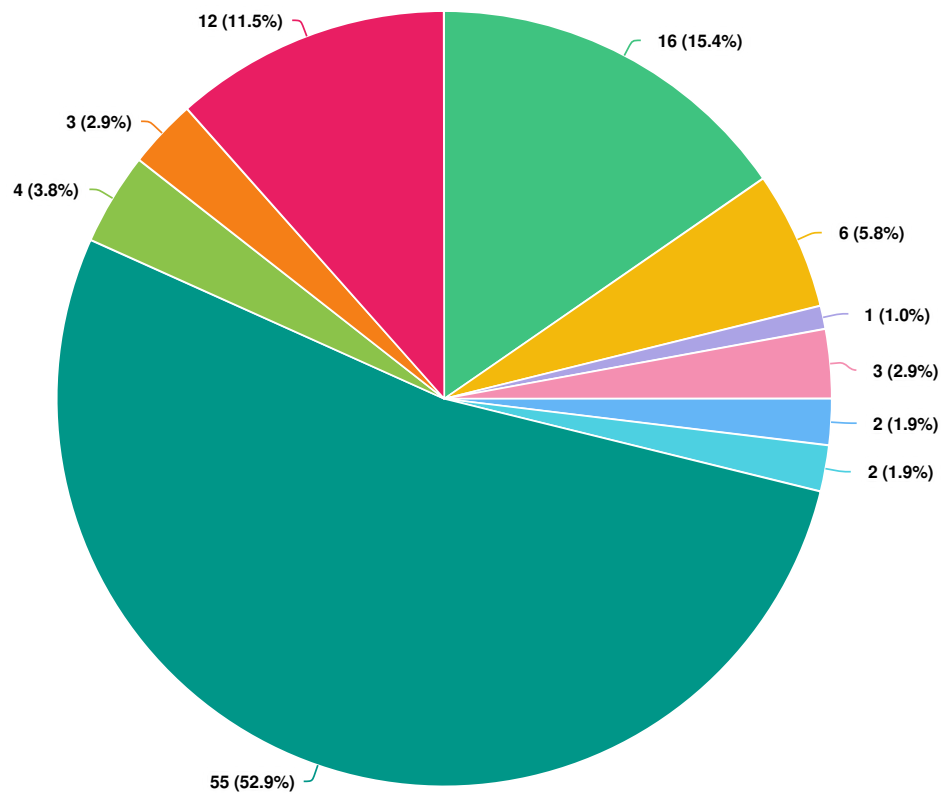
- Saves time as it is quicker to ride to some destinations than to use other modes of transport
- Save money on petrol, car or transport costs
- It is good for the environment
- It is good for fitness and health
- It is fun and enjoyable
- Reduces road congestion (less motorised traffic)
- I don't think there are any benefits
- Other (please specify)

Optional question (130 response(s), 8 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Please indicate why you don't ride a bicycle. (Please select all that apply)



Question options

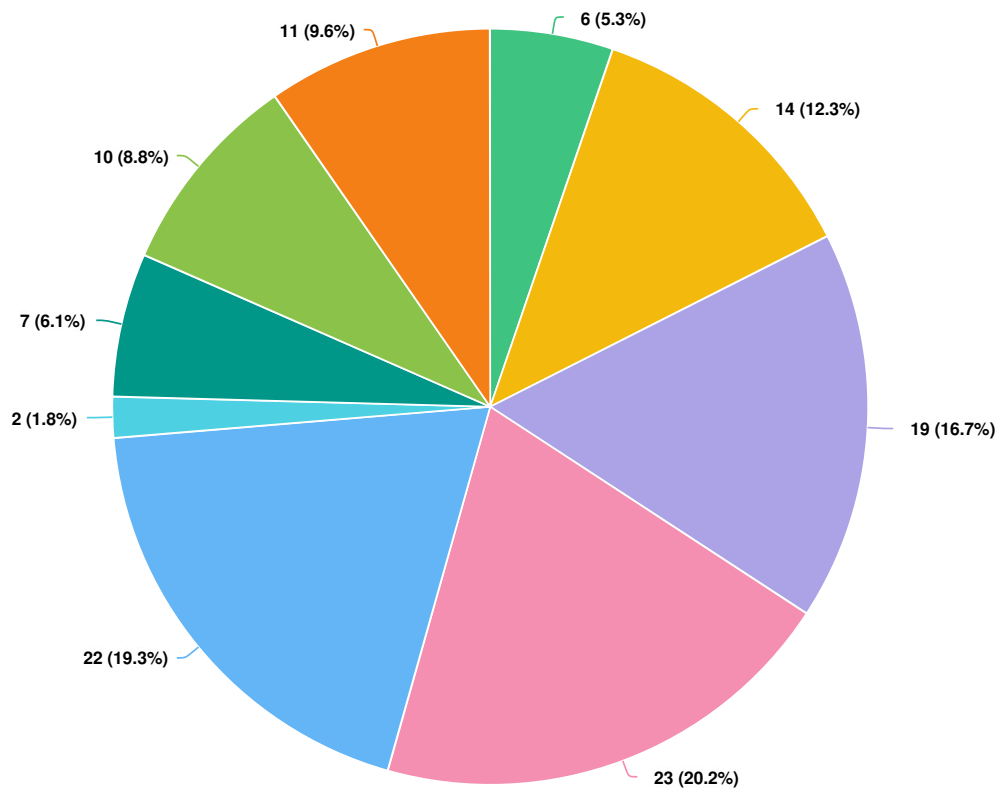
- I don't have a bicycle
- I'm not confident in my bicycle riding skills
- My bicycle is broken and I don't know how to fix it
- I don't feel fit enough to ride a bicycle
- I don't want to be sweaty when I get to my destination
- There is nowhere for me to take a shower or change at the end of my trip
- I don't think the available routes are safe or comfortable enough to ride on
- There's nowhere to park my bicycle when I get to my destination
- I am worried my bike will get stolen or damaged
- I would rather drive or use another form of transport

Optional question (104 response(s), 34 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

If you think that the available routes are unsafe or are uncomfortable to ride on, please select the reasons why from the list below. (Please select all that apply)



Question options

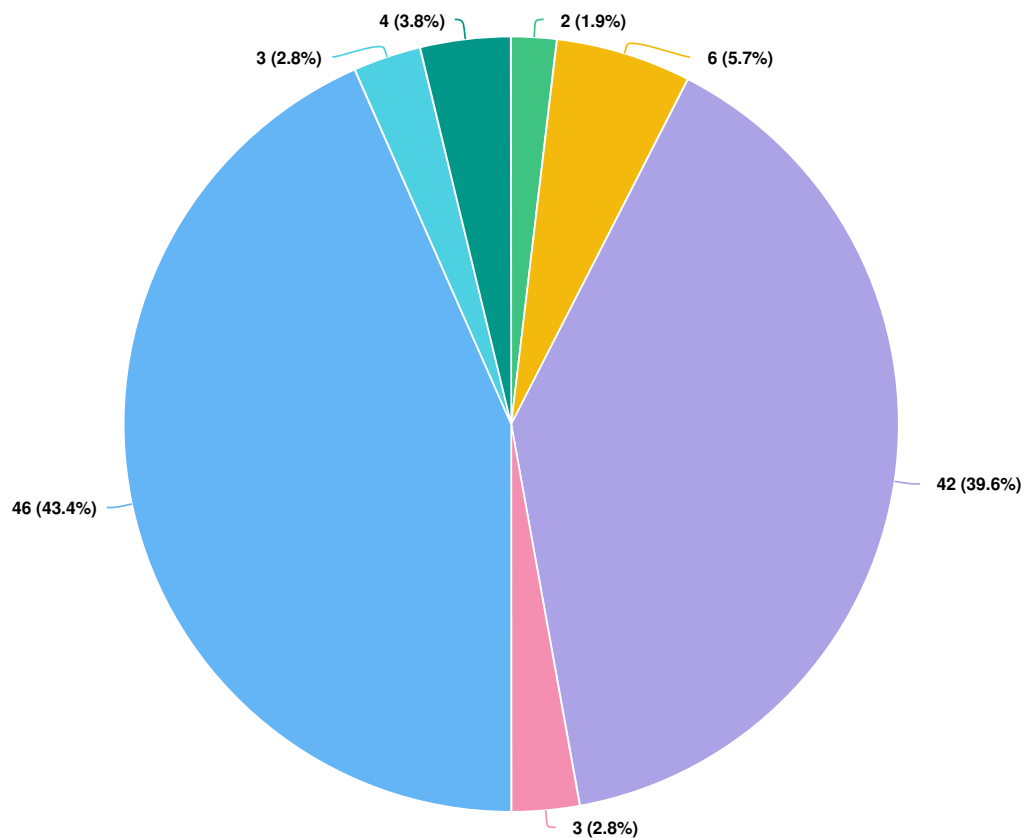
- The routes are too hilly
- The road has no marked bicycle lane
- The paths I use are not comfortable to ride on (e.g. poorly maintained)
- There aren't enough (or any) physically separated bicycle paths
- There aren't enough (or any) dedicated bicycle lanes on roads and streets
- I do not feel comfortable sharing the available off road paths with pedestrians
- There is too much traffic to ride on the road There are too many cyclists on the bicycle paths
- There is a lack of awareness of bicycle safety and road sharing amongst other road users
- Other (please specify)

Optional question (114 response(s), 24 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Why do you ride your bicycle? (Please select all that apply)



Question options

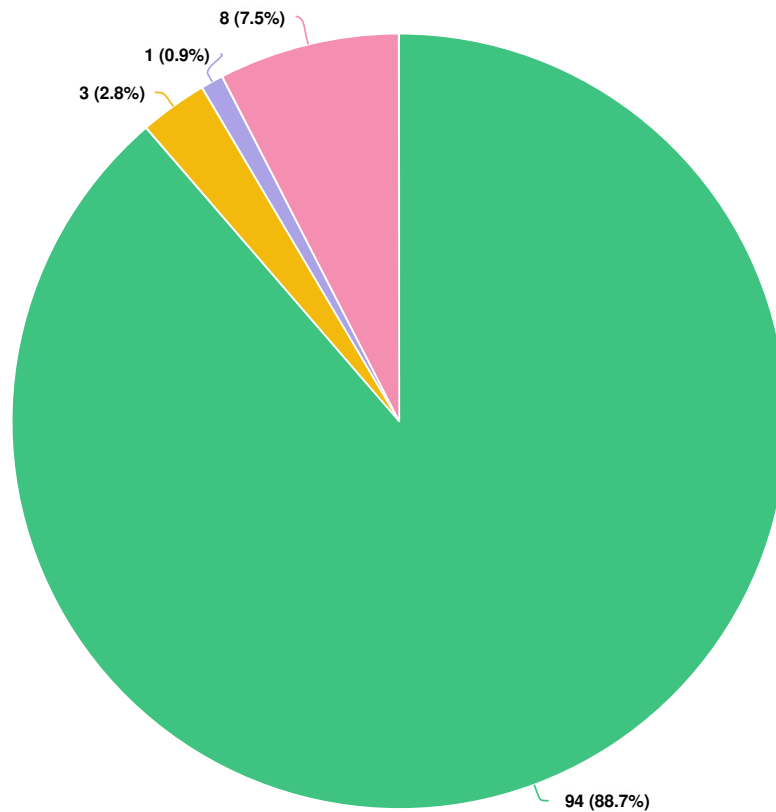
- To save time as it is quicker to ride my bicycle than to use other modes of transport
- To save money on petrol, car or transport costs
- Because it is fun and enjoyable
- Because it is convenient or practical (e.g. all my trips are to places where there are bi-cycle parking facilities)
- For fitness and health reasons
- For relaxation or reducing stress
- Because it is good for the environment

Optional question (106 response(s), 32 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

What type of cycling do you take part in most often?



Question options

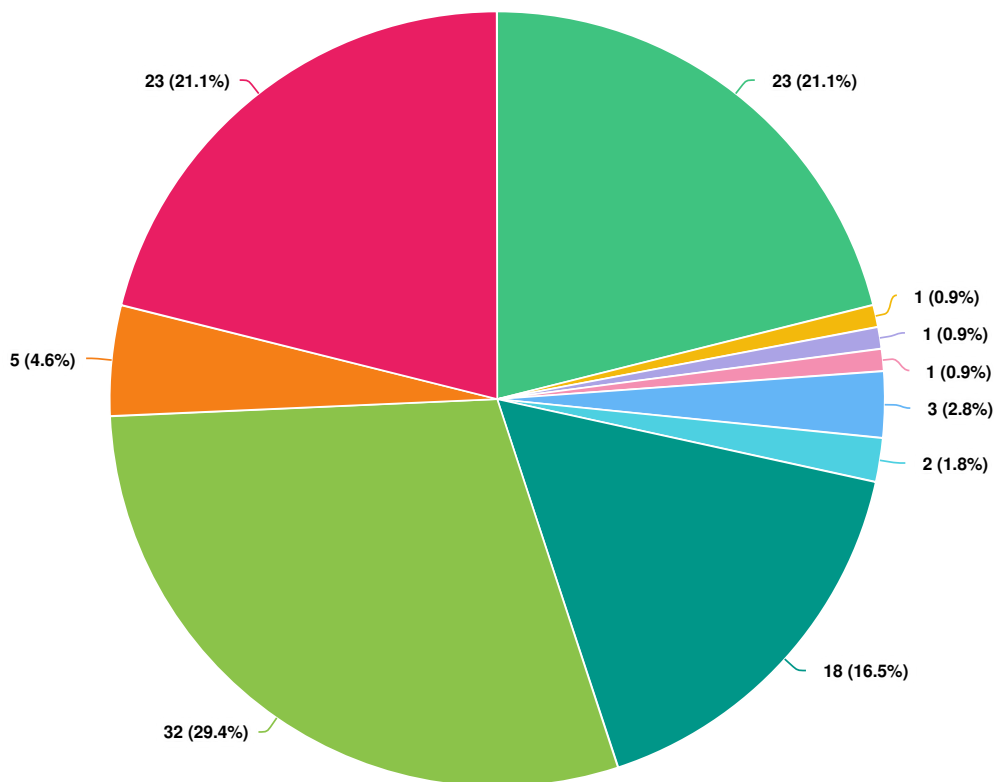
- Recreational (Riding for fun, fitness or leisure)
- Commuter (travel to / from work)
- Commuter (travel to / from school, TAFE or other education provider)
- Sport (training, racing or serious mountain bike riding)

Optional question (106 response(s), 32 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Which of the following are reasons why you don't ride your bicycle more regularly for everyday local trips or for commuting to work or study? (Please select all that apply)



Question options

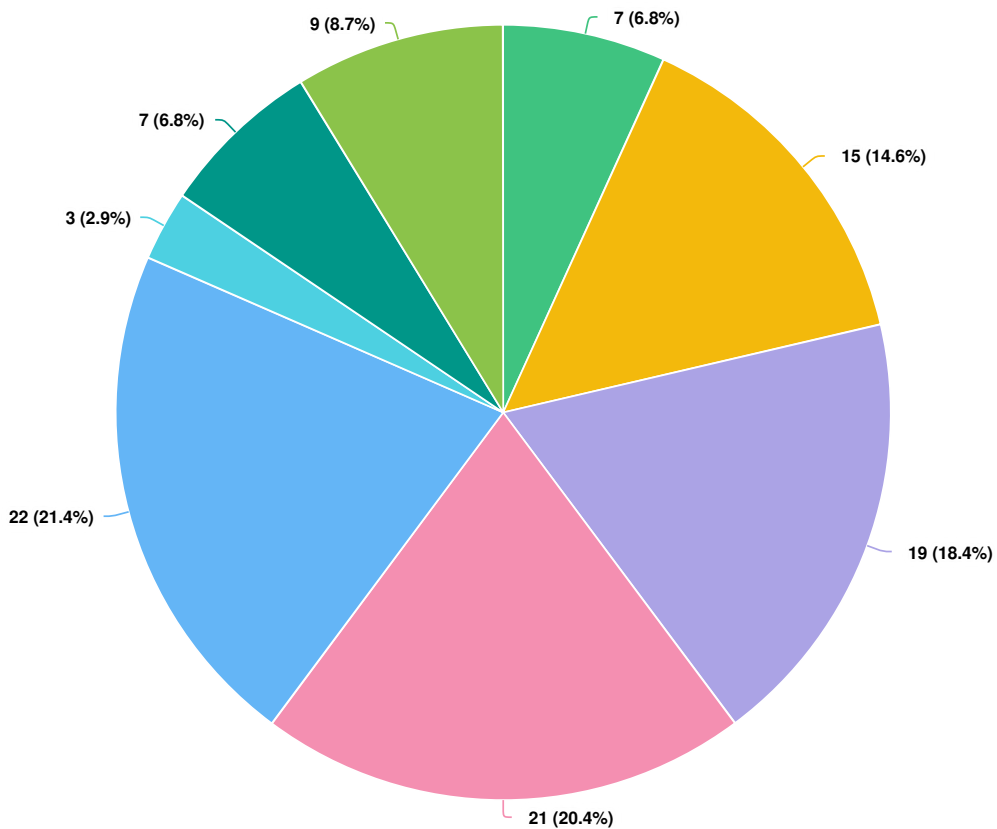
- I only ride my bicycle for leisure or recreational purposes or as a sporting activity
- I don't like wearing a helmet
- I'm not confident in my bicycle riding skills
- I'm not confident I know how to look after my bicycle
- I don't feel fit enough to ride more often
- I don't want to be sweaty when I get to my destination
- There aren't any convenient routes for me to get to my destination
- I don't think the available routes are safe or comfortable enough to ride on
- There is nowhere to park my bicycle at my destination
- None of the above

Optional question (109 response(s), 29 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

If you think that the available routes are unsafe or are uncomfortable to ride on, please select the reasons why from the list below. (Please select all that apply)



Question options

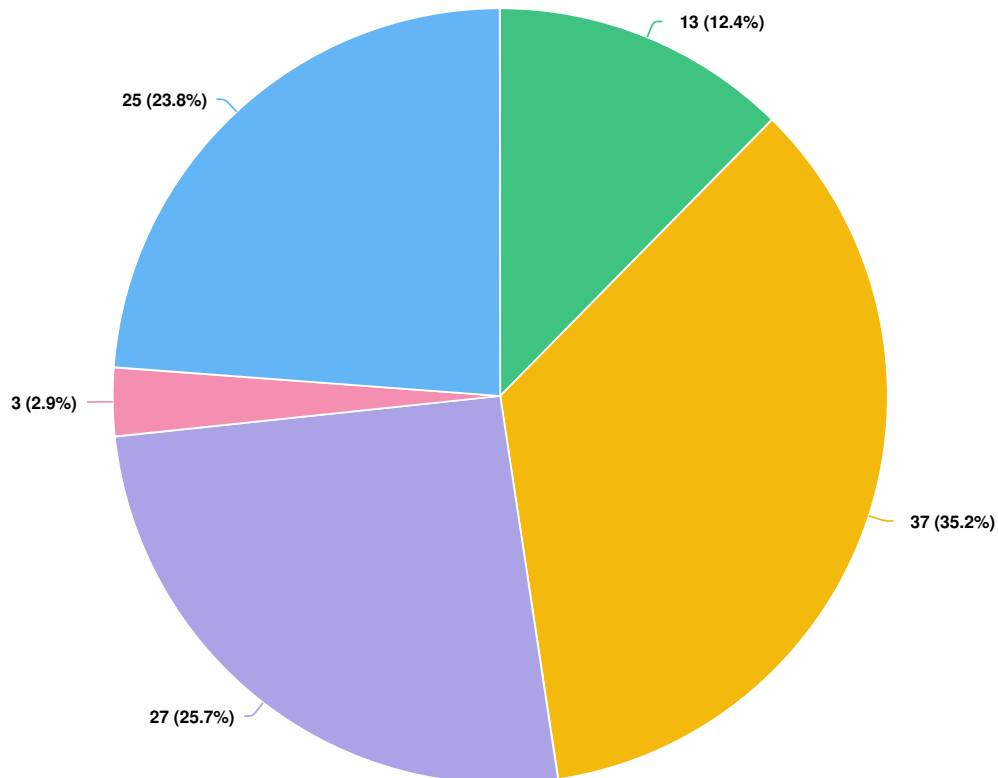
- The routes are too hilly
- The road has no marked bicycle lane
- The paths I can use are not comfortable to ride on (e.g. poorly maintained)
- There aren't enough (or any) physically separated bicycle paths
- There aren't enough (or any) dedicated bicycle lanes on roads and streets
- I do not feel comfortable sharing the available off-road paths with pedestrians
- There is too much traffic to ride on the road
- There is a lack of awareness of bicycle safety and road sharing amongst other road users

Optional question (103 response(s), 35 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

When you are riding your bike (inside or outside of Snowy Monaro Regional) what path/s do you prefer to ride on? (Please select all that apply)



Question options

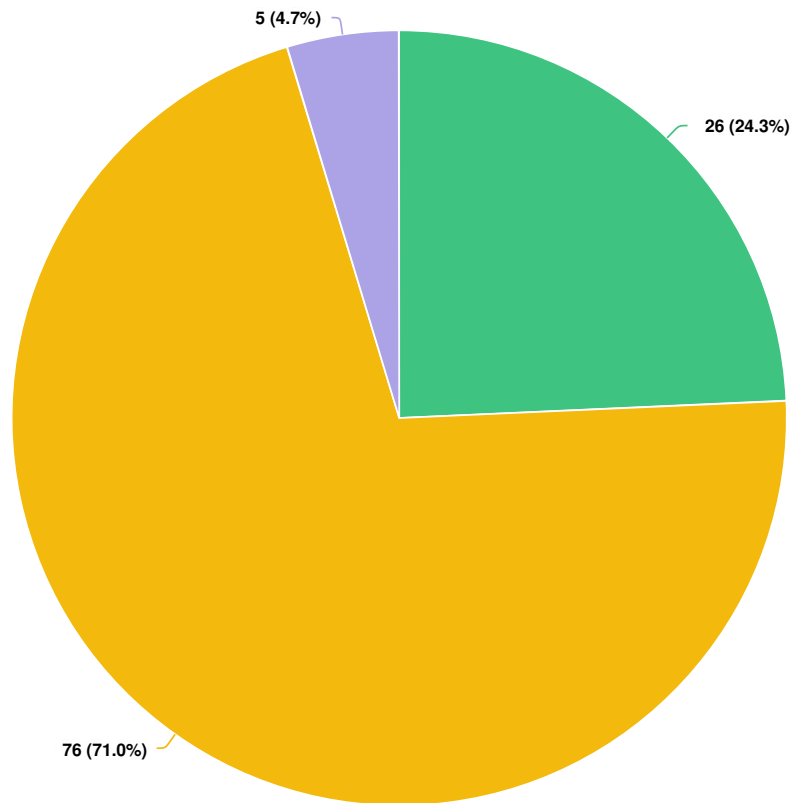
- On road lanes marked by a painted line
- Off road path shared with pedestrians
- Off road cycle trails (including mountain bike and recreational routes eg. National Park)
- On the road with no marked bicycle lane
- Off road path for exclusive use of bicycles

Optional question (105 response(s), 33 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Do you ever ride with other people?



Question options

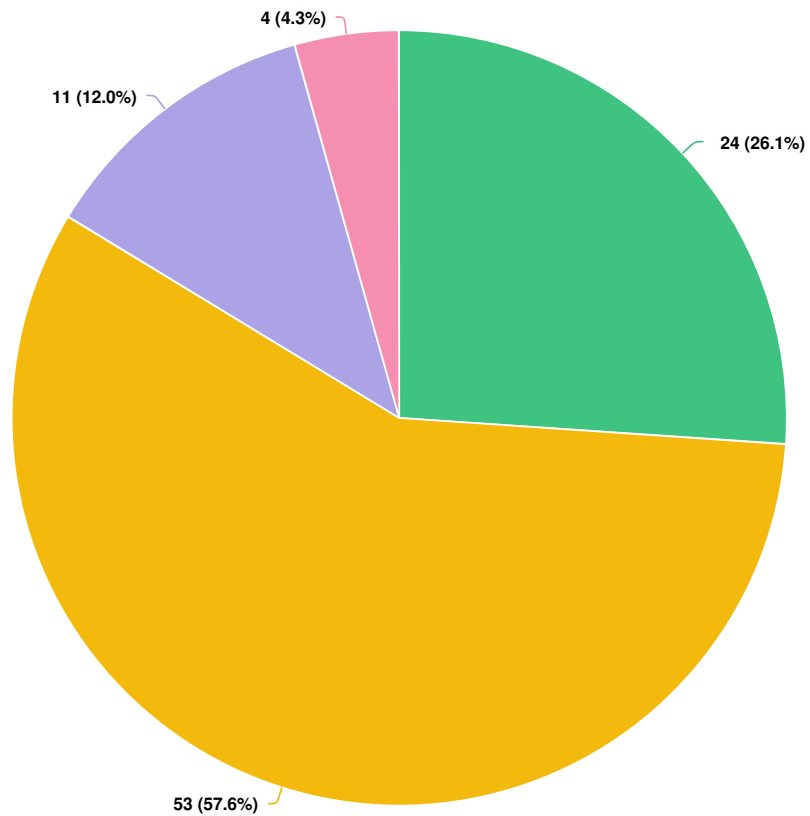
- No, I prefer to ride on my own
- Yes, I ride with others
- Option 3

Optional question (107 response(s), 31 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Why do you ride with others?



Question options

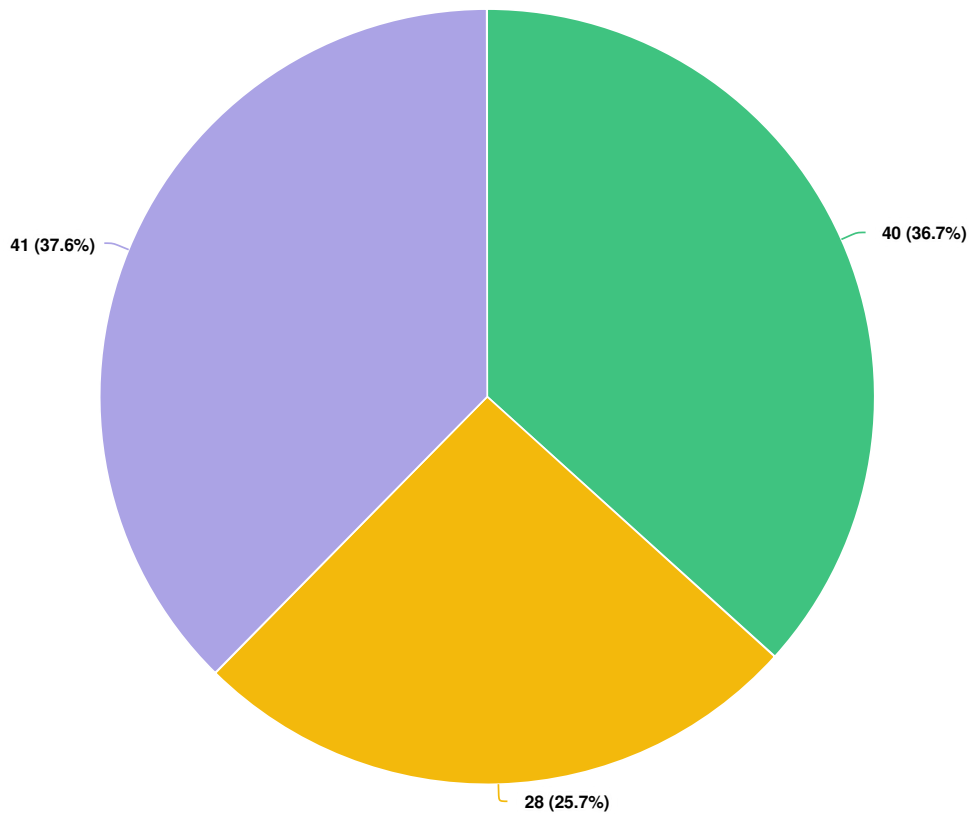
- To accompany my children because they are not able to ride unsupervised
- To socialise
- Because I feel safer riding in a group
- To improve training / performance

Optional question (92 response(s), 46 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely cycle on a regular basis for everyday local trips or commute to work/study if there was increased knowledge of bicycles and bicycle maintenance



Question options

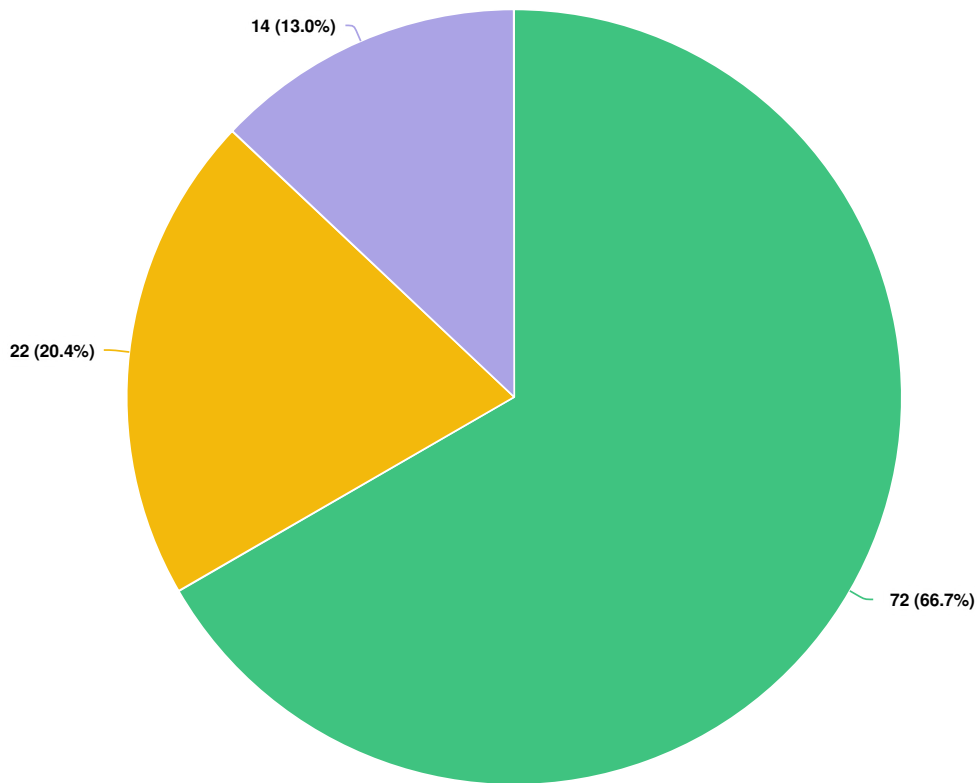
- I would definitely cycle more
- I might cycle more
- It would make no difference

Optional question (109 response(s), 29 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely cycle on a regular basis for everyday local trips or commute to work/study if there was availability of physically separated bicycle paths



Question options

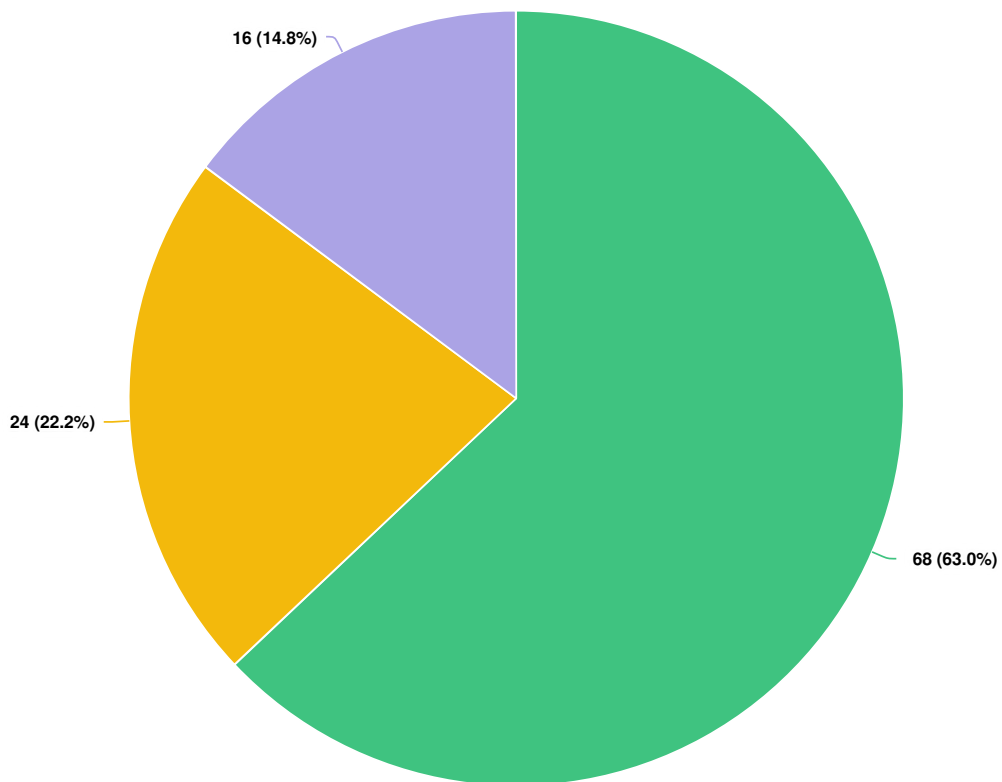
- I would definitely cycle more
- I might cycle more
- It would make no difference

Optional question (108 response(s), 30 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely cycle on a regular basis for everyday local trips or commute to work/study if there was availability dedicated bicycle lanes on roads and streets



Question options

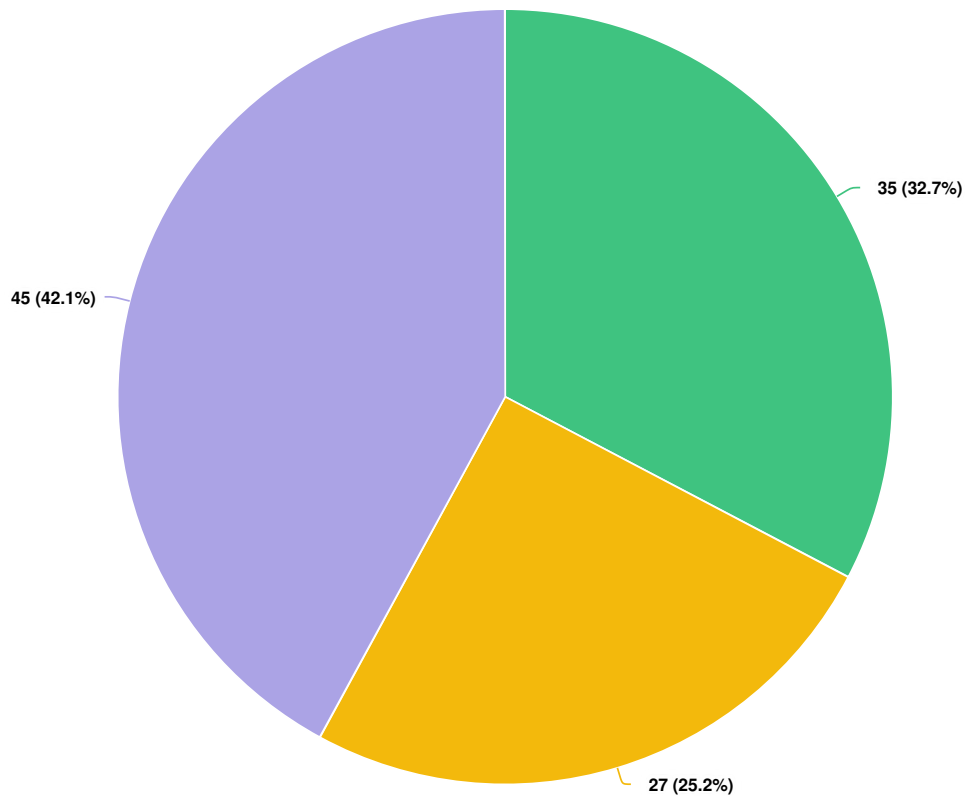
- I would definitely cycle more
- I might cycle more
- It would make no difference

Optional question (108 response(s), 30 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely cycle on a regular basis for everyday local trips or commute to work/study if there was availability of change and shower facilities at my destination



Question options

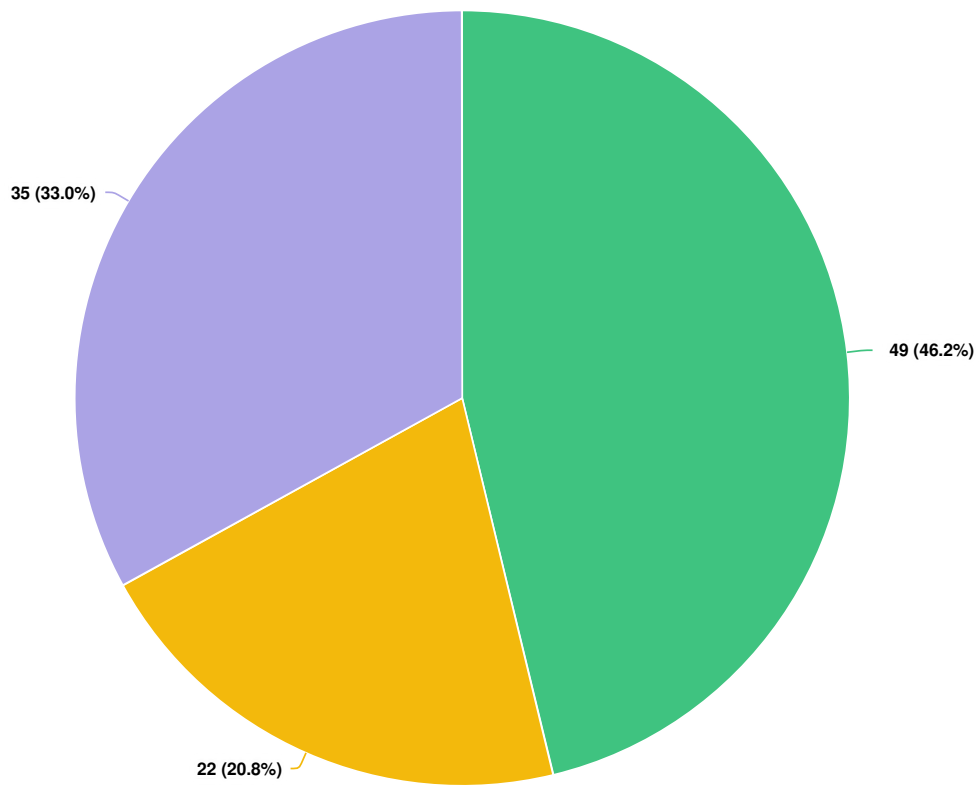
● I would definitely cycle more ● I might cycle more ● It would make no difference

Optional question (107 response(s), 31 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Would you more likely cycle on a regular basis for everyday local trips or commute to work/study if there was availability of bicycle parking at my destination



Question options

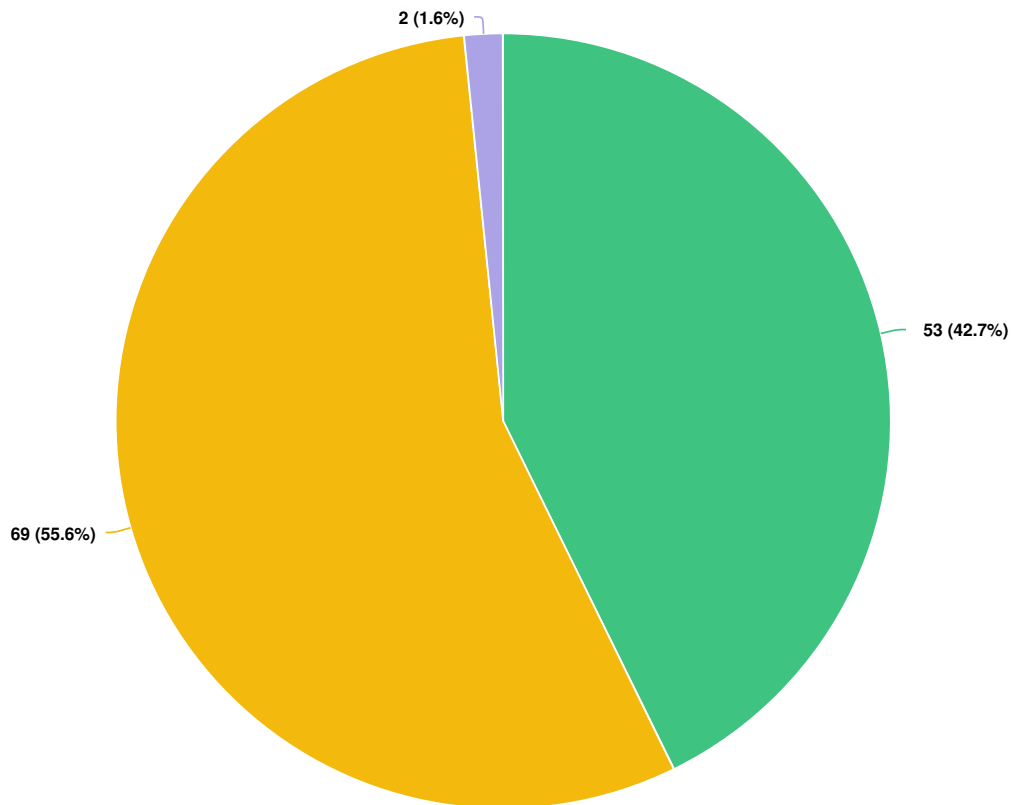
- I would definitely cycle more
- I might cycle more
- It would make no difference

Optional question (106 response(s), 32 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Do you have any children under the age of 15?



Question options

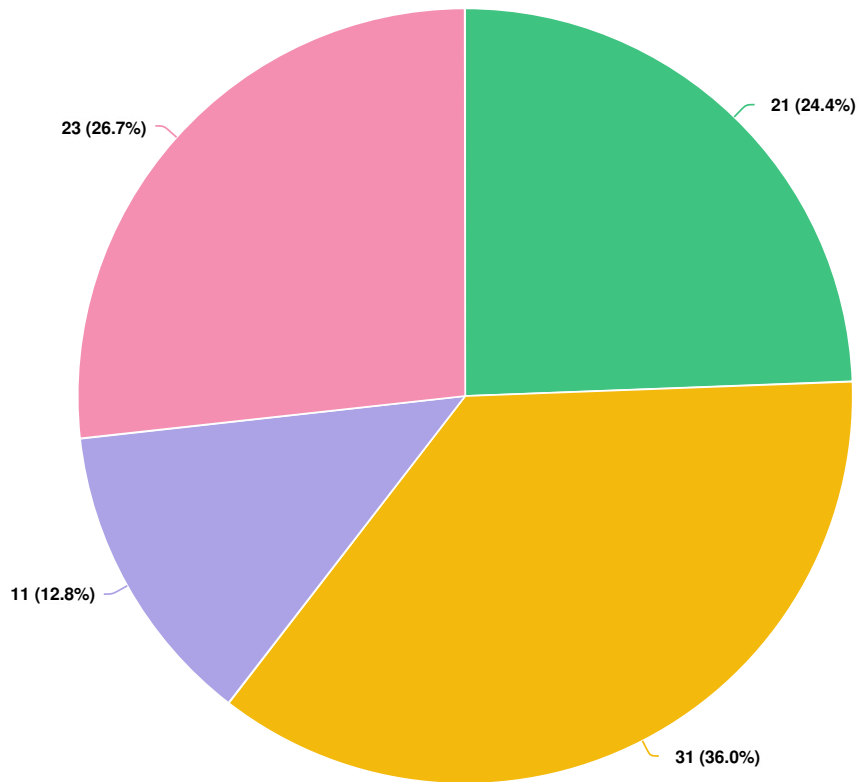
● Yes ● No ● Option 3

Optional question (124 response(s), 14 skipped)

Question type: Dropdown Question

Your Say Snowy Monaro : Summary Report for 09 May 2017 to 03 October 2023

Do your children ride a bicycle?




Question options

- Yes, they ride to school or around the local area
- Yes, but they only ride around the park or in our driveway/ yard
- No, they don't ride a bicycle
- Other (please specify)

Optional question (86 response(s), 52 skipped)

Question type: Dropdown Question

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	17/24	Chief Strategy Officer	Strategy	18/03/2024	Completed
Terms of Reference - Audit, Risk and Improvement Committee					
COUNCIL RESOLUTION			17/24		
That the terms of reference for the Audit, Risk and Improvement Committee be adopted.					
Moved Councillor Summers		Seconded Councillor Davis		CARRIED	
Record of Voting					
<i>Councillors For:</i>		<i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>			
<i>Councillors Against:</i>		<i>Nil.</i>			
Notes					
29 Feb 2024					
The new charter will be circulated to member and will apply following the upcoming meeting to allow for the members of the committee to have time to consider the new requirements in the charter.					

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	18/24	Coordinator ICT	Strategy	18/03/2024	Outstanding
Server Room Power Supply Upgrade					
COUNCIL RESOLUTION			18/24		
That Council provide for a budget of \$11,584 towards upgrades of the server room electrical systems to be funded by a grant contribution.					
Moved Councillor Summers		Seconded Councillor Davis		CARRIED	
Record of Voting					
<i>Councillors For:</i>		<i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>			
<i>Councillors Against:</i>		<i>Nil.</i>			

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	

Notes 29 Feb 2024 Tracking for completion on target date of 18 March 2024.
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Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	19/24	Coordinator Governance	Strategy	18/03/2024	Outstanding

Amendment to Donations and Sponsorship Policy					
COUNCIL RESOLUTION			19/24		
That Council:					
A) Include provision within the donations and sponsorship policy for the traffic management services fees payable to Council for ANZAC day celebrations to be an approved recurrent donation. B) Transfer \$5,000 from the executive services budget to the donations and sponsorship budget to cover the estimated cost of the traffic management services for 2024 Anzac Day events. C) Approve change to section 3.4, Payment of Rates for Community Halls, to allow council to make direct rate payments to groups covered by that clause instead of the current reimbursement process.					
Moved Councillor Summers		Seconded Councillor Davis		CARRIED	
Record of Voting					
Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.					
Councillors Against: Nil.					

Notes 29 Feb 2024 Amendments to ANZAC day traffic control funding and a minor internal administrative processes updated in policy and published on Council's website.

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	SNOWY MONARO REGIONAL COUNCIL
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Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	15/24	Coordinator Strategy Development	Strategy	18/03/2024	Completed

Post-Exhibition Report- Fees and Charges - Planning Proposals

COUNCIL RESOLUTION

15/24

That Council:

- A. Amend the budget from \$3,500 to \$59,640 to include the additional expected revenue
- B. Adopt the fees and charges with amendments to those that were placed on public exhibition to:

Name	Year 2023/2024 Fee (inc GST)	Unit	Statutory	GST
Planning proposal meeting – Prior to scoping proposal stage or not part of planning proposal	\$1,800.00	Each meeting	N	N
Scoping proposals – all proponent-initiated Fee Includes a total of 10 hours: <input type="checkbox"/> 2 hours meeting with proponent <input type="checkbox"/> 2 hours ensuring information is sufficient <input type="checkbox"/> 6 hours preparing report for Council	\$3,000.00 plus \$185 per hour after 10 hours	Per proposal	N	N
Basic and some standard proponent-initiated planning proposals – e.g. Those requiring no background studies Fee includes a total of 40 hours: <input type="checkbox"/> 10 hours to prepare information and liaise with the Department of Planning and Environment <input type="checkbox"/> 10 hours to review gateway determination and amend LEP <input type="checkbox"/> 5 hours to prepare exhibition of proposal <input type="checkbox"/> 5 hours to report any submissions to Council <input type="checkbox"/> 10 hours to amend instrument and maps for Department of Planning and Environment. Note: fee does not include advertising costs.	\$8,000.00 plus \$185 per hour after 40 hours	Per proposal	N	N


Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Councillors For:	<i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>
Councillors Against:	<i>Nil.</i>

Notes
28 Feb 2024
 Post Exhibition Report tabled at 15 February Council meeting. Action completed.


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	9/24	Town Planner	Operations	18/03/2024	Completed

Development Application 10.2023.137.1 - Two (2) Lot Subdivision					
COUNCIL RESOLUTION			9/24		
That pursuant to section 4.16 of the <i>Environmental Planning and Assessment Act 1979 (as amended)</i> Council grants consent to 10.2023.137.1 for a Two (2) Lot Subdivision on Lot: 3 DP: 1184903, 58 Jerrara Drive EAST JINDABYNE NSW 2627 with conditions of consent attached to this report.					
Moved Councillor Davis		Seconded Councillor Beer		CARRIED	
Record of Voting					
Councillors For:	<i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>				
Councillors Against:	<i>Nil.</i>				
Notes					
19 Feb 2024					
Determined.					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	10/24	Design Engineer	Operations	18/03/2024	Outstanding
Acceptance of NSW Government Grant Funding for Smiths Road and Cowbed Bridge					
COUNCIL RESOLUTION 10/24					
That Council accepts funding from NSW Government for \$5.1M to upgrade Smiths Road and Cowbed Bridge and that budgets along with Councils Delivery and Operational Plans be amended accordingly.					
Moved Councillor Summers		Seconded Deputy Mayor Higgins	CARRIED		
Record of Voting					
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>					
<i>Councillors Against: Nil.</i>					
Notes					
20 Feb 2024					
Staff will now pursue a design review for Smiths Road with the aim to start construction early in the 2024/25 financial year.					

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	7/24	Acting Chief Financial Officer	Finance	18/03/2024	Completed
Adoption of the 2022/23 Financial Statements					
COUNCIL RESOLUTION 7/24					
That Council:					
A. In accordance with Section 419 (1) of the <i>Local Government Act 1993</i> , receive and note the Auditor's Reports on the 2022/23 Annual Financial Statements for the year ended 30 June 2022.					
B. That any public submissions about the 2022/23 Financial Statements be referred to the Auditor in accordance with Section 420 of the <i>Local Government Act 1993</i> .					
Moved Councillor Davis		Seconded Deputy Mayor Higgins	CARRIED		


Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
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Record of Voting <i>Councillors For:</i> <i>Councillors Against:</i>	Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell. Nil.
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Notes 21 Feb 2024	Council has adopted the statements
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Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	20/24	Secretary Council & Committees	Executive Office	18/03/2024	Completed

Amendment to Council Meeting Schedule 2024		
COUNCIL RESOLUTION That Council A. Approve no ordinary council meeting being held in September 2024 B. Approve the ordinary council meetings in October, November and December 2024 be rescheduled to occur on the second Thursday of each month C. Hold extraordinary council meetings commencing at 1pm on 2 May 2024 and 27 June 2024 for the purpose of considering Council' integrated planning and reporting documents.	20/24	
Moved Councillor Summers	Seconded Councillor Davis	CARRIED
Record of Voting <i>Councillors For:</i> <i>Councillors Against:</i>	Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell. Nil.	
Notes 29 Feb 2024	Meeting dates added to Infocouncil. Calendar invites will be sent to Councillors and staff. Website updated with new dates. Action complete.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	31/24	Secretary Council & Committees	Executive Office	18/03/2024	Completed
Scenic Assessment - Coonarang Windfarm					
COUNCIL RESOLUTION 31/24					
That Council write to the Member for Monaro Steve Whan, requesting that the NSW Department of Planning fund and undertake a scenic overlay assessment of the visual impact of the proposed Coonarang Windfarm. This windfarm is planned to be developed on both sides of the Monaro Highway between Cooma and Nimmitabel.					
Moved Councillor Davis		Seconded Councillor Mitchell		CARRIED	
Record of Voting					
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Councillor Johnson, Councillor Stewart and Councillor Mitchell.</i>					
<i>Councillors Against: Deputy Mayor Higgins, Councillor Hopkins and Councillor Summers.</i>					
Notes					
26 Feb 2024					
A letter was sent to Steve Whan's office on 21 February 2024 requesting a scenic overlay be funded and undertaken by the Department of Planning. Action completed.					

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	34/24	Project Officer	Executive Office	12/04/2024	Completed
Yallabee Lodge Divestment					
COUNCIL RESOLUTION 34/24					
That Council proceed with the transfer of the operations and assets of Yallabee Lodge to the Respect Group under the conditions outlined in the report.					
Moved Councillor Summers		Seconded Councillor Davis		CARRIED	
Record of Voting					
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>					
<i>Councillors Against: Nil.</i>					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Notes
29 Feb 2024
 The process for transferring and divestment is currently underway

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	36/24	Chief Strategy Officer	Strategy	18/03/2024	Completed

CEO's Performance Agreement

COUNCIL RESOLUTION **36/24**

That the attached performance agreement of the CEO be adopted.

Moved Councillor Summers **Seconded Councillor Davis** **CARRIED**

Record of Voting

Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.

Councillors Against: Nil.

Notes
29 Feb 2024
 The performance agreement is now in place and will be used to guide the development of the delivery and operational plan actions as well as the performance of staff.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	26/24	Chief Strategy Officer	Strategy	18/03/2024	Outstanding

Australian Local Government Association - Notice of Motions for National General Assembly 2024

COUNCIL RESOLUTION **26/24**

That Council put forward the following Notices of Motion to NGA July 2024;


- Financial sustainability: Restoring financial assistance grant to 1% of taxation revenue.
- Request the Australian Government to urgently address the access and price of insurance in Australia, particularly in the context of extreme weather events and pricing in regional areas.


Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

<p>- That the Australian Government work with other levels of government in regards to ensuring suitable supply of affordable housing in the regions.</p>		
Moved Councillor Davis	Seconded Councillor Summers	CARRIED
<p>Record of Voting <i>Councillors For: Councillor Beer, Councillor Davis, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i> <i>Councillors Against: Councillor Frolich.</i></p>		
<p>Notes 29 Feb 2024 Work has commenced on drafting submissions.</p>		

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	21/24	Coordinator Governance	Strategy	18/04/2024	Outstanding

<p>Cooma Open Spaces and Recreational Facilities Advisory Committee Charter</p>					
<p>COUNCIL RESOLUTION</p>			<p>21/24</p>		
<p>That Council:</p> <p style="padding-left: 20px;">A. Accept the Charter with the following changes:</p>					
<p>1. Purpose of this charter</p> <p>The committee charter sets out the membership, responsibilities, authority and operations of the Snowy Monaro Open Space and Recreational Facilities Committee (the Committee). This charter should be read in conjunction with other Council procedures for managing committees.</p>					
<p>2. Role of the committee</p> <p>The committee will assist Council to remain attuned to the needs and preferences of the community regarding the open spaces and recreational facilities in the Snowy Monaro Region. The committee will:</p> <ul style="list-style-type: none"> - Offer suggestions on the delivery of action items within the Recreation and Open Spaces Strategy - Provide recommendations regarding preferred service levels for open spaces and recreational facilities - Provide input on the development of asset management plans and recreational facility plans - Provide recommendations regarding priorities on projects - Work with Council and Community to develop project concepts. 					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	<p data-bbox="936 311 1220 331">Committee: Ordinary Council</p> <p data-bbox="315 373 589 395">3. Power of the committee</p> <p data-bbox="315 402 448 424">[No Change]</p> <p data-bbox="315 461 788 483">4. Structure and Composition of the Committee</p> <p data-bbox="315 489 1308 512">The Committee shall consist of a minimum of five (5), and a maximum of nine (9) community members.</p> <p data-bbox="315 518 685 541">The membership shall be made up of:</p> <ul data-bbox="360 547 689 598" style="list-style-type: none">- One Councillor representative- 8 community members <p data-bbox="315 604 891 627">Best efforts will be made to ensure inclusivity and diversity.</p> <p data-bbox="315 633 1850 684">From this membership, the Committee will elect its office bearers at its inaugural meeting, and thereafter at its annual general meeting (AGM). Council staff and community members may attend committee meetings, upon invitation from the Chair.</p> <p data-bbox="315 721 654 743">5. Appointment of the committee</p> <p data-bbox="315 750 1921 829">To hold office and provide advice to Council, all committee members are to be appointed by resolution of the Council before being able to vote or take part in meetings of the Committee. Throughout the term of the committee the composition, function (and charter) of the Committee shall be reviewed and a recommendation made to Council as required.</p> <p data-bbox="315 836 1910 887">Meetings will be held a minimum of four times per year and at other times at the discretion of the Chairperson or on the recommendation of the Committee. Meeting dates and times are to be determined by the Committee at its inaugural meeting and forwarded to council for its information.</p> <p data-bbox="315 893 477 916">5.1 Attendance</p> <p data-bbox="315 922 448 944">[No Change]</p> <p data-bbox="315 951 459 973">5.2 Vacancies</p> <p data-bbox="315 979 448 1002">[No Change]</p> <p data-bbox="315 1038 454 1061">6.2 Secretary</p> <p data-bbox="315 1067 1800 1090">Add “minutes to be circulated to Committee members within 1 week of the date of the meeting, to ensure timely inclusion in the Council Business Papers.”</p> <p data-bbox="315 1126 434 1149">7 Meetings</p> <p data-bbox="315 1155 1005 1177">Delete “Meetings are to be held in the Vin Good room, Cooma Library”.</p> <p data-bbox="315 1184 1095 1206">Add “Provisions for attendance by audio visual to be arranged for each meeting”.</p> <p data-bbox="315 1243 425 1265">8 Quorum</p> <p data-bbox="315 1272 448 1294">[No Change]</p> <p data-bbox="315 1300 752 1323">9 Review and Assessment of the Committee</p> <p data-bbox="315 1329 448 1351">[No Change]</p>	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Moved Councillor Summers	Seconded Councillor Davis	CARRIED
Record of Voting		
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>		
<i>Councillors Against: Nil.</i>		
Notes		
01 March 2024		
A - Investigations are continuing with a further report to be provided in April.		
B - Noted.		


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
15/02/2024	24/24	Tourism Promotion and Events Coordinator	Communications	18/03/2024	Completed

Event Support Grant Applications					
COUNCIL RESOLUTION			24/24		
That Council approve the following event support applications, in line with the funding support for Events Policy;					
A. Multicultural Festival Cooma \$2,000					
B. Snowy Mountains Disc Golf Marathon \$300					
Moved Councillor Summers	Seconded Councillor Davis	CARRIED			
Record of Voting					
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Mitchell.</i>					
<i>Councillors Against: Nil.</i>					
Notes					
23 Feb 2024					
Complete. Tourism Promotion & Events Officer action.					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
21/12/2023	329/23	Coordinator Strategy Development	Strategy	30/06/2025	Outstanding
<p>Review - Community Strategic plan</p> <p>COUNCIL RESOLUTION 329/23</p> <p>That Council note the:</p> <p>A. Review of the community strategic plan</p> <p>B. Engagement activities to seek feedback from the community</p> <p>Moved Councillor Davis Seconded Councillor Mitchell CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For:</i> <i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i></p> <p><i>Councillors Against:</i> <i>Nil.</i></p> <p>Notes</p> <p>28 Feb 2024 Public engagement currently underway until 16 March 2024. Reviewed CSP must be adopted by June 2025.</p> <p>23 Jan 2024 Commencement of check-in engagement with our community will commence from beginning of February 2024. There will be six weeks whereby there will be a soft touch review of the CSP. A yoursay page, attendance at shows and community group workbook will be the main tools used for this engagement.</p>					


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
21/12/2023	326/23	GIS Administrator	Strategy	22/01/2024	Outstanding
<p>Proposal to name Michelago cricket oval to 'The Clive Kelly Oval'</p> <p>COUNCIL RESOLUTION 326/23</p> <p>That Council endorse</p> <p>A. Advertising of the place name proposal for Michelago oval to 'The Clive Kelly Oval' in the Monaro Post for 28 days and for consultation with the Michelago community to gain feedback.</p> <p>B. Progressing the Geographical Names Board place naming proposal for 'The Clive Kelly Oval' to pre-approval.</p>					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Moved Councillor Davis	Seconded Councillor Mitchell	CARRIED
Record of Voting		
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>		
<i>Councillors Against: Nil.</i>		
Notes		
29 Feb 2024 Consultation documents have been prepared with consultation occurring in March in the Monaro Post and Michelago Magpie.		
31 Jan 2024 No update.		

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
21/12/2023	322/23	Land & Property Officer	Operations	26/04/2024	Outstanding

Little Paupong Road - Completion of Matter					
COUNCIL RESOLUTION			322/23		
That Council:					
<ul style="list-style-type: none"> A. Approve staff to proceed with the closure of the surplus portion of former Crown Road corridor, now Council road corridor, located between Lot 70 and Lot 69 (shown as Lot 5 on <i>Figure 1 diagram</i>, shaded yellow, in the report body), for the purpose of land exchange. B. Transfer this surplus land parcel to the owner of Lot 70 DP 756708 as full compensation for the land acquired by Council, from the owners of Lot 70, for road purposes. C. Compensate the owners of Lot 69 DP 756708 the cash amount determined by a suitably qualified valuer, for the portion of land acquired through Lot 69, by Council for road purposes, in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991 (NSW)</i>. D. Authorise the CEO to approve the terms for acquisition and deliver compensation to the land owners for the land acquired, in accordance with provisions of the Roads Act 1993 (NSW) and the <i>Land Acquisition (Just Terms Compensation) Act 1991 (NSW)</i>. 					
Moved Councillor Davis	Seconded Councillor Mitchell	CARRIED			
Record of Voting					
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>					

Date From: Date To:		IN-PROGRESS ACTIONS REPORT				
		Committee: Ordinary Council				
Notes						
29 Feb 2024 Awaiting quote from Schmidt quarries to provide rock required. Internal crew investigating whether sewer bypass can be conducted in house from Jindabyne Sewer crew. Estimated target, end April 24.						
05 Feb 2024 Awaiting correspondence from Leed Engineering.						
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
21/12/2023	341/23	Project Officer	Executive Office	29/03/2024	Outstanding	
Yallambee Lodge Transition						
COUNCIL RESOLUTION			341/23			
That Council:						
A. Authorise the CEO to continue negotiations to transfer Yallambee Lodge to Respect with a target date of 1 April 2024						
B. Request a report, including final deed prior to execution, be presented to the February Ordinary Council meeting for final approval						
Moved Councillor Davis		Seconded Councillor Hopkins		CARRIED		
Record of Voting						
Councillors For: <i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Councillor Hopkins, Councillor Johnson, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>						
Councillors Against: <i>Councillor Stewart.</i>						
Notes						
29 Feb 2024 CEO of Respect Aged Care will be meeting with Yallambee staff and residents along with SMRC CEO and team in coming weeks. Negotiations with staff employment offers are currently underway and IRC applications being drafted by LGNSW.						
01 Feb 2024 Discussions with Respect, staff and residents have been continuing. An "all parties" meeting with representatives from Respect and Council and the respective solicitors to negotiate the final items in the various agreement documentation. Discussions will continue in February with all stakeholder the outcomes of which will be summarised in the February council report.						

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
21/12/2023	331/23	Chief Strategy Officer	Strategy	29/02/2024	Completed.
Additional Funding Towards Projects					
COUNCIL RESOLUTION			331/23		
That the budgets be adjusted to incorporate the additional BLERF funding of:					
A. Bombala sports ground upgrades - \$360,700					
B. Delegate School of Arts upgrades - \$125,400					
C. Jindabyne skatepark extension - \$264,600					
Moved Councillor Davis		Seconded Councillor Mitchell		CARRIED	
Record of Voting					
<i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>					
<i>Councillors Against: Nil.</i>					
Notes					
29 Feb 2024 Budgets have been updated. Action Completed.					
31 Jan 2024 Awaiting quarterly budget review process to be finalised to ensure it is entered into the budgets.					

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
16/11/2023	292/23	Supervisor Civic Maintenance	Operations	18/12/2023	Outstanding
Post-Exhibition Report - Amended Fees and Charges					
COUNCIL RESOLUTION			292/23		
That Council adopt the amendments to the fees and charges and update the published fees and charges schedule on council's webpage, excluding fees and charges relating to Mountain Bike Trails subject to further consultation on the Mountain Bike Trails fees and charges by June 2024.					

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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Moved Mayor Hanna **Seconded Councillor Davis** **CARRIED**

Record of Voting
Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.
Councillors Against: Nil.

Notes
04 March 2023
 24/25FY Fees and Charges are currently being drafted.
 Once the draft has been completed, a communications strategy will be developed to ensure that the relevant community members are aware of a proposed change for fees, for feedback to be received prior to IPR documents being developed.
31 Jan 2024
 No further update.
27 Nov 2023
 Adopted fees and charges updated in published documents. Civic Maintenance to undertake public consultation for proposed mountain bike fees and charges.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
16/11/2023	290/23	Manager Community Services	Operations	18/12/2023	Outstanding

Cooma Regional Sports Hall Fees and Charges

COUNCIL RESOLUTION 290/23

That Council:

- A. Place the amended, new fees and charges on public exhibition for a period of 28 days
- B. If no submissions are received objecting to a fee, that fee be adopted
- C. Where objections are received that those fees be reported back to Council for consideration of the objections.

Moved Councillor Davis **Seconded Deputy Mayor Higgins** **CARRIED**

Record of Voting
Councillors For: Councillor Beer, Councillor Davis, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Stewart, Councillor Summers and Councillor Mitchell.
Councillors Against: Councillor Frolich and Councillor Williamson.

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	 <p>SNOWY MONARO REGIONAL COUNCIL</p>
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<p>Notes</p> <p>28 Feb 2024 Feedback being presented to the March Council meeting. Completed.</p> <p>06 Feb 2024 Ongoing - To be brought back to March Council Meeting.</p> <p>13 Dec 2023 A. Fees and Charges are going on exhibition 15 December 2023 for a minimum of 28 days.</p> <p>12 Dec 2023 No action to date.</p>
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Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
16/11/2023	287/23	Property Officer	Operations	18/12/2023	Completed

<p>Relinquish Crown Land Manager role and Support Appointment of a Statutory Land Manager Board as the Crown Land Manager for both Cathcart Racecourse (R17293) and Cathcart Reserve (R36804).</p> <p style="text-align: center;">COUNCIL RESOLUTION 287/23</p> <p>That Council:</p> <ul style="list-style-type: none"> A. Apply to NSW Crown Lands to relinquish the role of Crown Land Manager (CLM) for two Crown Reserves in Cathcart, being Cathcart Racecourse R17293 and Cathcart Reserve R36804 B. Provide written support to Crown Lands for the transfer of care, control and management of Cathcart Racecourse R17293 and Cathcart Reserve R36804 to the Cathcart Recreation Reserve Trust as the recommended Statutory Land Manager Board. <p>Moved Mayor Hanna Seconded Councillor Frolich CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i></p> <p><i>Councillors Against: Nil.</i></p>					
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<p>Notes</p> <p>28 Feb 2024 Resolution elements completed by L&P – COMPLETE</p>

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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Notes

29 Feb 2024
 The EOI period for SRH has been extended 4 weeks. Mayor Hanna and the CEO have advised Federal MP McBain of the closure. Depending on outcomes from the EOI process and future use, McBain’s office will support SMRC on possible funding options

01 Feb 2024
 The last resident is scheduled to transfer to Yallabee Lodge on Friday 2 February and subsequently Snowy River Lodge residential aged care service will close at 3pm. The majority of staff are transferring to Yallabee Lodge. Expressions of Interest for the future use of the facility are currently being sought.

12 Dec 2023
 Are continuing to work with the residents and their families to support their transition to another facility.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
16/11/2023	296/23	GIS Administrator	Strategy	18/12/2023	Outstanding

Proposed Road Name Bank - endorse list of selected names for public advertisement

COUNCIL RESOLUTION **296/23**

That Council before going out to public advertisement, invite local Indigenous groups to make submissions for inclusion in the road name bank and the proposed road name bank to be publicly advertised for comment via Your Say for a period of 28 days.

Moved Councillor Davis **Seconded Councillor Mitchell** **CARRIED**

Record of Voting

Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.


Councillors Against: Nil.


Notes

15 Feb 2024
 An Invitation to First Nations communities to submit names for the proposed road name bank has been distributed to SMRCs network of local aboriginal community members. The final version and contact list was developed in consultation with SMRCs Community Development Planner and CEO.

31 Jan 2024
 An invitation to First Nations communities to submit names for the proposed road name bank has been prepared and is due to be sent out in February 2024.

12 Dec 2023
 No action to date.

Date From: Date To:		IN-PROGRESS ACTIONS REPORT		 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council			
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
16/11/2023	294/23	Coordinator Strategy Development	Strategy	15/02/2024	Completed
Fees and Charges - Planning Proposals					
COUNCIL RESOLUTION			294/23		
That Council:					
A. Place the proposed fees and charges for planning proposals and LEP amendments on public exhibition for a period of 28 days.					
B. Adopt those fees and charges where no negative feedback is received.					
C. Prepare a post-exhibition report to Council with responses and recommendations from any feedback.					
Moved Councillor Davis		Seconded Deputy Mayor Higgins		CARRIED	
Record of Voting					
<i>Councillors For:</i>		<i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>			
<i>Councillors Against:</i>		<i>Nil.</i>			
Notes					
28 Feb 2024					
Planning Proposal fees and Charges have been updated within the LG Fees and Charges portal and also the web published document.					
23 Jan 2024					
A post exhibition report will be prepared for the February 2024 council meeting. There was two submissions received at council within the exhibition period.					
27 Nov 2023					
Proposed Fees and Charges for Proponent-initiated Planning Proposals have been placed on Public Exhibition until 15 December 2023.					

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
19/10/2023	267/23	Coordinator Economic Development	Communications	30/11/2026	Outstanding	
Grant invitation to begin construction of the Monaro Rail Trail at Bombala COUNCIL RESOLUTION 267/23 That Council, subject to receiving landowner consent from TfNSW (or relevant sub-entity):						
A. Accept the invitation from the federal government to apply for \$1 million of funding to begin construction of the Monaro Rail Trail at Bombala. B. Prepare and submit the application on the basis that, outside of the Bombala Station complex, the rail trail will be constructed on the track alignment necessitating the removal of the rails. C. The trail be constructed for as far as the funding will permit. D. Make preparations with TfNSW to enter into a lease of the rail corridor for the rail trail. E. Write to the three community groups who provided letters for this report, formally informing them of council’s decision and inviting them to engage with the working group. F. That the removed rails be retained for potential repurposing for a future rail project.						
Moved Councillor Summers		Seconded Councillor Johnson		CARRIED		
Record of Voting						
Councillors For: <i>Councillor Beer, Councillor Davis, Mayor Hanna, Deputy Mayor Higgins, Councillor Johnson, Councillor Stewart and Councillor Summers.</i> Councillors Against: <i>Councillor Frolich, Councillor Hopkins and Councillor Williamson.</i>						
Notes						
01 March 2024						
A – Complete.						
B – Complete.						
C – The construction of the trail will be completed in 2026.						
D – Council is liaising with TfNSW in regard to the required lease and this will progress once the funding agreement for the grant is signed off.						
E – The community groups have been advised of Council’s decision and discussions are in progress about how best for them all to engage with the working group.						
F – Noted.						
29 Jan 2024						
A - Council’s Economic Development Coordinator has submitted Council’s application. Completed. B - Noted. C - Noted. D - Council has received TfNSW’s lease documents and will work with TfNSW regarding lease requirements. E - Completed, subject to formation of a working group for the project once grant is received. F - Noted.						

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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01 Dec 2023
 A – Council’s Economic Development Coordinator has submitted Council’s application. Completed. B - Noted. C - Noted. D – Council has received TfNSW’s lease documents and will work with TfNSW regarding lease requirements. E – Completed. F - Noted.

27 Oct 2023
 A - The Economic Development Coordinator will prepare the documentation for submission. B - Noted. C - Noted. D - TfNSW indicated Council will receive the lease documents in November. E - Letter currently being drafted. F - Noted.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
19/10/2023	259/23	Senior Strategic Land Use Planner	Strategy	16/05/2024	Outstanding

Jindabyne Development Control Plan

COUNCIL RESOLUTION **259/23**

That Council:

- A. Endorse the public exhibition of draft Jindabyne Development Control Plan 2023; and
- B. Endorse the public exhibition period of 6 weeks, from 8 November to 20 December 2023.

Moved Councillor Davis **Seconded Councillor Summers** **CARRIED**

Record of Voting

Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Williamson.


Councillors Against: Nil.


Notes


28 Feb 2024
 A. Public exhibition closed 7 February 2024. B. Post exhibition report will not be prepared until May 2024.


06 Feb 2024
 Currently on exhibition until 7 February 2024. Post exhibition report will not be prepared until May 2024.


25 Oct 2023
 A. Public exhibition of the DCP endorsed. B. Public exhibition commences 8 November 2023 for 6 weeks.

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
19/10/2023	257/23	Property Officer	Operations	31/03/2024	Outstanding	
<p>Determine Future Use of Old Adaminaby Church - Lot 21 Sec 13 DP 758008</p> <p>COUNCIL RESOLUTION 257/23</p> <p>That Council offer the Old Adaminaby Church site and building (Lot 21 Sec 13 DP 758008) under a lease or licence agreement for a use type permitted under the zoning (SP1 - Special Activities) through an Expression of Interest process.</p> <p>Moved Councillor Davis Seconded Councillor Hopkins CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Williamson.</i></p> <p><i>Councillors Against: Nil.</i></p>						
<p>Notes</p> <p>27 Feb 2024 Only two EOIs were received and have been assessed. Recommendation completed and successful and unsuccessful party notified. Licence agreement sent to successful applicant for review and signing 27 February, 2024.</p> <p>29 Jan 2024 The EOI period has closed and 2 EOIs have been received, with an additional interested party being followed to confirm they are not proceeding. Once the latter has been confirmed the EOIs will be assessed.</p> <p>04 Dec 2023 The EOI information document has been completed. The EOI notification was published in the Monaro Post on Wednesday 29 November 2023.</p> <p>25 Oct 2023 The resolution action will be initiated, with a Request for EOI to be developed.</p>						

Date From: Date To:		IN-PROGRESS ACTIONS REPORT				
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
19/10/2023	276/23	Manager Resource & Waste Services	Operations	28/02/2025	Outstanding	
<p>Notice of Motion - Waste Management Strategy</p> <p>COUNCIL RESOLUTION 276/23</p> <p>That Council include in the 2024-25 operational plan an action to;</p> <p>a) Undertake a 'midterm review' of the Waste Management Strategy; and</p> <p>b) Consider reconstituting the Waste Management Committee.</p> <p>Moved Deputy Mayor Higgins Seconded Councillor Summers CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For: Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Williamson.</i></p> <p><i>Councillors Against: Nil.</i></p>						
<p>Notes</p> <p>29 Feb 2024 This revised date is due to the review into the Waste Strategy being made part of the 24/25 DP & OP.</p> <p>31 Jan 2024 This review of the Waste Strategy and the potential for resurrection of the waste committee will form part of discussion and planning for Councils 24/25 DP & OP</p> <p>31 Oct 2023 Action allocated for inclusion into the 24/25 Operational Plan.</p>						

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
19/10/2023	271/23	Acting Chief Operating Officer	Operations	1/07/2024	Outstanding	
<p>Proposal for a Social Enterprise Nursery</p> <p>COUNCIL RESOLUTION 271/23</p> <p>That Council support the development of a social enterprise nursery as ancillary to the Adaminaby sewage treatment plant, subject to there being no nett cost to Council and obtaining the relevant approvals, by:</p> <ul style="list-style-type: none"> A. Providing owner’s consent for SHL to lodge a development application for the land; B. Entering into a long-term lease for the balance of lot 1 DP539221 at an annual rent that covers Council’s costs including depreciation; C. Providing treated effluent to the nursery for irrigation purposes, rather than simply discharging the treated effluent to the creek. D. Request SHL in developing the charter for the social enterprise, incorporate a principle of complementary relationship with the existing local native nurseries, to encourage mutual long term sustainability. <p>Moved Councillor Summers Seconded Councillor Davis CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For: Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Williamson.</i></p> <p><i>Councillors Against: Nil.</i></p>						
<p>Notes</p> <p>28 Feb 2024 Consultation ongoing with SHL. Target date July 2024.</p> <p>02 Feb 2024 Initial contact has been made with Snowy Hydro. Awaiting Snowy Hydro to confirm meeting time to further progress the detail of the proposal.</p> <p>31 Oct 2023 SHL to be contacted to continue the planning and development of the nursery.</p>						

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
19/10/2023	268/23	Coordinator Economic Development	Communications	29/02/2024	Completed	
Amendments to Policy - Sponsorship of Council Projects, Events, Services or Activities						
COUNCIL RESOLUTION			268/23			
That Council adopt the updated Policy – Sponsorship of Council Projects, Events, Services or Activities following proof reading and correction of grammatical and other errors.						
Moved Councillor Hopkins		Seconded Councillor Beer		CARRIED		
Record of Voting						
<i>Councillors For:</i>		<i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Williamson.</i>				
<i>Councillors Against:</i>		<i>Nil.</i>				
Notes						
01 March 2024 Proof reading complete.						
29 Jan 2024 First draft of proof-reading and editing complete. Policy in the process of being finalised.						
01 Dec 2023 First draft of proof-reading and editing complete. Policy will be disseminated to document control in early December 2023 for registration and implementation.						
27 Oct 2023 Policy document will be reviewed for errors before release.						

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
21/09/2023	227/23	Chief Executive Officer	Executive Office	1/04/2024	Completed	
General Motion - Divestment of Residential Aged Care Services - Snowy River Hostel						
COUNCIL RESOLUTION			227/23			
That Council acknowledge the financial and compliance issues with operating aged care facilities and:						
A. Request an urgent meeting with member for Eden Monaro Kristy McBain to; <ul style="list-style-type: none"> - Discuss the future of the facility and invite representatives of the steering committee group to that meeting. - Discuss and advocate with the member for Eden Monaro Kristy McBain the \$1.2 million grant to complete upgrade of kitchen floorcoverings and fire compliance. B. Undertake a broad discussion with the steering committee group regarding potential repurposing of the facility. C. Request clarification from Department of Health and Aging seeking a review of the decision to not allow exemption from 24 hour nursing requirement. D. Work with the organisation that has expressed an interest in the facility. E. Consider the matter again during the November meeting.						
Moved Councillor Williamson		Seconded Councillor Frolich		CARRIED		
Record of Voting						
<i>Councillors For:</i>		<i>Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Williamson and Councillor Mitchell.</i>				
<i>Councillors Against:</i>		<i>Nil.</i>				
Notes						
29 Feb 2024						
Completed, noting closure of facility and advice from Dept regarding grant cannot be transferred.						
05 Feb 2024						
Closure date was confirmed effective Friday 02 Feb and Councillors informed. Last resident relocated to Yallambee as of that date as per Councillors update from CEO.						
13 Dec 2023						
The exemption re-submission was accepted and has been approved. This is to be reviewed annually or more frequently if required. The closure arrangements and transition to other facilities is progressing, with all residents expressing an interest to move to Yallambee Lodge in the future.						

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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31 Oct 2023
 A formal request for review of the refusal of the exemption from 24/7 nursing was lodged. A meeting with The Hon. Kristy McBain and the community was arranged, and some councillors attended a further community meeting. Arising from the community meeting a letter was sent to The Hon Kristy McBain for confirmation of the ACAR grant for refurbishment of the Hostel, and a guarantee of underwriting operational losses for at least three years following completion of the refurbishment works.

03 Oct 2023
 Snowy River decision deferred pending additional consultation; meetings conducted with staff, residents and family, community meeting organised.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
21/09/2023	242/23	Coordinator Strategy Development	Strategy	23/10/2024	Outstanding

General Motion - Adoption of Settlement Strategy and Rural Land Use Strategies

COUNCIL RESOLUTION **242/23**

That Council implement Part A of Council resolution 109/23 of 18 May 2023 regarding the draft Land Use Strategies and hold a Councillor workshop to:

- A. Develop a specific community engagement strategy including a community reference group with the aim of finalising land use strategies that facilitate local communities that are strong, healthy and prosperous and reflect and meet the diverse needs and interests of the overall local community;
- B. That minutes of the community reference group be referred to Council.
- C. Determine and implement a specific community engagement strategy for the development of the Snowy Monaro Local Environment Plan (LEP).
- D. Final report to be presented by 30 April 2024.

Moved Councillor Stewart **Seconded Councillor Williamson** **CARRIED**

Record of Voting
 Councillors For: *Councillor Beer, Councillor Davis, Councillor Frolich, Mayor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Williamson and Councillor Mitchell.*
 Councillors Against: *Nil.*

Notes
28 Feb 2024
 Resourcing has meant that the further development of these strategies has not been able to progress.

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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23 Jan 2024
 Indicative pricing has been sought for the provision of external consultants to undertake this work. Currently, Strategic Planning has two vacant positions, one being the Team leader and the other is the Senior Strategic Planner, leaving the capacity and capability of the team at an extremely low level of service. Initial responses from consultancies approached have not been optimistic, with most consultancies only having the capacity to deliver part of the required scope of work within the required timeframe. Further testing of the market capability and availability is ongoing. Until the positions are filled or budget is made available to undertake this work, this work remains in abeyance.

27 Nov 2023
 Indicative pricing has been sought for the provision of external consultants to undertake this work. Currently, Strategic Planning has two vacant positions, one being the Team leader and the other is the Senior Strategic Planner, leaving the capacity and capability of the team at an extremely low level of service. Initial responses from consultancies approached have not been optimistic, with most consultancies only having the capacity to deliver part of the required scope of work within the required timeframe. Further testing of the market capability and availability is ongoing. Awaiting quarterly budget review to determine if a budget for this work becomes available.

27 Oct 2023
 Indicative pricing has been sought for the provision of external consultants to undertake this work. Currently, Strategic Planning has two vacant positions, one being the Team leader and the other is the Senior Strategic Planner, leaving the capacity and capability of the team at an extremely low level of service. Initial responses from consultancies approached have not been optimistic, with most consultancies only having the capacity to deliver part of the required scope of work within the required timeframe. Further testing of the market capability and availability is ongoing.

26 Sep 2023
 Indicative pricing is being sought for the provision of external contractor resourcing to undertake this work. Currently, Strategic Planning has two vacant positions, one being the Team leader and the other is the Senior Strategic Planner, leaving the capacity and capability of the team at an extremely low level of service.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/08/2023	203/23	Acting Chief Workforce Officer	Workforce	30/04/2024	Outstanding
<p>Council Action on Social Media Posts that Threaten, Intimidate, Harass, Humiliate, Slander, Defame or Troll Snowy Monaro Staff and Councillors.</p> <p style="text-align: center;">COUNCIL RESOLUTION 203/23</p> <p>That Council:</p> <p>A. Establish a policy that is responsive to inappropriate social media postings that target Council members and staff.</p> <p>B. Base the policy on the following principles:</p> <p style="padding-left: 40px;">(a) Social media posts that threaten, intimidate, harass, humiliate, slander, defame or troll Snowy Monaro Staff and Councillors be reported to the E Safety Commissioner in the first instance.</p>					

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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03 Oct 2023
 Minimal progression due to competing priorities. A number of NSW Councils have given advice through LGNSW and directly on what strategies they have previously used to address these types of issues, noting the complexity around what is supported through legislation. This information has been collected and is being reviewed to understand the best direction to take the development of any policy in for Snowy Monaro Regional Council.

25 Aug 2023
 Contacted LGNSW HR Network to understand what action other councils have taken in establishing a policy of this nature.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/08/2023	194/23	Manager Corporate Projects	Strategy	30/04/2024	Outstanding

Cooma Office Building - Foreshadowed Motion

COUNCIL RESOLUTION **194/23**

That Council:

A: Acknowledge that there is to be no further significant investment in 81 Commissioner Street premises.

B: Request a report to Council with respect to establishing a new facility to house the administrative functions of SMRC.

C: Write to our local State Member, Premier and relevant State Ministers to request financial support for this project.

Moved Councillor Hopkins **Seconded Councillor Stewart** **CARRIED**

Record of Voting

Councillors For: Councillor Beer, Mayor Davis, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.

Councillors Against: Councillor Frolich.

Notes

29 Feb 2024
 Actions reassigned to the new Manager Corporate Projects.

31 Jan 2024
 No further progress. The Manager Corporate Projects position has now been filled and the project will be considered in conjunction with the other demands on that role.

12 Dec 2023
 No further progress on this matter.

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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30 Oct 2023
 At the moment the other work required to be undertaken has meant that resources have not been able to be reallocated to undertake this review of office building needs.

05 Oct 2023
 The additional work has yet to be able to be scheduled.

01 Sep 2023
 B. Request a report to Council with respect to establishing a new facility to house the administrative functions of SMRC. , A revised budget will need to be identified and prepared. , C: Write to our local State Member, Premier and relevant State Ministers to request financial support for this project. , Awaiting new GM

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
20/07/2023	166/23	GIS Administrator	Strategy	21/08/2023	Outstanding

Road Naming Proposal - Mountainside subdivision stage 1 - Jindabyne

COUNCIL RESOLUTION **166/23**

That for the Mountainside subdivision in Jindabyne approved under DA10.2022.232.1

A. Council endorse the proposed road names Mountainside, Traverse and Sidecut to be publicly advertised in the Monaro Post for a period of 28 days.
 B. Council endorse the proposed road names Mountainside, Traverse and Sidecut to go to the Geographical Names Board for pre-approval.

Moved Councillor Williamson **Seconded Councillor Summers** **CARRIED**

Record of Voting
Councillors For: Councillor Beer, Mayor Davis, Councillor Frolich, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.
Councillors Against: Nil.

Notes

29 Feb 2024
 No further update.

31 Jan 2024
 A report recommending approval has been added to the meeting schedule for the 21 March 2024 Ordinary Council meeting.


13 Dec 2023
 No comments or objections have been received so far during public advertisement of the Mountainside road naming proposal, which finishes on 20 December 2023. A council report will be submitted in early 2024 recommending approval of the road names.

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<p>13 Dec 2023 No further update.</p> <p>31 Oct 2023 No further update.</p> <p>03 Oct 2023 No further update.</p> <p>31 Aug 2023 No further update. This proposal will be progressed when the Ando-Bibbenluke locality boundary adjustment proposal is resolved.</p> <p>02 Aug 2023 No further update at this time.</p>
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Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
20/07/2023	173/23	Coordinator Economic Development	Communications	30/04/2024	Outstanding

Bombala Arts and Innovation Centre					
COUNCIL RESOLUTION			173/23		
That Council seek an extension of the BLERF grant and undertake community consultation to develop a plan for managing the facility to be completed by the first ordinary Council meeting in 2024					
Moved Councillor Stewart		Seconded Councillor Mitchell		CARRIED	
Record of Voting					
<i>Councillors For: Councillor Beer, Mayor Davis, Councillor Frolich, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>					
<i>Councillors Against: Nil.</i>					
Notes					
01 March 2024 Investigations into possible future use are continuing with a report to be provided to council in April.					
29 Jan 2024 Council's Economic Development team are still liaising with stakeholders regarding future management of the facility and potential occupiers. A meeting with stakeholders was held on 17 November with a further meeting in December to begin to chart a way forwards. Meetings have been productive however individual liaison with the potential child care provider is required to understand all required work required at the site. No extension of the BLERF grant seems possible.					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

01 Dec 2023

Council's Economic Development team are still liaising with stakeholders regarding future management of the facility and potential occupiers. A meeting with stakeholders was held on 17 November to begin to chart a way forwards with a further meeting planned in December, subject to stakeholder availability. No extension of the BLERF grant seems possible.

27 Oct 2023

Economic Development are liaising with stakeholders regarding future management of the facility and potential occupiers. No extension of the BLERF grant seems possible.

28 Sep 2023

Economic Development are in the process of coming up to speed with the situation and how to implement the Council's resolution.

01 Sep 2023

This action was recently reassigned to Economic Development who are in the process of coming up to speed with the situation and how to implement the Council's resolution.

02 Aug 2023

Action to be reassigned to Economic Development.


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
20/07/2023	171/23	Project Manager - Commercial Projects	Strategy	22/03/2024	Outstanding


Variation Approval - Jindabyne Shared Trail**COUNCIL RESOLUTION****171/23**


That Council approve a variation to the deliverables of the Jindabyne Shared Trail covered under Deed RNSW 1166 (2019)

- A. That Council request a variation to Restart NSW to vary Deed RNSW1166 to not proceed with construction of Section 5; East Jindabyne to Kalkite and Thredbo Valley Picnic Area to Creel Bay.
- B. That prior to the project proceeding a formal agreement be entered into with the relevant community organisations setting out the responsibilities that will be taken on by those groups.
- C. That prior to commencement of construction a financial report identifying maintenance funds, sponsorship income, potential fees and charges and depreciation cost is provided to Council.

Moved Councillor Williamson**Seconded Councillor Summers****CARRIED**

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
Record of Voting		
Councillors For:	<i>Councillor Beer, Mayor Davis, Councillor Frolich, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>	
Councillors Against:	<i>Nil.</i>	
Notes		
29 Feb 2024		
The Grant Office still has not approved the scope variation. They have advised that the variation deed will be complete in mid-March.		
31 Jan 2024		
Still no update from Restart Grant Office. Project is proceeding as per variation submission.		
12 Dec 2023		
No further information has yet been received. Project is proceeding to the point where it will be ready for tender and will then sit at a hold point until the issues are finalised.		
30 Oct 2023		
No further update		
29 Sep 2023		
No further update		
01 Sep 2023		
Variation was lodged with Restart (Infrastructure NSW) 5 August 2023 - no updates received. , (Unlikely until post State Budget 19 September)		
02 Aug 2023		
Process for variation underway with Restart/State Government Funding Body		

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
15/06/2023	133/23	GIS Administrator	Strategy	17/07/2023	Outstanding	
Locality Boundary Adjustment - Bibbenluke and Ando						
COUNCIL RESOLUTION			133/23			
That Council A. Endorse the proposed Ando-Bibbenluke locality boundary adjustment for a public notification period of 28 days. B. Endorse creation of a proposal with the Geographical Names Board for the proposed Ando-Bibbenluke locality boundary adjustment and progress to stage of pre-approval.						
Moved Councillor Stewart		Seconded Councillor Summers		CARRIED		
Record of Voting						
<i>Councillors For:</i>		<i>Mayor Davis, Councillor Frolich, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart, Councillor Summers, Councillor Williamson and Councillor Mitchell.</i>				
<i>Councillors Against:</i>		<i>Nil.</i>				
Notes						
29 Feb 2024						
Preparing documents and supporting evidence from residents for this to go to a Geographical names Board meeting. We have been unable to get a response from all 5 property owners meaning it will need to go to a board meeting rather than be an administrative matter. Four owners have shown support and one owner has not responded to correspondence detailing the proposal and asking for submissions.						
31 Jan 2024						
No further update.						
13 Dec 2023						
Not all affected residents have responded to a request for comment on the proposal. This means that the proposal will likely go to a meeting of the board to be assessed. The time for this is not set.						
31 Oct 2023						
Affected residents have been sent letters asking for comment on proposal as multiple owners had not responded to the initial direct consultation. If all owners respond and support the matter will be an administrative manner with the Geographical Names Board. If not it will become an agenda item on for the Geographical Names Board for discussion., Examples of delayed or affected services are being collated from residents to ensure clarity around issues caused by locality boundaries when the proposal goes to the Geographical Names Board for approval.						

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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03 Oct 2023
 Geographical Names Board (GNB) have asked for further examples in provision of services being delayed or interrupted due to current boundaries and documentation from owners on their position who provided no response to direct consultation by SMRC with land owners. If all owners provide support to the proposal it will be approved by GNB as an administrative matter. If not it will go to the GNB board for approval.

31 Aug 2023
 No submissions received. Geographical Names Board have requested further information before pre-approval of the proposal regarding specifics of occasions where services were not provided or delayed due to the locality boundaries not reflecting local access to services.

31 Jul 2023
 Currently being advertised. Public Notification period ends 9th August. No submissions received so far.

30 Jun 2023
 Preparing documents and supporting evidence from residents for this to go to a Geographical names Board meeting. We have been unable to get a response from all 5 property owners meaning it will need to go to a board meeting rather than be an administrative matter. Four owners have shown support and one owner has not responded to correspondence detailing the proposal and asking for submissions.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
18/05/2023	113/23	Supervisor Civic Maintenance	Operations	19/06/2023	Outstanding

Establishment of an s.355 Advisory Committee for Open Spaces and Recreational Facilities

COUNCIL RESOLUTION **113/23**

That Council establish an s.355 advisory committee for open spaces and recreational facilities with effect from 1 July 2023.

Moved Councillor Hopkins **Seconded Councillor Johnson** **CARRIED**

Record of Voting

Councillors For: Mayor Davis, Councillor Frolich, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Summers and Councillor Mitchell.

Councillors Against: Councillor Williamson.

Notes

04 March 2024
 New charter written by Governance will be advertised for members for 2 weeks in March.

31 Jan 2024
 Final edits made with Governance, should be included in Feb council report

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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31 Oct 2023
 Further edits to Charter are required, working with Governance to get this completed.

03 Oct 2023
 Draft charter edited, next steps are to follow Governance protocol

01 Sep 2023
 Draft committee Charter underway to identify proposed membership and confirm purpose of the committee

03 Aug 2023
 no further update

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
16/03/2023	69/23	Chief Executive Officer	Executive Office	16/02/2024	Completed

11.1 - Foreshadowed Motion - Independent Audit

COUNCIL RESOLUTION **69/23**

That an independent audit take place before consideration of developing a business case for the demerger of Snowy Monaro Regional Council is undertaken.


Moved Councillor Johnson **Seconded Councillor Hanna** **CARRIED**


Record of Voting
Councillors For: Councillor Frolich, Councillor Hanna, Councillor Hopkins, Councillor Johnson, Councillor Stewart and Councillor Williamson.
Councillors Against: Councillor Beer, Deputy Mayor Higgins, Councillor Summers and Councillor Mitchell.


Notes


29 Feb 2024
 No further Update - As this remains unfunded and not in our forward plan. This matter will be removed from future updates.


05 Feb 2024
 Noting the last advice from CSO, in December 2023, and that this resolution is unfunded, no further action required at this time.


Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	<p>Committee: Ordinary Council</p>	
12 Dec 2023	<p>Discussions have been held with CRJO. It was noted that there has been an audit undertaken into the payroll systems, as a result of the rumours that were circulating. No evidence of any improper transactions was found. An audit is nearing completion on project management and an audit is commencing on the procurement systems. Councillors were advised that these audits cover the main areas that were being raised as needing an audit undertaken to give the community certainty., If there is any evidence of issues within other areas, this can be provided to either the internal auditor or Audit Risk and Improvement Committee (ARIC) for consideration in the priorities for undertaking internal audits in the near future. Council's ARIC consists of independent members who assess the risks and use their technical skills to determine the appropriate areas on which to focus the internal audit program and their own program of enquiry into the operations of the Council., With the main financial systems either having been audited or nearing audit, undertaking additional audits was advised as not being seen to provide value by the internal auditor., As market testing has indicated, there is a substantial cost to undertaking a wide ranging audit based only on rumour. Council's ARIC has expressed concerns about the cost and value of such an audit it is considered that the best path forward is to continue to undertake the scheduled internal audits. It is also noted that the external audit has once again been completed and no evidence of fraud or corruption has been identified through that independent audit process., Unless there is evidence that can support a targeted investigation the impact on Council's ability to provide services by investing what is expected to be well over \$1million into rumours is not considered to be in the broader communities best interest. This is particularly the case when so far the rumours being spread have been found to be false.</p>	
31 Oct 2023	<p>This matter rests with Council to provide further direction following Council's resolution to not accept any of the tenders to undertake the audit. If the audit is not to proceed then Council also needs to make a determination about the second part of the resolution, that whether to proceed with developing a de-merger business case.</p>	
03 Oct 2023	<p>Matters sits with Councillors to determine further action.</p>	
31 Aug 2023	<p>Councillors attended a further workshop Thursday 31 August. Progress of this matter rests with the Councillors.</p>	
01 Aug 2023	<p>At its July meeting Council resolved to not accept any tenders but to seek further advice from the CRJO. A workshop with CRJO CEO and Internal Auditor has been scheduled for 24 August.</p>	
05 Jul 2023	<p>Councillors will be briefed on the 6 July at Councillor Briefing Session. Full report put to Council for consultation at 20 July Ordinary Meeting.</p>	
26 May 2023	<p>A scope was prepared and the request for tender was released Monday 15 May and closes 12 June.</p>	
01 May 2023	<p>No further update from staff.</p>	
03 Apr 2023	<p>The CEO was advised on Friday 31 March that the councillors had considered the scope of the proposed audit at a workshop on Thursday 30 March.</p>	


Date From: Date To:		IN-PROGRESS ACTIONS REPORT				
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
20/10/2022	294/22	Coordinator Economic Development	Communications	30/04/2024	Outstanding	
<p>Future use of the Cooma to Bombala Rail Corridor</p> <p>COUNCIL RESOLUTION 294/22</p> <p>That Council</p> <p>A. Support the continued planning for the Monaro Rail Trail from Queanbeyan to Cooma, and Bombala to Jincumbilly, including finalising the business case and potential lease discussions with TfNSW for those sections (noting this is not a resolution to apply for funding to construct the rail trail or enter a lease, but to commence discussion);</p> <p>B. Provide a written undertaking to Cooma Monaro Railway (CMR) that Council will agree to vary any future rail trail lease between Bombala and Jincumbilly (at no cost to CMR) to enable reinstatement of the rail line (at no cost to Council) should Stage 4 funding of the CMR Operational Business Plan (Version 2.3.2 August 2022) be received, and subject to Stages 2 and 3 of that Plan (ie Cooma to Nimmitabel) having been constructed prior to this;</p> <p>C. Not undertake to fund the cost of relocating the MRT if point B (above) eventuates;</p> <p>D. Resolve to continue to work with all parties on continuing investigations of potential shared use arrangements, costings, feasibility evaluations, etc along the rail corridor between Cooma and Bombala;</p> <p>E. Inform state agencies (TfNSW, DRNSW) and federal and state members of Council's adopted position on this matter.</p> <p>Moved Councillor Stewart Seconded Councillor Hanna CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For: Councillor Beer, Mayor Davis, Deputy Mayor Higgins, Councillor Johnson, Councillor Stewart, Councillor Summers and Councillor Williamson.</i></p> <p><i>Councillors Against: Councillor Frolich, Councillor Hanna and Councillor Hopkins.</i></p>						
<p>Notes</p> <p>01 March 2024</p> <p>A – Ongoing. Council will liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. BCSD grant funding draft reports have been received:</p> <ul style="list-style-type: none"> - Trail Development Plans for Queanbeyan to Cooma and Old Bombala Rd to Jincumbilly. - Biosecurity and biodiversity assessment reports for Stage 1a plus Old Bombala Rd to Jincumbilly and Queanbeyan Station to Tralee. - Monaro Rail Trail Potential Revenue Study, to investigate and estimate possible funds the MRT could raise. <p>B - Complete.</p> <p>C - Complete.</p> <p>D - Ongoing. Council is liaising with interested stakeholders.</p> <p>E - Complete.</p>						

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	
29 Jan 2024	<p>A – Ongoing: TfNSW legislation regarding rail trail frameworks was received and Council will liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. BCSD grant is funding continued planning for: - Trail Development planning for Queanbeyan to Cooma and Old Bombala Rd to Jincumbilly – draft report received. - Biosecurity and biodiversity assessment reports for Stage 1a plus Old Bombala Rd to Jincumbilly and Queanbeyan Station to Tralee – expecting drafts early February. - Monaro Rail Trail Towns Economic Impact Study, to investigate and articulate the likely economic impacts of the Monaro Rail Trail on each of the towns along the route – expecting drafts in Feb. Draft Revenue report received. B - Complete. C - Complete. D - Ongoing. Council is liaising with interested stakeholders. E - Complete.</p>	
01 Dec 2023	<p>A - Ongoing: TfNSW legislation regarding rail trail frameworks was received and Council will liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. BCSD grant is funding continued planning for: Trail Development planning for Queanbeyan to Cooma and Old Bombala Rd to Jincumbilly – draft report received. Biosecurity and biodiversity assessment reports for Stage 1a plus Old Bombala Rd to Jincumbilly and Queanbeyan Station to Tralee. Monaro Rail Trail Towns Economic Impact Study, to investigate and articulate the likely economic impacts of the Monaro Rail Trail on each of the towns along the route. B - Complete. C - Complete. D - Ongoing. Council is liaising with other interested stakeholders. E - Complete.</p>	
27 Oct 2023	<p>A - Ongoing, new legislation to provide a framework for a rail trail lease has not been released. BCSD grant is funding continued planning for: - Trail Development planning for Queanbeyan to Cooma and Old Bombala Rd to Jincumbilly, - Biosecurity and biodiversity assessment reports for Stage 1a plus Old Bombala Rd to Jincumbilly and Queanbeyan Station to Tralee, - Monaro Rail Trail Towns Economic Impact Study, to investigate and articulate the likely economic impacts of the Monaro Rail Trail on each of the towns along the route, Continuing to liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. B - Complete. C - Complete. D - Ongoing. Council is liaising with other interested stakeholders. E - Complete.</p>	
28 Sep 2023	<p>A - Ongoing, new legislation to provide a framework for a rail trail lease has not been released. BCSD grant is funding continued planning for: - Trail Development planning for Queanbeyan to Cooma and Old Bombala Rd to Jincumbilly, - Biosecurity and biodiversity assessment reports for Stage 1a plus Old Bombala Rd to Jincumbilly and Queanbeyan Station to Tralee, - Monaro Rail Trail Towns Economic Impact Study: to investigate and articulate the likely economic impacts of the Monaro Rail Trail on each of the towns along the route, Continuing to liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. A \$1m Grant is being considered and a report to Council is being provided on this topic. B - Complete. C - Complete. D - Ongoing. Council is liaising with other interested stakeholders. E - Complete.</p>	
01 Sep 2023	<p>A - Ongoing, new legislation to provide a framework for a rail trail lease has not been released. BCSD grant is funding continued planning for: - Trail Development planning for Queanbeyan to Cooma and Old Bombala Rd to Jincumbilly, - Biosecurity and biodiversity assessment reports for Stage 1a plus Old Bombala Rd to Jincumbilly and Queanbeyan Station to Tralee, - Monaro Rail Trail Towns Economic Impact Study, to investigate and articulate the likely economic impacts of the Monaro Rail Trail on each of the towns along the route, Continuing to liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. B - Complete. C - Complete. D - Ongoing. Council is liaising with other interested stakeholders. E - Complete.</p>	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
31 Jul 2023	A - Ongoing, new legislation to provide a framework for a rail trail lease has not been released. BCSD grant is funding continued planning for the Queanbeyan to Cooma section. Continuing to liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. B - Complete. C - Complete. D - Ongoing. E - Complete.	
30 Jun 2023	A - Ongoing, new legislation has not been released. BCSD grant is funding continued planning for the Queanbeyan to Cooma section. Continuing to liaise with TfNSW regarding potential lease. Working with MRT Inc and BCSD funded consultants to strengthen business case. B - Complete. C - Complete. D - Ongoing. E - Complete.	
31 May 2023	A - Ongoing, new legislation has not been released. BCSD grant is funding continued planning for the Queanbeyan to Cooma section. Continuing to liaise with TfNSW regarding potential lease. B - Complete. C - Complete. D - Ongoing. E - Complete.	
01 May 2023	A - Ongoing, new legislation that is due around March has not been released as yet. BCSD grant is funding continued planning for the Queanbeyan to Cooma section. B - Complete. C - Complete. D - Ongoing. E - Complete.	
30 Mar 2023	A - Ongoing, new legislation that is due around March has not been released as yet. BCSD grant is funding continued planning for the Queanbeyan to Cooma section. B - Complete. C - Complete. D - Ongoing. E - Complete.	
28 Feb 2023	A - Ongoing, with new legislation is due around March that will contain a framework regarding lease arrangements. B - Complete. C - Complete. D - Ongoing. E - Complete.	
24 Jan 2023	A - Ongoing, with new legislation is due around March that will contain a framework regarding lease arrangements. B - Complete. , C - Complete. , D - Ongoing. E - Complete.	
21 Dec 2022	A - Continuing to work on the business case with MRT Inc. Initial meeting held with TfNSW who advised a new legislation is due around March that will contain a framework regarding lease arrangements. B - Complete. C - Complete. D - Ongoing. E - Complete.	
29 Nov 2022	A - Continuing to work on the business case with MRT Inc and beginning discussions with TfNSW regarding the lease. B - Complete. C - Complete. D - Ongoing. E - Complete.	
31 Oct 2022	A - Continuing to work on the business case with MRT Inc and beginning discussions with TfNSW regarding the lease. B - At time of writing a letter is being drafted. C - Complete. D - Ongoing. E - At time of writing draft letters are under review.	

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
18/08/2022	217/22	Coordinator Land & Property	Operations	30/11/2024	Outstanding	
Construction of NSW Rural Fire Service emergency operations centre in Cooma - land acquisition and access construction						
COUNCIL RESOLUTION 217/22						
That Council						
A. Enter into an agreement with Snowy Hydro Limited (SHL) to enable progression of the future construction of an Emergency Operations Centre (EOC) on the land adjacent to Council's current holding of Lot 1 DP 832813; the key agreement elements being:						
i) Council to secure the land required to achieve legal & practical access to the intended EOC location via Geebung Street COOMA, through subdivision (boundary adjustment) by negotiation with the neighbouring landholder (Lot 2 DP 832813);						
ii) Council to construct suitable access road segment through to the intended SHL boundary, enabling access to both the future EOC site and reaching the boundary of SHL's residual landholding (indicative access path as per the report image);						
iii) Council to action the development approval process in relation to the specified access road segment;						
iv) SHL to transfer to Council approximately 2 hectares of land (part of SHL owned Lot 14 DP 250029) upon completion of the access road segment referred to in A ii).						
B. Proceed with the subdivision (boundary adjustment) actions as necessary in order to deliver the new access road segment as identified in A ii);						
C. Classify any land acquired, for both the new public access road segment and the intended gifted transfer from SHL of 2 Ha of land (part of Lot 14 DP 250029) related to the EOC construction in the Polo Flat area of Cooma, as operational land in accordance with <i>the Local Government Act 1993</i> ;						
D. Add the construction of the new access road segment for the EOC in Polo Flat area of Cooma to the capital works program within Council's 2022-2026 Delivery Program and 2022-2023 Operational Plan;						
E. Assign a budget of \$500,000 (capital project), with understanding that revenue from the intended land sale of Stage 3D Leesville Industrial Estate will provide the corresponding cost offset (linkage to Resolution 154/21 activities);						
F. Note that the other costs associated with the development and construction of the EOC will be borne by the NSW Rural Fire Service.						
Moved Councillor Beer		Seconded Councillor Summers		CARRIED		
Record of Voting						
Councillors For:		Councillor Beer, Mayor Davis, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Stewart and Councillor Summers.				
Councillors Against:		Councillor Frolich.				
Notes						
28 Feb 2024						
Awaiting final construction drawings for the road corridor to inform the tender release (for construction).						

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
31 Jan 2024	Signed owner's consent forms from both GWF and SHL, for the Part 5 SEPP assessment for the intended public road corridor & new lot subdivision related to the future RFS Cooma Fire Control Centre / Emergency Operation Centre are on file.	
12 Dec 2023	Updated survey plan drafting is in progress - SHL have agreed to relinquishment of surplus easements and creation. Road design in final stages. Planning Panel site inspection and preliminary assessment has been scheduled for 31 January 2024.	
30 Oct 2023	No further update	
28 Sep 2023	Meetings held with adjacent landowner, surveyor and key SMRC Infrastructure staff to progress driveway interface design; as an essential component of the logistic road design. Easement adjustment queries tabled to SHL to support functionality of the future FCC/EOC land.	
31 Aug 2023	The Owner's Consent form relating to Development Application lodgement for the building construction element of the future RFS Cooma Fire Control Centre / Emergency Operation Centre has been signed by SHL, and provided to the RFS/PWA. Draft subdivision plan provided by Council to RFS/PWA to assist with the preparation of the building construction DA.	
31 Jul 2023	Discussions between stakeholders are ongoing. The approval path for the new lot creation and public road corridor creation will likely be via SEPP mechanics, which should result in a fast-tracked assessment process in terms of planning consent. Neighbouring Landowner of Lot 2 DP 832813 has indicated in writing of their "in principle" agreement for the boundary adjustment subject to tuck movement functionality being unhindered; no loss of operational function is a critical component to their agreement. SMRC have committed to ensuring that any driveway design be approved by the Owners of Lot 2 DP 832813 prior to any road way construction commencing. Related note: The RFQ for the access road (inclusive of driveway remodelling pertaining to Lot 2 DP 832813) was issued to potential design contractors on Wed 26th July; they now have 3 weeks to respond as per standard procurement policy.	
30 Jun 2023	Meeting between RFS, SHL and Council officers scheduled for Monday 3/7/23.	
31 May 2023	Meeting scheduled for 6/6/23 between PWA, RFS & Council specific to realistic timeline aims and sharing of reports ie Ecologist and survey plus bushfire aspects.	
28 Apr 2023	Collaboration with SHL, neighbouring landowner, RFS and others is progressive. Various elements continue to be refined.	
30 Mar 2023	As before - Awaiting feedback from landowner of Lot 2 DP 832813 as to in principle agreement to action 'land swap' (of approximately 85-90m2) for boundary adjustment proposal, to enable new public access road., Note: Endorsement of final concept design for intended new RFS/EOC building in progress (PWA on behalf of RFS).	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
Notes		
28 Feb 2024 Email with further follow up prompt to TAHE sent 27/2/24 - Response pending.		
31 Jan 2024 A request for update from TAHE in relation to this matter resulted in the following response from NSW Transport's Project Manager Assessment and Disposal being received on 31/1/24: ". I have requested the Briefing Note from UGL Regional Linx who are the operational managers for the rail corridor. I have received this Briefing Note from UGL RL earlier today. This will need to be reviewed by myself and signed off on by my director. It can then be progressed through the Transport for NSW clearance process." Email sent on behalf of Council on 31/1/24 seeking indication of time as to when the referenced review & Director sign off will occur - Response pending.		
12 Dec 2023 In accordance with the Council resolution this matter has been escalated to the minister, seeking the process to be expedited.		
30 Oct 2023 No further update		
28 Sep 2023 Awaiting registered plan of acquisition from Surveyor (pending consent from TAHE). Initial Notification letter issued to TAHE/TfNSW on 21/08/2023 – acknowledged by TAHE/TfNSW on 21/08/2023, rail corridor manager instructed by TfNSW to prepare briefing note. Awaiting further advice from TfNSW.		
31 Aug 2023 No further update at this point.		
31 Jul 2023 PWA tasked with reaching out to higher level within TfNSW to outline the background of the acquisition for road corridor purposes, and the interdependence on the intended bridge build.		
30 Jun 2023 Meeting with PWA scheduled in week beginning Monday 3/7/23 to discuss compulsory acquisition pathway next steps.		
27 Jun 2023 Public Works Advisory awaiting response from Surveyor for adjustments to the plan.		
31 May 2023 No further update at this point.		
04 May 2023 Draft plan sent on 27/04/2023 by PWA to TfNSW for initial review. TfNSW will provide preliminary comments (if any) before issuing their in-principal consent. If preliminary comments are received, PWA will forward those comments to Surveyor. When the in-principal consent is received, PWA will send the plan back to Surveyor to have the 'draft' stamps removed... then send the final plan back to TfNSW for stamping and issuance of consent letter. Will probably take a couple of weeks.		
20 Apr 2023 13/04/2023 - Draft Survey plan received and sent on to PWA and Council Engineering		

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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30 Mar 2023
 Surveyor attending to the survey works over the next few weeks

01 Mar 2023
 No further update at this point.

01 Feb 2023
 Surveyor to finalise survey report.

29 Nov 2022
 Contractor engagement finalised in order for the survey plan of acquisition to be completed.

31 Oct 2022
 No further update at this point.

03 Oct 2022
 A - In progress, land acquisition process sequenced by PWA. B - To be actioned at the appropriate time. C - Completed.

31 Aug 2022
 PWA engagement active to deliver matter.

26 Jul 2022
 Matter sitting with PWA for delivery - No further updates.

05 Jul 2022
 Matter sitting with PWA for delivery - No further updates.

30 May 2022
 Engagement email sent to PWA - estimated delivery time from PWA 18-24 months.


04 May 2022
 A to C - Matter to be referred to PWA for execution


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/03/2022	55/22	Coordinator Land & Property	Operations	30/07/2024	Outstanding


Bombala Showground Lot Consolidation


COUNCIL RESOLUTION **55/22**

That Council consolidate eight lots (Lot 10 DP 1097766, Lot 11 DP 1097766, Lot 12 DP 1097766, Lot 13 DP 1097766, Lot 14 DP 1097766, Lot 1 DP 151403, Lot 1 DP 151404 and Lot A DP 154400) known as the Bombala Showground into one allotment.

Date From: Date To:	IN-PROGRESS ACTIONS REPORT		 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council		
Moved Councillor Summers	Seconded Deputy Mayor Higgins	CARRIED	
Record of Voting			
Councillors For:	<i>Councillor Beer, Councillor Castellari, Mayor Davis, Councillor Frolich, Councillor Hanna, Deputy Mayor Higgins, Councillor Hopkins, Councillor Johnson, Councillor Last, Councillor Stewart and Councillor Summers.</i>		
Councillors Against:	<i>Nil.</i>		
Notes			
28 Feb 2024			
Pursuing an avenue of lodging an "Expression of Interest in Claiming Sliver Lot(s)" by way of a specific plan via surveyor in order to progress this lot consolidation.			
31 Jan 2024			
No further update.			
12 Dec 2023			
LRS requisition has flagged that probate/transmission on neighbouring lot has not been completed and advised that "the consent of Public Trustee is, required in lieu of probate/transmission." - This external holding probate matter delays registration of Council's Plan of Consolidation.			
30 Oct 2023			
No further update			
28 Sep 2023			
No further update			
30 Aug 2023			
Signature acquired from the adjacent landholder representative on Plan of Consolidation as required due to LRS requisition. Surveyor discussing with LRS.			
31 Jul 2023			
No further update at this point. Gentleman has been unavailable to contact on successive occasions.			
27 Jun 2023			
Preliminary discussion had with deceased property owner's heir. Efforts are underway to meet with them and execute plan of consolidation, according to LRS requisition.			
31 May 2023			
No further update at this point.			
04 May 2023			
Signature of adjoining landholder is being sought to confirm survey.			
28 Apr 2023			
No further update at this point.			

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
28 Mar 2023	Copy of Proposed Plan requires signature by owner of 49 Caveat St to confirm agreement to boundary as shown on plan. (due to old system title entitlement to occupied land / 200mm beyond fence line) This will fulfil part of the LRS requisition. It has been established that the current owner on title has passed away. Further investigation to find executor underway.	
01 Mar 2023	Surveyor addressing LRS requisition aspects.	
29 Jan 2023	Surveyor update on LRS registration of Lot 15 DP 1285587 pending. Note: LRS Requisition Due Date currently listing as 17/3/2023.	
29 Nov 2022	Surveyor responding to LRS requisition requests.	
01 Nov 2022	Awaiting LRS registration of the plan of consolidation.	
03 Oct 2022	No further update at this point.	
31 Aug 2022	No further update at this point.	
26 Jul 2022	Plans & administration sheet lodged with LRS awaiting registration.	
05 Jul 2022	Survey work completed, administration sheet signed and returned to surveyor for lodgement.	
30 May 2022	Survey works delayed due to internal competing priorities. Estimated delivery time June 2022.	
29 Apr 2022	Title name change complete, awaiting consolidation plan from surveyor to progress the matter further.	
01 Apr 2022	Resolution 55/22 - Title name change initiated with BMR & Surveyor engaged to undertake works. ETA of Consolidation Plan is early May 2022.	

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
15/07/2021	160A/21	Coordinator Economic Development	Communications	16/08/2021	Completed	
<p>How can Council best leverage the State Government’s recently announced policy on temporary supportive accommodation</p> <p>COUNCIL RESOLUTION 160A/21</p> <p>That Council</p> <ul style="list-style-type: none"> A. Continue to work with the NSW Government to identify any current opportunities. B. Review the temporary supportive accommodation discussion paper when it is released and develop an action plan to ensure the regions issues are identified and addressed in any action plans that are developed. <p>Moved Councillor Stewart Seconded Councillor Corbett CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For: Mayor Beer, Councillor Castellari, Councillor Corbett, Councillor Haslingden, Councillor Last, Councillor Maslin, Deputy Mayor Miners, Councillor Rooney and Councillor Stewart.</i></p> <p><i>Councillors Against: Nil.</i></p>						
<p>Notes</p> <p>01 March 2024 No Further update. Completion of this resolution depends on the state government and should be removed as there is no clear timeframe from the government on this issue. If a paper is released then as per normal process Council can review it and decide whether or not to make a submission at that time. A - Ongoing. B - Discussion paper not yet released. ** Resolution now complete **</p> <p>29 Jan 2024 No Further update: A - Ongoing. B - Discussion paper not yet released.</p> <p>01 Dec 2023 No Further update: A - Ongoing. B - Discussion paper not yet released.</p> <p>27 Oct 2023 No Further update: A - Ongoing. B - Discussion paper not yet released.</p> <p>28 Sep 2023 No further update.</p>						

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
01 Sep 2023	A - Ongoing., B - Discussion paper not yet released.	
31 Jul 2023	A - Ongoing., B - Discussion paper not yet released.	
30 Jun 2023	No further update at this point.	
31 May 2023	A - Ongoing., B - Discussion paper not yet released.	
01 May 2023	A - Ongoing., B - Discussion paper not yet released.	
30 Mar 2023	A - Ongoing., B - Discussion paper not yet released.	
28 Feb 2023	A - Ongoing., B - Discussion paper not yet released.	
24 Jan 2023	A - Ongoing., B - Discussion paper not yet released.	
21 Dec 2022	A - DRNSW draft Regional Housing Delivery Plan received and feedback completed. B - Discussion paper not yet released.	
29 Nov 2022	A - Council will soon be receiving from DRNSW a draft Regional Housing Delivery Plan for review and feedback. B - Discussion paper not yet released.	
31 Oct 2022	No further update. Still awaiting release of a discussion paper on temporary supportive accommodation from the NSW state government.	
05 Oct 2022	Nothing further to report.	
30 Aug 2022	Same as previous update – in progress.	
25 Jul 2022	No further update.	
05 Jul 2022	A - Land and Housing Corp are in contact with the Council planners in relation to their Cooma subdivision. B - Discussion paper not yet released and no indication of timeline for release.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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31 May 2022
Same as previous update.

05 May 2022
Same as previous update. Nil further update.

05 Apr 2022
A - Coordinator Economic Development met with Land and Housing Corporation representatives to discuss economic development and market issues around Cooma. Continuing to work together regarding the state government pilot project subdivision at Cooma East. B: Discussion paper still not released.

03 Mar 2022
A concept is currently being developed and will be presented to Councillors for review when ready.


24 Jan 2022
No further update pending release of discussion paper.


24 Dec 2021
Nil further update.

03 Nov 2021
Same as previous update and likely to remain so for some time and timeline for release of the temporary supportive accommodation discussion paper is unknown.

12 Oct 2021
Discussion paper not yet released by the State Government. Continuing to support the State Government’s research for development opportunities in Cooma. Same as previous update. Nil further update. Same as previous update. Nil further update.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/06/2021	153/21	Coordinator Land & Property	Operations	30/06/2024	Outstanding
<p>Request to close part of Mittagang Road Reserve - Boundary Adjustment followed by Land Sale to Owner of Lot 2 DP 815248</p> <p style="text-align: center;">COUNCIL RESOLUTION 153/21</p> <p>That Council</p> <p>A. Approve to proceed partial road closure of Mittagang Road, being approximately 773m2, at the specified location, in accordance with the Roads Act 1993;</p> <p>B. Authorise the Chief Executive Officer to execute all necessary documents for the partial road closure and boundary adjustment;</p> <p>C. Agrees that all costs incurred in actioning the boundary adjustment and partial road closure are to be borne by the adjacent landowner (Lot 2 DP 815248), inclusive of general legal, registration fees and title creation costs incurred by Council;</p> <p>D. Obtain an independent valuation of the 773m2 land area that is the subject of the boundary adjustment to guide sale price setting;</p> <p>E. Approve the sale of the subdivided land parcel, approximate 773m2 in area, by private treaty to the adjacent landowner (Lot 2 DP 815248) subject to the completion of the road closure process; and</p>					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
F. Authorise the Chief Executive Officer to negotiate the sale price and execute any documentation required to complete the sale, at the appropriate time.		
Moved Councillor Stewart	Seconded Councillor Rooney	
Notes		
28 Feb 2024 No further update at this point.		
31 Jan 2024 Awaiting advice from the relevant Landholder as to firm purchase price offer.		
12 Dec 2023 No further update.		
30 Oct 2023 No further update		
28 Sep 2023 No further update		
30 Aug 2023 Lot 21 DP 1288427 registered 10 August 2023. Negotiations underway with the relevant Landholder to confirm purchase price to guide land transfer conclusion.		
31 Jul 2023 Statement of particulars provided to the Surveyor to assist the LRS registration process. Updated Independent Valuation secured to guide price, with sale process to proceed upon lot registration. Note: Future lot's land area upon creation will be 770.4m2		
27 Jun 2023 Matter rests with adjoining landholder's planning consultants - Land & Property have confirmed that relevant Plan & 88B instrument to create the new lot (Lot 21 DP 1288427) and also the necessary sewer easement (to benefit Council) has been lodged with LRS. Registration pending.		
31 May 2023 No further update at this point.		
28 Apr 2023 No further update at this point.		
30 Mar 2023 88B instrument uploaded to planning portal for easement creation in favour of SMRC for infrastructure.		
01 Mar 2023 No further update at this point.		

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	
29 Jan 2023	Purchaser's representative confirmed that the 88B instrument (to provide easement to benefit Council's public infrastructure needs) was uploaded to the Planning Portal on 13/12/23.	
29 Nov 2022	Purchasing solicitor drawing up 88B instrument for easement creation (which will benefit Council's public infrastructure needs).	
31 Oct 2022	Deposited Plan to create new lot (subject area of road reserve to be closed and sold) updated to reflect easement for the sewer infrastructure in place, with SMRC referenced as the benefitting authority.	
03 Oct 2022	A - Survey plan and Admin Sheet received from applicant's surveyor on 29/9/22; CEO sign off of Admin Sheet actioned. Lodgement via Planning Portal to be completed by applicant's representative. Once the LRS has issued a lot identification, then Land & Property will be able to action the road closure gazette step. B - Pending - To be completed at the appropriate time. C - Noted - Conveyed to and understood by the relevant external party. D - Completed - valuation report received 1/8/22. E - Pending - To be completed at the appropriate time. F - Pending - To be completed at the appropriate time.	
31 Aug 2022	No further update at this point.	
02 Aug 2022	A - In progress - All relevant information has been provided to the applicant's representative. The progression of the final survey and subdivision lodgement (boundary adjustment) now rests with the applicant. Once the LRS has issued a lot identification, then Land & Property will be able to action the road closure gazette step. B - Pending - To be completed at the appropriate time. C - Noted - Conveyed to and understood by the relevant external party. D - Completed - valuation report received 1/8/22. E - Pending - To be completed at the appropriate time. F - Pending - To be completed at the appropriate time.	
06 Jul 2022	A - In progress - All relevant information has been provided to the applicant's representative. The progression of the final survey and subdivision lodgement (boundary adjustment) now rests with the applicant. Once the LRS has issued a lot identification, then Land & Property will be able to action the road closure gazette step. B - Pending - To be completed at the appropriated time. C - Noted - Conveyed to and understood by the relevant external party. D - In progress. E - Pending - To be completed at the appropriate time. F - Pending - To be completed at the appropriate time.	
01 Jun 2022	No further update at this point.	
03 May 2022	No further update at this point.	
01 Mar 2022	A - The partial road closure of the relevant section of the Mittagang Road reserve is queued for processing. B to F - Cost and administrative arrangements to be finalised with Vision TPC (linked to owner of Lot 2 DP 815248) to deliver clarity for both parties involved.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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31 Jan 2022
No further update at this point in time.

02 Nov 2021
No further update at this point.

04 Oct 2021
No further update at this point.

05 Sep 2021
No further update at this point.

04 Aug 2021
Land & Property is in contact with the Landowner's Representative to progress mechanics and administration arrangements.

04 Jul 2021
The resolution actions will be initiated.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/06/2021	154/21	Coordinator Land & Property	Operations	30/06/2024	Outstanding

Leesville Civil Works Progression to Enable Sale of Subdivision Section 3D (4 Lots) - Sale of Industrial Land

COUNCIL RESOLUTION **154/21**


That Council


- A. Approve the completion of the essential civil works required for Stage 3D of the Leesville Industrial Estate subdivision in Jindabyne, expending up to \$600,000;
- B. Approve Lots 17, 18, 19 & 20 in Stage 3D at Leesville Industrial Estate to be sold by public auction, once civil works are completed;
- C. Authorise the Chief Executive Officer to establish the reserve price for Lots 17, 18, 19 & 20 at Leesville Industrial Estate ahead of the auction, and to negotiate with the highest bidder should any property fail to meet the reserve;
- D. Authorise the Chief Executive Officer to undertake all negotiations for the sale of Lots 17, 18, 19 & 20 at Leesville Industrial Estate, including real estate agent engagement; and
- E. Authorise the Chief Executive Officer to execute all legal documents and contracts for the sale of Lots 17, 18, 19 & 20 Leesville Industrial Estate.


Moved Councillor Stewart **Seconded Councillor Rooney**

Notes

28 Feb 2024
No further update at this point.

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
31 Jan 2024	General update on civil works progress - Roads/Infrastructure helming civil works delivery arrangements with the Infrastructure Planner/Scheduler compiling list of outstanding tasks in order to finalise subdivision in readiness for LRS registration. Auction timing TBC, dependent on LRS registration completion once all civil works are finalised.	
12 Dec 2023	No further update.	
30 Oct 2023	No further update	
28 Sep 2023	General update on civil works progress - Construction Certificate issued for Leesville Stage 3D (4 lots). Auction timing TBC, dependent on LRS registration completion once all civil works are finalised.	
31 Aug 2023	No further update at this point.	
31 Jul 2023	Projected revenue from sale adjusted - per Resolution 160/23.	
29 Jun 2023	Civil works planning is underway. Land and Property investigating options of local Real Estate Agents to conduct land sale at the relevant time.	
26 May 2023	A. In progress, with Roads/Infrastructure helming civil works delivery arrangements. B, C, D & E: To be actioned by Land & Property upon completion of civil works.	
28 Apr 2023	A. In progress, with Roads/Infrastructure helming civil works delivery arrangements. B, C, D & E: To be actioned by Land & Property upon completion of civil works.	
30 Mar 2023	No further update	
01 Mar 2023	No further update at this point.	
29 Jan 2023	No further update at this point.	
29 Nov 2022	Notice of Arrangement finalised with Essential Energy - a requirement of the DA/conditions of consent to allow the subdivision registration to proceed.	
31 Oct 2022	No further update at this point.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
03 Oct 2022	No further update at this point in time.	
31 Aug 2022	No further update at this point.	
02 Aug 2022	No further update at this point.	
06 Jul 2022	No further update at this point.	
01 Jun 2022	No further update at this point.	
03 May 2022	No further update at present.	
01 Mar 2022	No further update at this point.	
31 Jan 2022	No further update at this point in time.	
02 Nov 2021	No further update at this point.	
04 Oct 2021	No further update at this point.	
05 Sep 2021	A. In progress, with Coordinator Project & Technical Support helming civil works delivery. B, C, D & E: To be actioned by Land & Property upon completion of civil works.	
04 Aug 2021	Coordinator Projects & Technical Support progressing delivery arrangements for the expanded civil works.	
04 Jul 2021	The resolution actions will be initiated.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
30 Oct 2023	Acquisition of Lot is progressing.	
03 Oct 2023	Opening Letter issued to landowner on 13/07/2023. RFQ issued on 26/07/2023 for engagement of valuation services, RFQ closed on 18/08/2023 – selection and engagement of valuer in progress.	
04 Sep 2023	No further update.	
28 Jul 2023	Acquisition of Lot is progressing. Formal lease to allow for construction of the plant has been finalised that protects SMRC from any actions.	
22 Jun 2023	No further updates	
31 May 2023	No further update.	
27 Apr 2023	No further update	
20 Mar 2023	No further update	
02 Mar 2023	No further update	
01 Feb 2023	No further update	
30 Nov 2022	No further update	
02 Nov 2022	No further update	
07 Oct 2022	Licence document has been finalised and is in the process of being signed, Land acquisition has been formally notified to snowy forests and the process has begun.	
06 Sep 2022	No further update.	
03 Aug 2022	No further updates.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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07 Jul 2022
No further updates

27 May 2022
No further updates

25 Mar 2022
No further updates

20 Jan 2022
No further updates

03 Nov 2021
No further updates


28 Sep 2021
No further updates


30 Aug 2021
Valuation of land has been received. Lawyers amending license following comments from Snowy Forests and SMRC


02 Aug 2021
Valuation done on land required and agreement and license being drawn up by BMR Lawyers


29 Jun 2021
Action Officer changed from Land and Property to Water & Wastewater


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
20/05/2021	120/21	Coordinator Economic Development	Communications	28/02/2025	Outstanding
<p>Motion to get a report on a bed tax</p> <p>COUNCIL RESOLUTION 120/21</p> <p>That Council provide a report on the benefits, possible charges, and methods of implementing a bed tax, or other user pays options modelled on successful tourist towns which utilise a user pays system in Australia and overseas.</p> <p>Moved Councillor Maslin Seconded Deputy Mayor Miners CARRIED</p> <p>Record of Voting</p> <p><i>Councillors For: Mayor Beer, Councillor Castellari, Councillor Corbett, Councillor Haslingden, Councillor Last, Councillor Maslin, Deputy Mayor Miners, Councillor Old, Councillor Rooney and Councillor Stewart.</i></p> <p><i>Councillors Against: Nil.</i></p>					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
Notes 01 March 2024 To be addressed as part of the development of a new Tourism Strategy in progress at present. 29 Jan 2024 To be addressed as part of the development of a new Tourism Strategy in progress at present. 01 Dec 2023 Nil further update. OP action for this year. 27 Oct 2023 Nil further update. OP action for this year. 28 Sep 2023 Nil further update. 01 Sep 2023 Nil further update. OP action for this year. 31 Jul 2023 Nil further update. OP action for this year. 30 Jun 2023 Nil further update. OP action for next year. 31 May 2023 Nil further update. OP action for next year. 01 May 2023 Nil further update. OP action for next year. 30 Mar 2023 Nil further update. OP action for next year. 28 Feb 2023 Nil further update. Discussion paper still under preparation. Looking to incorporate this as an OP action for next year. 24 Jan 2023 Nil further update. Discussion paper still under preparation. 21 Dec 2022 Nil further update. Discussion paper still under preparation. 29 Nov 2022 Discussion paper still under preparation.		

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
31 Oct 2022	No further update.	
05 Oct 2022	Nothing further to report.	
30 Aug 2022	Same as previous update. Nil further update.	
10 Aug 2022	Report underway.	
25 Jul 2022	Coordinator Economic Development is working on a discussion paper regarding this issue, and aims to complete the paper later in the year.	
05 Jul 2022	Same as previous update.	
31 May 2022	Same as previous update.	
05 May 2022	A discussion paper is being prepared on this subject to be presented to the Council in due course.	
05 Apr 2022	A subscription user pays model is being explored with MRT Inc in the development of the Monaro Rail Trail business case and TDP. Continuing research into other possible options for tourism funding as well.	
03 Mar 2022	As above.	
24 Jan 2022	No further update – can discuss with new Council but reviews of other region’s not showing benefit or buy-in to date.	
24 Dec 2021	Nil further update.	
03 Nov 2021	No further update.	
01 Oct 2021	No further update.	
02 Sep 2021	A report will be provided in due course once ideas presented in the Council briefing have been developed further.	

Date From: Date To:		IN-PROGRESS ACTIONS REPORT			 SNOWY MONARO REGIONAL COUNCIL	
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
17/12/2020	254/20	Coordinator Land & Property	Operations	30/11/2024	Outstanding	
Water and Wastewater Easement Acquisitions - Adaminaby and Bombala						
COUNCIL RESOLUTION			254/20			
That Council:						
A. Application be made to the Minister for Local Government and the Governor to acquire easements for water supply purposes being 3 metres wide within (or over) Lot 287 DP 729870 and Lot 292 DP 729876 at Adaminaby by compulsory process in accordance with Council's power under Section 187(1) of the Local Government Act 1993 and in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act;						
B. Application be made to the Minister for Local Government and the Governor to acquire easements for purpose of sewer services being 3 metres wide within (or over) Lot 287 DP 729870 and Lot 292 DP 729876 at Adaminaby by compulsory process in accordance with Council's power under Section 187(1) of the Local Government Act 1993 and in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act;						
C. Application be made for a Licence from Department of Planning, Industry & Environment, Crown lands for purpose of town water supply infrastructure on Lot 291 DP 729876 at Adaminaby;						
D. Application be made to the Minister for Local Government and the Governor to acquire easements for purpose of sewer pump station on Lot 5 DP 758129 and sewer line being 3 metres wide within (or over) Lot 5 DP 758129 at Bombala by compulsory process in accordance with Council's power under Section 187(1) of the Local Government Act 1993 and in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act; and						
E. Authorise the CEO to sign any documentation required for the acquisition processes.						
Moved Councillor Stewart		Seconded Councillor Corbett		CARRIED		
Notes						
28 Feb 2024 No further update at this point.						
31 Jan 2024 VVGJ.JT04865 Determination of Compensation is confirmed as \$2690 for the acquisition of land and easements associated with the Bombala STP (plus charges still to materialise from the NSW Valuer General's management of the determination.). VVGJ.JT04865						
12 Dec 2023 Adaminaby elements - No further update., Bombala elements - As per 322/22: Acquisition notice published in NSW Government Gazette on Friday 24 November 2023; this officially provides ownership for Bombala STP (acquisition of proposed Lot 2 DP1278691 & easements for sewerage and right of access affecting folio 5/42/758129). The final compensation steps, as prescribed by the Land Acquisition (Just Terms Compensation) Act 1991, will now play out.						
30 Oct 2023 No further update						

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
30 Oct 2023	No further update	
28 Sep 2023	Adaminaby elements - Application for Landowner's Consent to receive PAN submitted to NSW Crown Lands on 18/08/2023 – application acknowledged on 22/08/2023 and invoice received on 30/08/2023 (paid by NSW Public Works on 30/08/2023), currently awaiting NSW Crown Lands consent., Bombala elements - PANs issued to Crown Lands, NTS Corp and NSW Aboriginal Land Council on Tuesday 1 August 2023 – currently in statutory 90 day wait period. NSW Valuer General notified and engaged on 7 August 2023. Gazettal of acquisition likely to occur mid-November.	
31 Aug 2023	No further update at this point.	
31 Jul 2023	Adaminaby elements - Confirmation received on 17/7/23 that the Registrar has now amended the land claims register for ALC 19969, 20002 and 42500., Bombala elements - Proposed Acquisition Notices (PANs) are scheduled to be issued to the interested parties, being Crown Lands (Landowner) and NTSCorp (the body representing the Native Title applicants), on 1st August 2023.	
29 Jun 2023	Confirmation of ALC withdrawing claim to the portions of land required for Council acquisition. Public Works Advisory will now progress our application to the Office of Local Government for consent to the acquisition.	
26 May 2023	Amended scope of acquisition item needs finalised. Resolution of ALC aspects underway.	
28 Apr 2023	W&WW Project Management Consultant working through with PWA to ensure all required parcels & interests in land are captured as part of the compulsory acquisition processing.	
30 Mar 2023	No further update	
01 Mar 2023	No further update at this point.	
29 Jan 2023	As foreshadowed - PWA have provided a Project Change Request (Variation) due to significant scope creep (i.e. additional acquisition areas – due to various sections at Council which have different interests in the land) resulting in expanded service provision of the initial PWA engagement by W&WW. Review of these aspects is underway. Note: The mandated acquisition elements will likely require alteration (via resolution) to accurately reflect the true needs of Council's public infrastructure.	
29 Nov 2022	Item D of Resolution 254/20 suspended by Resolution 322/22. PWA advice as to any material changes which impact the acquisition scope related to Adaminaby aspects is pending.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
31 Oct 2022	No further update at this point.	
03 Oct 2022	Due to positional changes as to the exact land sections being acquired (both easement & freehold), to meet Bombala Wastewater (sewerage) needs, a refined resolution mandate will be required. Conferring with PWA prior to a further report to Council being initiated.	
06 Sep 2022	No further update.	
03 Aug 2022	No further updates.	
07 Jul 2022	No further updates	
27 May 2022	No further updates	
25 Mar 2022	No further update	
20 Jan 2022	No further updates	
03 Nov 2021	No further updates	
28 Sep 2021	No further updates	
30 Aug 2021	No further updates	
02 Aug 2021	No further updates	
09 Jun 2021	No further updates	
04 May 2021	No further updates	
30 Mar 2021	No further updates	


Date From: Date To:	IN-PROGRESS ACTIONS REPORT	
	Committee: Ordinary Council	

<p>02 Mar 2021 Acquisition of easements has commenced. PWA procured to undertake this acquisition.</p> <p>02 Feb 2021 Process has commenced. PWA engaged to assist SMRC with the applications.</p>
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Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/12/2020	259/20	Manager Water & Wastewater Operations	Operations	1/04/2024	Outstanding

<p>Bombala Sewerage Infrastructure Project - Relocation of Mahratta Street Pump Station and Bombala STP and Sewerage Infrastructure Budget Summary</p> <p>COUNCIL RESOLUTION 259/20</p> <p>That Council:</p> <p>A. Approve installation of the Mahratta Street Pump Station at the option 2 site being north east of the skate park;</p> <p>B. Approve an additional budget of \$230,000 from the water and sewer reserve; and</p> <p>C. Receive and note the information on previous budget variations for the Bombala STP Augmentation and Sewerage Infrastructure Upgrade projects as listed in this report.</p> <p>Moved Councillor Stewart Seconded Councillor Haslingden CARRIED</p>					
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<p>Notes</p> <p>29 Feb 2024 Tender documentation is out on Vendor Panel for this project.</p> <p>24 Jan 2024 Tender documentation being prepared in January.</p> <p>13 Dec 2023 No further update.</p> <p>30 Oct 2023 No further update.</p> <p>25 Sep 2023 No further update.</p> <p>04 Sep 2023 No further updates</p>

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
28 Jul 2023	No further updates	
22 Jun 2023	Agreement in principal received from UGL which allows us to go out to tender for this pump station.	
31 May 2023	No further update.	
27 Apr 2023	Received correspondence from UGL reference construction licence. Licence to be issued in the near future which will allow the project to go to tender phase.	
20 Mar 2023	No further update	
02 Mar 2023	No further update	
01 Feb 2023	In discussions with UGL.	
30 Nov 2022	No further update	
02 Nov 2022	No further update	
07 Oct 2022	No further update.	
06 Sep 2022	No further update.	
03 Aug 2022	No further updates.	
07 Jul 2022	Heritage approval is causing a delay however GHD are continuing to push this and get the approval completed	
27 May 2022	GHD appointed to assist with approval processes required for the pump station construction	
25 Mar 2022	No further update	
20 Jan 2022	Updated REF for the project is nearing completion	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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03 Nov 2021
Approval in Principal received on 28/10/2021

28 Sep 2021
No further updates

30 Aug 2021
No further updates from JHG

02 Aug 2021
John Holland Group advised they will respond to us in the near future

09 Jun 2021
No further updates


04 May 2021
Application submitted to John Holland Group for construction approval and owners consent on heritage application


30 Mar 2021
Heritage advisor currently progressing with the Heritage exemption application

02 Mar 2021
Design of the pump station in the new location is underway by GHD. The heritage consultant has carried out an assessment and this assessment and application for exemption in terms of the Heritage Act to commence shortly.

02 Feb 2021
A - Council approved new location. Design work for new location has commenced. B - Complete. C - Complete.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
19/11/2020	240/20	Coordinator Strategy Development	Strategy	15/12/2024	Outstanding
Bicentennial Garden/ Parks - Bombala					
COUNCIL RESOLUTION			240/20		
That Council:					
A. Ensures that gardens, trees and significant plantings in all parks throughout Snowy Monaro Regional Council area are to be protected by a Plans of Management that will manage parks and gardens, with a Tree Management Plan developed to ensure that trees are conserved into the future;					
B. Acknowledge that the Bombala Bicentennial Garden is significant to the community; and					
C. Assess the Bombala Bicentennial Garden by a heritage expert for inclusion on Council’s Heritage Listing.					
Moved Councillor Haslingden		Seconded Councillor Maslin		CARRIED	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
Notes 28 Feb 2024 The listing of this heritage item is contingent on the development of the LEP. The LEP has been put on hold until resourcing is at full capacity. 23 Jan 2024 Council resolved not to adopt the land use strategies informing the LEP, therefore, no further progress towards the new LEP, which will list the Bicentennial Park as heritage listed. 27 Nov 2023 Council resolved not to adopt the land use strategies informing the LEP, therefore, no further progress towards the new LEP, which will list the Bicentennial Park as heritage listed. 27 Oct 2023 Council resolved not to adopt the land use strategies informing the LEP, therefore, no further progress towards the new LEP. 26 Sep 2023 No further update. 31 Aug 2023 Council resolved not to adopt the land use strategies informing the LEP, therefore, no further progress towards the new LEP. 24 Jul 2023 Council resolved not to adopt the land use strategies informing the LEP, therefore, no further progress towards the new LEP. 05 Jul 2023 Council resolved not to adopt the land use strategies informing the LEP, therefore, no further progress towards the new LEP. 29 May 2023 Council resolved not to adopt the land use strategies informing the LEP, therefore, no further progress towards the new LEP. 28 Apr 2023 Has been added to the draft LEP heritage listings within SMRC LGA. Planning Proposal for new draft LEP completed and public exhibition closed on 20 February 2023, Council is waiting gateway approval from NSW Planning. 31 Mar 2023 Has been added to the draft LEP heritage listings within SMRC LGA. Planning Proposal for new draft LEP completed public exhibition on 20 February 2023, Council is waiting gateway approval from NSW Planning. 27 Feb 2023 Has been added to the draft LEP heritage listings within SMRC LGA. Planning Proposal for new draft LEP completed public exhibition on 20 February 2023. 27 Jan 2023 Has been added to the draft LEP heritage listings within SMRC LGA. Planning Proposal for new draft LEP is on public exhibition until 20 February 2023.		

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
22 Dec 2022	Has been added to the draft LEP heritage listings within SMRC LGA. Planning Proposal for new draft LEP is on public exhibition until 6 February 2023.	
22 Nov 2022	Has been added to the draft LEP heritage listings within SMRC LGA. Planning Proposal for new draft LEP is on public exhibition until 6 February 2023.	
28 Oct 2022	Has been added to the draft LEP heritage listings within SMRC LGA. Planning Proposal for new draft LEP is to be reported to Council in November 2023.	
27 Sep 2022	To be added to the draft LEP heritage listings within SMRC LGA. LEP expected to be lodged in draft to NSW Planning mid-2023.	
26 Aug 2022	Gina McConkey - To be added to the draft LEP.	
03 Aug 2022	No further update.	
24 Jun 2022	To be included within the draft LEP by December 2022.	
24 May 2022	To be included in draft LEP by December 2022.	
29 Apr 2022	Process for heritage listing to be finalised through LEP process.	
25 Mar 2022	Process for heritage Listing to be finalised through the LEP process and Heritage NSW.	
24 Feb 2022	Process for heritage Listing to be finalised through the LEP process and Heritage NSW.	
29 Oct 2021	No further update - Process for heritage listing to be finalised.	
30 Sep 2021	No further update - Process for heritage listing to be finalised.	
30 Aug 2021	No further update - Process for heritage listing to be finalised; however, discussion at 28 August Council meeting held concerns that future development in the area may be hampered by such listing. Enquiries to take place with Council's heritage Officer to seek clarification around this.	
02 Jul 2021	No further update - Process for heritage listing to be finalised.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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01 Jun 2021
No further update - Process for heritage listing to be finalised.

04 May 2021
C - Council's Heritage Advisor has prepared a report recommending the trees within the Park are heritage listed.

07 Apr 2021
No further update.

03 Mar 2021
C - Assessment completed, currently being reviewed by Council's Strategic Planning team.

02 Feb 2021
C - Assessment completed, currently being reviewed by Council's Strategic Planning team.

29 Jan 2021
A - To be incorporated into draft the Plans of Management which will go out for community consultation planned for early March 2021. B - Completed. C - A request has been sent to Council's Heritage consultant to consider this item for heritage listing.


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/09/2020	167/20	Coordinator Land & Property	Operations	30/11/2024	Outstanding


Acquisition - Easement for Access Adaminaby Sewage Treatment Plant and Town Water Supply


COUNCIL RESOLUTION 167/20

That Council:

- A. Proceed with the compulsory acquisition of the interest in the land described as part Lot 287 DP 729870 Land fronting Snowy Mountains Highway, Adaminaby and having an area of approximately 22m for the purpose of easement for access to essential services being the Sewage Treatment Plant in accordance with the requirements of the *Land Acquisition (Just Terms Compensation) Act 1991*;
- B. Proceed with the compulsory acquisition of the interest in the land described as part Lot 292 DP 729876 having an area of approximately 200m and part Lot 292 DP 729876 Land fronting Chalker Street, Adaminaby and having an area of approximately 344m for the purpose of easement for access to essential services being Town Water Supply in accordance with the requirements of the *Land Acquisition (Just Terms Compensation) Act 1991*;
- C. Make an application to the Minister and the Governor for approval to acquire part Lot 287 DP 729870 Land fronting Snowy Mountains Highway, Adaminaby and having an area of approximately 22m and Part Lot 292 DP 729876 having an area of approximately 200m and part Lot 292 DP 729876 Land fronting Chalker Street, Adaminaby and having an area of approximately 344m for the purpose of easement for access to essential services by compulsory process under section 187(1) of the *Local Government Act 1993*;
- D. Classify the land as easement for access in accordance with the *Local Government Act 1993*;
- E. Authorise the CEO to sign any documentation required for this Acquisition process.

Date From: Date To:	IN-PROGRESS ACTIONS REPORT		 SNOWY MONARO REGIONAL COUNCIL
Committee: Ordinary Council			
Moved Councillor Rooney	Seconded Deputy Mayor Miners	CARRIED	
<p>Notes</p> <p>28 Feb 2024 No further update.</p> <p>31 Jan 2024 No further update.</p> <p>12 Dec 2023 No further update.</p> <p>30 Oct 2023 No further update</p> <p>28 Sep 2023 Application for Landowner’s Consent to receive PAN submitted to NSW Crown Lands on 18/08/2023 – application acknowledged on 22/08/2023 and invoice received on 30/08/2023 (paid by NSW Public Works on 30/08/2023), currently awaiting NSW Crown Lands consent.</p> <p>31 Aug 2023 No further update at this point.</p> <p>31 Jul 2023 Confirmation received on 17/7/23 that the Registrar has now amended the land claims register for ALC 19969, 20002 and 42500.</p> <p>29 Jun 2023 Confirmation received from Public Works that the ALC has withdrawn claims to the proposed acquisition areas. Registrar will amend the register and application can now progress to the OLG for consent for the acquisition.</p> <p>26 May 2023 Amended scope of acquisition item needs finalised. Resolution of ALC aspects underway.</p> <p>28 Apr 2023 W&WW Project Management Consultant working through with PWA to ensure all required parcels & interests in land are captured as part of the compulsory acquisition processing.</p> <p>30 Mar 2023 Reiterate:, As foreshadowed - PWA have provided a Project Change Request (Variation) due to significant scope creep (i.e. additional acquisition areas – due to various sections at Council which have different interests in the land) resulting in expanded service provision of the initial PWA engagement by W&WW. Review of these aspects is underway. , Note: The mandated acquisition elements will likely require alteration (via resolution) to accurately reflect the true needs of Council's public infrastructure.</p> <p>01 Mar 2023 No further update at this point.</p>			

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
29 Jan 2023	As foreshadowed - PWA have provided a Project Change Request (Variation) due to significant scope creep (i.e. additional acquisition areas – due to various sections at Council which have different interests in the land) resulting in expanded service provision of the initial PWA engagement by W&WW. Review of these aspects is underway. , Note: The mandated acquisition elements will likely require alteration (via resolution) to accurately reflect the true needs of Council's public infrastructure.	
29 Nov 2022	PWA advice as to any material changes which impact the acquisition scope is pending.	
31 Oct 2022	No further update.	
03 Oct 2022	No further update at this point.	
06 Sep 2022	No further update	
03 Aug 2022	No further updates.	
07 Jul 2022	No further updates	
27 May 2022	No further updates	
25 Mar 2022	No further update	
20 Jan 2022	No further updates	
03 Nov 2021	No further updates	
28 Sep 2021	No further updates	
30 Aug 2021	No further updates	
02 Aug 2021	No further updates	
09 Jun 2021	No further updates	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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04 May 2021
No further updates


30 Mar 2021
No further updates


02 Mar 2021
Acquisition currently underway


02 Feb 2021
No further update.


28 Jan 2021
Dec 2020, No further update. Nov 2020, A-D. Acquisition process underway and being managed by the Water/Wastewater Team. A. This will take place when required. Oct 2020, A-D. Acquisition process underway. E. This will take place when required. Sept 2020, A-D. Public Works Advisory (PWA) is being engaged to action this process so that Council secures permanent legal access swiftly. E. This will take place when required.


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
16/07/2020	107/20	Facilities Officer	Operations	30/11/2024	Outstanding
<p>Health One Facility, Jindabyne</p> <p>COUNCIL RESOLUTION 107/20</p> <p>That Council</p> <p>A. Authorise the Chief Executive Officer to execute the Building Management Statement and take steps to finalise and sign the land sale agreement; and</p> <p>B. Approve the establishment of a Building Management Committee to oversee obligations of the Building Management Statement.</p> <p>Moved Councillor Corbett Seconded Councillor Ewart CARRIED</p>					
<p>Notes</p> <p>28 Feb 2024 Resubmission to LRS has occurred and awaiting response.</p> <p>31 Jan 2024 LRS have returned plan requesting further information for subdivision. Lawyer and Surveyor almost complete with updates before resubmission.</p> <p>27 Nov 2023 Still awaiting registration of subdivision from LPI. Discussions continuing with HealthOne as to Management Committee</p>					


Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
18 Oct 2023	Waiting on registration from LPI. Discussions with HealthOne ongoing as to contacts for Management Committee representatives.	
26 Sep 2023	Documents now all received and signed. Lodged with LPI for subdivision certificate.	
21 Aug 2023	Approval from Essential Energy now received for updated 88B. Ready for lodgement. Consistent follow up with NSW Health regarding Management Committee but no response to date,	
02 Aug 2023	Further amendments now required to 88B instrument. This has been approved by lawyer and sent off to Essential Energy for sign off. Still waiting on any movement/response from HealthOne representatives.	
22 Jun 2023	Holding further discussions with HealthOne as to appropriate contacts for Building Management Committee. Surveyor to undertake final review before lodgement of subdivision.	
01 Jun 2023	Discussions being held with HealthOne as to creation of Management Group Committee for finalisation and lodgement of subdivision.	
01 May 2023	Waiting on Surveyor to send final documents off for subdivision	
27 Mar 2023	Surveyor has received documents from Essential Energy	
23 Feb 2023	Final documents sent to Essential Energy for sign off	
24 Jan 2023	Agreement reached with Essential Energy as to inclusions required to show power easement. Awaiting updated plan from surveyor.	
23 Nov 2022	Discussions continuing with Essential Energy as to requirements for easement. Surveyor considering disclaimer with 4m easement to cover the exact cable location. Work progressing with new Practice Manager of JMP as to formation of Building Management Committee once subdivision finalised.	
31 Oct 2022	Further request from Essential Energy for easement location. Discussions ongoing with surveyor to finalise.	
27 Sep 2022	Essential Energy have requested further detail for electricity easement on survey plan. Sent to surveyor for further discussion and update.	
06 Sep 2022	No further update.	


Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
30 Aug 2022	Updated 88B sent to Essential Energy for sign off. Awaiting response.	
26 Jul 2022	Awaiting updated 88B Instrument from lawyers.	
01 Jun 2022	A. Complete, B. Pending: Awaiting internal response from Planning Department as to issue of subdivision certificate.	
04 May 2022	A. Building Management Statement signed by CEO. B. Plan of Subdivision awaiting review by Senior Council planners prior to establishment of Building Management Committee.	
01 Mar 2022	A. Building Management Statement signed by CEO. B. Finalising Plan of Subdivision prior to establishment of Building Management Committee.	
06 Sep 2021	Follow up query to Planning as to status of subdivision approval.	
27 Apr 2021	Waiting on Subdivision Certificate approval.	
25 Mar 2021	Subdivision Certificate and Modifications now lodged by Dabyne Planning.	
02 Mar 2021	Discussions ongoing between Dabyne Planning and Kleven Spain Surveyors. Subdivision application forms submitted to CEO for signature.	
02 Feb 2021	A. Surveyor provided plans although further information still required. Waiting on information to be forwarded.	
28 Jan 2021	27 Nov 2020, No further update, 27 Oct 2020, A. Awaiting surveyor to provide further information to enable registration of subdivision. Other party (HealthOne) still to sign the Land Sale Agreement., B. Building Management Committee to be formed with HealthOne once above items have been finalised. 24 Sept 2020, A. Status remains unchanged. Building Management Statement signed by Chief Executive officer. Information has been returned to surveyor for creation of subdivision. Waiting on lawyers for other party regarding the Land Sale Agreement., B. Building Management Committee to be formed with HealthOne. 26 Aug 2020, A. Building Management Statement signed by Chief Executive officer. Information has been returned to surveyor for creation of subdivision. Waiting on lawyers for other party regarding the Land Sale Agreement. B. Building Management Committee to be formed with HealthOne. 22 July 2020, A. Building Management Statement sent to Chief Executive Office for signing. B. Will work on creation of Building Management Committee once BMS signed.	

Date From: Date To:		IN-PROGRESS ACTIONS REPORT				
		Committee: Ordinary Council				
Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N	
18/06/2020	80/20	Coordinator Land & Property	Operations	30/11/2024	Outstanding	
Acquisition of Land - RFS Shed Michelago COUNCIL RESOLUTION 80/20 That Council A. Proceed with the compulsory acquisition of the Land described as part Lot 5405 DP 1244970 Land fronting Ryrie Street, Michelago between 369.945 Km and 370.000 Km and having an area of approximately 1,162.6m ² for the purpose of Rural Fire Shed in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> ; B. Make an application to the Minister and the Governor for approval to acquire part Lot 5405 DP 1244970 Land fronting Ryrie Street, Michelago between 369.945 Km and 370.000 Km and having an area of approximately 1,162.6m ² by compulsory process under section 186(1) of the Local Government Act 1993; C. Classify the land as operational land in accordance with the Local Government Act 1993; D. Note that this acquisition is not for the purpose of resale; and E. Authorise CEO to sign any documentation required for this Acquisition process. Moved Deputy Mayor Miners Seconded Councillor Corbett CARRIED						
Notes 28 Feb 2024 No further update. 31 Jan 2024 TfNSW/UGL has been a very difficult landowner to negotiate with and the Michelago RFS Land Acquisition matter has been exceedingly protracted. Note: This is a different matter to the Ryrie St/Micalago Road land acquisition; however, there is a common Transport NSW (railway) land parcel involved in both matters. 12 Dec 2023 TfNSW/UGL has been a difficult landowner to negotiate with - Escalation to Minister will be actioned in early 2024 if recent prompts do not agitate progress. 30 Oct 2023 PWA requested URGENT update from TfNSW. Matter has stalled with TfNSW. 28 Sep 2023 Project considerably delayed. TfNSW advised that new rail corridor manager (UGL) has been appointed. Under the management contract, UGL is required to follow the TfNSW Divestment Procedure – which involves two briefing notes to be signed-off by TfNSW. UGL is currently preparing the BNs. Compensation of land has been agreed in-principle at \$12,500 + disturbance items totalling \$5,480 (to be disputed). Awaiting further advice from TfNSW. 31 Aug 2023 No further update at this point.						

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
31 Jul 2023	<p>TfNSW notified that their second valuation confirms market value as \$12,500. PWA have notified TfNSW that amount would likely be acceptable to SMRC on the basis of market fluctuations occurring during the time between the date of the two valuation reports. , SMRC are currently awaiting provision of the reassessed market value amount (and the accompanying evidence – e.g the valuation report) from TfNSW so that it can be formally considered and, if acceptable, a revised letter of in-principle offer would be issued to TfNSW. TfNSW's property sector appear to have resourcing issues that are presenting structural delays, which in turn impede the acquisition process moving forward with efficiency.</p>	
29 Jun 2023	<p>Compensation offer made to TfNSW. Offer disputed/rejected by TfNSW – awaiting further response and/or counter offer. Terms within s29 Agreement under negotiation – Public Works Advisory are awaiting TfNSW response.</p>	
26 May 2023	<p>Disappointingly TAHE are now seeking to both step away from the joint independent valuation & to elevate the acquisition base price by around 260% (\$11500 inc GST to \$41250 inc GST). A teleconference between both Valuers has been convened to discuss the contents of each report with a view to reaching an agreed outcome.</p>	
20 Apr 2023	<p>January 2023 PWA sent to TAHE - Section 29 Agreement - RE: Railway land disposal at Michelago</p>	
30 Mar 2023	<p>PWA authorised to proceed with agreement and on an agreed amount of \$11 500 to TfNSW in compensation for land. Awaiting Plan of Acquisition from Surveyor.</p>	
01 Mar 2023	<p>No further update this this point.</p>	
29 Jan 2023	<p>A - In progress. TfNSW have indicated that they will accept the valuation provided, accepting that this was a joint valuation instruction from SMRC & TfNSW. Formal letter of offer to be tabled by SMRC, as Acquiring Authority, to TfNSW in regards to compensation, per LAJTC Act. B - Pending completion of negotiations related to A. C - No action needed. D - No action needed. E - Ongoing as the acquisition process progresses.</p>	
29 Nov 2022	<p>Meeting held with TfNSW/TAHE 25/11/22 to address the TfNSW concern that the independent valuation (\$11,500) figure is too low. Council's position is that the valuation methodology has been applied correctly in line with the statutory public purpose aspects as required by the Just Terms Act. TfNSW to review further, with their response pending.</p>	
31 Oct 2022	<p>Council advocating (via PWA) for TfNSW to take a balanced approach to compensation given that the acquisition is for a RFS shed combined with the TfNSW's requirement for easement and covenants containing the subject land; the planned use is aligned with the highest and best use of the subject land for public utility/service purposes.</p>	
03 Oct 2022	<p>Valuation feedback received and in review.</p>	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
31 Aug 2022	Valuation actioned and payment for this service aspect approved. PWA progressing the matter.	
26 Jul 2022	A - Plans of Acquisition have been registered with LRS, valuation still to be completed. B - Dependant on A. C - No action needed.	
05 Jul 2022	A - No further update, PWA still awaiting valuation. B - Awaiting completion of A. C - No action required. D - No action required. E - As required.	
30 May 2022	A - No further updates. B - Awaiting completion of A. C - No action required. D - No action required. E - As required.	
04 May 2022	A - Awaiting valuation results, email sent to PWA requesting update for this matter. B - Awaiting completion of A. C - No action required. D - No action required. E - As required.	
01 Apr 2022	A - Awaiting valuation to be complete. B - Awaiting completion of A. C - No action required. D - No action required. E - As required.	
02 Mar 2022	B - Awaiting completion of A. C - No action required. D - No action required. E - As required.	
24 Jan 2022	A - SMRC reviewing PWA recommendation for valuation. B - Awaiting completion of A. C - No action required. D - No action required. E - As required.	
16 Dec 2021	A - PWA reviewing valuation service quotes. B - Awaiting completion of A. C - No action required. D - No action required. E - As required.	
15 Sep 2021	PWA received consent letter and plans with approval stamp from Transport For NSW (Railway), PWA will progress the matter with John Holland Rail, still on track for delivery by end of 2021 (PWA advised).	
17 Aug 2021	PWA advise project is still on track for deliver before end of year. PWA waiting for response from UGL Regional Linx.	
02 Aug 2021	Advice received from UGL Regional Linx takeover of John Holland. PWA advised acquisition should be complete before Jan 2022 take over.	
04 Jul 2021	No further update at this point.	
06 Jun 2021	No further update at this point.	
27 Apr 2021	No further updated at this stage.	


Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
31 Oct 2023	No further update.	
01 Sep 2023	No further update.	
01 Aug 2023	No further update.	
30 Jun 2023	No further update. With the recent sale of an adjacent lot, conversation to recommence for access early in the new financial year.	
01 Jun 2023	No further update.	
01 May 2023	No further update.	
03 Apr 2023	No further update.	
02 Mar 2023	No further update.	
04 Jan 2023	After a desktop investigation of the proposed access site for purchase, it was noted that there is no obvious access to the Middlingbank Quarry from this site.	
30 Nov 2022	Comment has been raised to the Infrastructure Team about a property that may be for sale which could allow access to the Middlingbank Quarry. This will be investigated.	
02 Nov 2022	No further updates.	
07 Oct 2022	No further update.	
06 Sep 2022	No further update.	
03 Aug 2022	No further update.	
07 Jul 2022	No further action.	


Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
07 Jun 2022	No further update.	
11 May 2022	No further update.	
08 Feb 2022	All actions have been undertaken. The owners of Lot 1 refused to negotiate a right of carriageway through their property, so the resolution can be taken no further. There is a Crown Road Reserve through Lot 2 but negotiations with Crown Lands have not yet taken place over the use of that access point. A report will be prepared for Council consideration once Crown Lands have been consulted over the acquisition of the Crown Road Reserve.	
29 Sep 2021	This action will be subject to a Council report for consideration in November 2021.	
05 Jul 2021	The Owner of Lot 1 DP 1022898 has stated they are not prepared to enter into negotiations for a right of carriageway between Middlingbank Road and Middlingbank Quarry., Discussions are underway with the owner of Lot 2 DP 1271068 to understand if options are available to create an access through that property with further options to acquire the Crown Road (unformed) that's established along the boundary of Lot 1 and Lot 2.	
04 Jul 2021	No further update at this point.	
06 Jun 2021	No further update at this point.	
05 May 2021	No further update at this point.	
31 Mar 2021	No further update.	
01 Mar 2021	A - Negotiations continue with Manager Infrastructure spearheading discussions. B - Draft plan for right of access pending results of A. C to E - These actions will take place at the appropriate time.	
02 Feb 2021	A - Letter has been sent to Council's solicitor requesting that he commence negotiations with the landowner for a right of way for access to the Quarry. B - Surveyor has submitted a draft plan for right of access and this will be finalised as soon as negotiations are completed.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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28 Jan 2021
 04 Dec 2020 A - Completed. B - Discussions are ongoing to decide the best approach for a permanent access. 23 Oct 2020 A - The temporary agreement between SMRC and Mr Thomas for access to Middlingbank Quarry has been signed and is active from 2 November 2020 through to 30 April 2021. Notice has been provided to Mr Thomas, in accordance with the agreement that Council intend to access Middlingbank Quarry to extract material in November 2020. Work to ensure the access road is suitable for heavy traffic will commence on Monday 2 November. B - The process to secure permanent access will commence shortly. C - These actions will take place at the appropriate time., 24 Sept 2020 A - The agreement has been executed by both parties and Council is planning dates for access to the quarry to extract material., 26 Aug 2020 A - Council is currently negotiating an agreement with the landowner that will create a temporary access agreement for a 6 month period between November 2020 and April 2021. B - The surveyor has completed the survey for the easement for access subject to negotiation with the landowner. C - Council has engaged the surveyor and will be responsible for all costs. D - Further negotiations are required to understand if a permanent agreement for access to Middlingbank Quarry, through Mr Thomas's property is possible., 28 Jul 2020 A - No update. B - Quotations for the survey were received. Despite numerous emails being sent to the surveyors only one surveyor responded and he has been requested to proceed as soon as possible. 26 Jun 2020 A - Negotiations with landowners are ongoing. B - Requests for quotations for survey have been advertised. 28 May 2020 A meeting took place with the landowner, his father, Manager of Infrastructure, Land and Property Officer and Council's solicitor, Mark Herbert. Negotiations are ongoing. 24 Apr 2020 An email was sent to the landowner but there has been no response. A second email will be sent this week to be followed up with a phone call. 26 Mar 2020 Negotiations have commenced with the landowner.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
19/03/2020	44/20	Coordinator Land & Property	Operations	30/11/2024	Outstanding
<p>Acquisition by Possessory Title - Lot 16 Section 1 DP 1242 - Berridale Memorial Park</p> <p>COUNCIL RESOLUTION 44/20</p> <p>That Council</p> <p>A. Apply for possessory title over lot 16 Section 1 DP 1242 (Berridale Memorial Park)</p> <p>B. Classify lot 16 Section 1 DP 1242 as community land upon acquisition.</p> <p>Moved Councillor Rooney Seconded Councillor Corbett CARRIED</p>					
<p>Notes</p> <p>28 Feb 2024 No further update.</p> <p>31 Jan 2024 A - Application for possessory title made. Unsuccessful. B - Land not acquired officially. Alternate pathways to secure formal acquisition of this to be investigated.</p> <p>12 Dec 2023 No further update.</p>					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
30 Oct 2023	No further update	
28 Sep 2023	No further update	
30 Aug 2023	No further update	
31 Jul 2023	No further update at this point.	
27 Jun 2023	Claim for Possessory Title does not seem possible due to insufficient evidence. Public Works Advisory recommend that compulsory acquisition would be the best pathway and most likely successful, due to the presence of significant town drainage infrastructure on the land.	
26 May 2023	No further update at this point.	
28 Apr 2023	Further investigation as to historic use of the park (substantiation of memorial construction background), along with effort to source historic "sketch with papers Roads 1900:564/29" referenced in parish map.	
30 Mar 2023	Exploring new information from historic Gazette notice, gazetting that portion of land as severed land (Crown Land) for public recreation and water supply. Email sent to Crown Lands with historic document extracts - 30 March 2023	
01 Mar 2023	No further update at this point.	
29 Jan 2023	No further update at this point.	
29 Nov 2022	LRS requires further investigation as to historic use of the park (substantiation of memorial construction background; additional disinterested witness declarations etc) to support any online lodgement of possessory transfer claim.	
31 Oct 2022	No further update at this point.	
03 Oct 2022	No further update at this point.	
31 Aug 2022	No further update at this point.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
02 Aug 2022	No further update at this point.	
06 Jul 2022	No further update at this point.	
01 Jun 2022	No further update at this point.	
03 May 2022	Requisition deferred by LRS due to change in protocol by the State means review, and possible refreshment of documents, prior to re-lodgement of matter via online application.	
01 Mar 2022	No further update at this point.	
31 Jan 2022	Solicitors have flagged that re-lodgement of the entire document file was required due to change in LRS processing mechanics to online. There appears to be a telegraphed hesitancy within the LRS to view Council's ongoing maintenance of the property, to enable its continued use as a monument site, as sufficient to establish possession. Further investigation to be actioned by Land & Property as to existence of any further historic evidence of dealings in relation to monument construction and primary use of site.	
02 Nov 2021	No further update at this point in time.	
04 Oct 2021	No further update at this point.	
05 Sep 2021	No further update at this point.	
04 Aug 2021	No further update at this point.	
04 Jul 2021	Responding to a further request from Revenue NSW, a letter has been sent confirming that upon acquisition, Lot 16 Section 1 DP 1242, Berridale Memorial Park, will not be used for any trading undertaking.	
06 Jun 2021	Amended Application for Possessory Title lodged to include additional details of the Grants of Probate (as received from the Supreme Court of NSW).	
05 May 2021	Solicitors have confirmed that the required supporting Statutory Declarations from independent persons (2) have been obtained. NSW Revenue documentation finalised to enable transfer of land to be completed exempt payment of duty.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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31 Mar 2021
 LRS requested details of two disinterested persons willing to provide Statutory Declarations related to prior treatment & use of land in question; details of such provided (with permission) to Solicitors.


01 Mar 2021
 Application for possessory title lodged with NSW LRS. Further legal paperwork being formatted including the Statutory Declarations of two "disinterested witness" to support Council's possessory claim.

02 Feb 2021
 A&B - Application for possessory title has been lodged with the LRS after discussions with the RSL. RSL has been assured that the land will be classified as community land upon acquisition.

28 Jan 2021
 Dec 2020 A - A letter was received from Head Office of NSW RSL to say that Council should deal with the Snowy River Branch of the RSL with respect to future management of the park. An email was sent to the local RSL branch requesting consent for Council to proceed with the application for possessory title, with the assurance that the park would be classified as community land upon acquisition. The relevant sections of the Local Government Act pertaining to management of community land were also sent in the email as a link to assist the RSL in determining their response. Nov 2020 A - An email was sent to the local branch of the RSL asking for an update. B - To be completed upon acquisition of the land., Oct 2020 A - The Snowy River branch of the RSL was notified of Council's intention to apply for possessory title and the branch has sent the notification to The RSL's head office for a response., Sept 2020 Requisition on Title has requested an old title search which is currently being carried out by Crown Lands., Aug 2020 A - Requisition on Title has requested an old title search which is currently being carried out by Crown Lands. B - Lot 16 will be classified upon acquisition through the resolution of Council., Jul 2020 The CEO has executed the documents., Jun 2020 Application is proceeding., May 2020 Documentation is being prepared to lodge an application for Possessory Title., Apr 2020 Council's solicitor is presently gathering all the evidence to lodge with the application for possessory title. A surveyor has been engaged to do a survey plan for identification purposes. Mar 2020 Council's solicitor has been requested to prepare the documentation.

Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
21/11/2019	422/19	Coordinator Strategy Development	Strategy	23/01/2025	Outstanding
Managing Heavy Vehicles in Bombala Town Centre - Community Consultation					
COUNCIL RESOLUTION			422/19		
That the matter be deferred for further consultation with the public including correspondence from the Bombala Chamber of Commerce.					
Moved Councillor Stewart		Seconded Councillor Maslin		CARRIED	
Notes					
28 Feb 2024					
This is not planned work for the strategic planning team and was not considered for the 2023-2024 OP.					

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
23 Jan 2024	Consultation is waiting on the provision of information from the community members on what option they would like Council to consult with the community on, the previous route options or a new option provided from the community representatives.	
13 Dec 2023	Consultation is waiting on the provision of information from the community members on what option they would like Council to consult with the community on, the previous route options or a new option provided from the community representatives.	
27 Nov 2023	No further action at this point	
27 Oct 2023	No further action at this point	
26 Sep 2023	No further action at this point - This is not work identified within the 23/24 Operational Plan	
31 Aug 2023	No further action at this point - This is not work identified within the 23/24 Operational Plan	
24 Jul 2023	No further action at this point - This is not work identified within the 23/24 Operational Plan	
02 Jul 2023	No further action at this point.	
29 May 2023	On-site discussions with Mayor and staff have taken place. No further action at this point. Project is not identified within the 2022-2023 Operational Plan.	
28 Apr 2023	On-site discussions with Mayor and staff have taken place. No further action at this point. Project is not identified within the 2022-2023 Operational Plan.	
31 Mar 2023	On-site discussions with Mayor and staff have taken place. No further action at this point. Project is not identified within the 2022-2023 Operational Plan.	
27 Feb 2023	On-site discussions with Mayor and staff have taken place. No further action at this point. Project is not identified within the 2022-2023 Operational Plan.	
27 Jan 2023	On-site discussions with Mayor and staff have taken place. No further action at this point. Project is not identified within the 2022-2023 Operational Plan.	
22 Dec 2022	On-site discussions with Mayor and staff have taken place. No further action at this point. Project is not identified within the 2022-2023 Operational Plan.	
22 Nov 2022	On-site discussions with Mayor and staff have taken place. No further action at this point. Project is not identified within the 2022-2023 Operational Plan.	

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	Committee: Ordinary Council	
28 Oct 2022	On-site discussions with Mayor and staff have taken place. No further action at this point.	
27 Sep 2022	On-site discussions with Mayor and staff have taken place. No further action at this point.	
26 Aug 2022	Some on-site discussions with staff and Mayor undertaken.	
03 Aug 2022	No further update.	
24 Jun 2022	This consultation work has not been planned for the 2022-2023 FY.	
24 May 2022	This consultation work has not been planned for 22/22 financial year.	
29 Apr 2022	This consultation work has not been planned for 22/22 financial year.	
25 Mar 2022	This consultation work has not been planned for the 2021/2022 Financial Year within the Strategy Team. Consideration for this action to occur for the 2022-2026 Delivery Program.	
24 Feb 2022	This consultation work has not been planned for the 2021/2022 Financial Year within the Strategy Team. Consideration for this action to occur for the 2022-2026 Delivery Program.	
29 Oct 2021	No further update - requested consultation has not been prioritised as part of the 2020-2021 Operational Plan. As per LSPS action 10.7 bypass investigations is a medium to long term action of 10-20 years.	
30 Sep 2021	No further update - Strategic Planning Team to seek additional information from Councillors.	
30 Aug 2021	No further update - Strategic Planning to seek additional information.	
02 Jul 2021	No further update.	
01 Jun 2021	No further update.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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04 May 2021
No further update - Strategic Planning to seek further information.

01 Apr 2021
No further update - Strategic Planning to seek additional information.

03 Mar 2021
No further action at this stage.

09 Feb 2021
25 Jan 2021, An informal meeting was held between Bombala based councillors and relevant staff. The outcome of the meeting is to proceed with further community consultation. 27 Nov 2020, A meeting has been arranged with Bombala based councillors to discuss options for further community consultation. Meeting proposed to be held on 4 December 2020 and is open to any other interested councillor to attend. 05 Nov 2020, No further update. 25 Sep 2020, No further update. 03 Sep 2020, No further update., 01 Jul 2020, No further update. Consultation occurred from September 2019 to October 2019. 01 Jun 2020, Communication distribution proposed re Bombala Town Centre Community Consultation: •Noticeboards – IGA and Newsagency, •Bombala Times and Monaro Post •Facebook – Bombala Noticeboard •Facebook – SMRC page •Facebook – SMRC Business Forum Group •Radio – capital network and 2MNO •Notice at SMRC office •Info sent to SMRC customer service for any enquiries •SMRC website, 27 Apr 2020, Working with Chief Communications Officer to establish a strategy for community consultation during the COVID-19 restrictions., 24 Mar 2020, No further update., 28 Feb 2020, Ongoing., 03 Feb 2020, Ongoing.


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
19/09/2019	343/19	Coordinator Land & Property	Operations	30/06/2024	Outstanding


Proposed Compulsory Acquisition of Part Lot 7002 DP 1028529 Crown Land Travelling Stock Reserve


COUNCIL RESOLUTION 343/19

That Council

- A. Approves the acquisition of the constructed section of Dalgety Road 20m wide which traverses lot 7002 DP 1028529 for the purpose of public road through the process of *Land Acquisition (Just Terms Compensation) Act 1991* for the purposes of s.178 of the Roads Act 1993;
- B. Seek approval from the Minister for Local Government and/or the Governor in accordance with section 187 of the Local Government Act 1993 to give all necessary Proposed Acquisition Notices in accordance with the Land Acquisition (Just Terms Compensation) Act 1991;
- C. Upon receipt of the Minister’s/Governor’s approval, Council serve each PAN and take each other action necessary to carry out the acquisition;
- D. Upon receipt of the Minister’s/Governor’s approval Council give effect to the acquisition by publication of an Acquisition Notice in the NSW Government Gazette and such other publication as may be required by law;
- E. Pay compensation to all interest holders entitled to compensation by virtue of the compulsory acquisition on the terms set out in the Land Acquisition (Just Terms Compensation) Act 1991;
- F. That Council authorise the General Manager and the Administrator to complete and execute all documentation necessary to finalise and bring into force Council’s acquisition of the land and if necessary to affix the Council seal to any documents related to the acquisition; and

Date From: Date To:	IN-PROGRESS ACTIONS REPORT		
	Committee: Ordinary Council		
G. That upon acquisition the acquired Property is dedicated as road following gazettal of the acquisition;			
Moved Councillor Corbett	Seconded Councillor Rooney	CARRIED	
Notes			
28 Feb 2024 No further update.			
31 Jan 2024 No further update.			
12 Dec 2023 Proposed Acquisition Notices (PANs) executed and dated 6th December 2023, issued to interested parties. In accordance with the statutory timeframes of the LAJTC Act, this means the acquisition will be completed by notice published in the Gazette sometime between 8/03/2024 – 29/03/2024.			
30 Oct 2023 No further update			
28 Sep 2023 OLG approved issue of PANs - PANs scheduled to be issued on Friday 27 October 2023			
31 Aug 2023 No further update as this point.			
31 Jul 2023 No further update at this point.			
29 Jun 2023 Application submitted by Public Works Advisory, to OLG, to obtain Minister/Governor consent to acquisition and gazettal – awaiting OLG approval to issue PANs			
26 May 2023 No further update at this point.			
17 May 2023 Public Works Advisory have submitted the OLG application which provides the Ministers/Governors consent to acquire the land and to publish the acquisition notice in the government gazette. Expect response by end June 2023			
28 Apr 2023 No further update at this point.			

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
30 Mar 2023 Plan of survey registered with LRS - Nov 2022, Public Works Advisory (PWA) is progressing the compulsory acquisition, from the Crown, of the section of land over which Dalgety Road is constructed, traversing Lot 7002 DP 1028529. Public Works Advisory (PWA) will undertake the necessary negotiations and preliminary dealings required to accomplish Council resolution 343/19, PWA have submitted the OLG application on 31/03/2023 which provides the Ministers/Governors consent to acquire the land and to publish the acquisition notice in the government gazette, this should take 3 months to process. 01 Mar 2023 No further update at this point. 01 Feb 2023 No further update this point. 29 Nov 2022 Survey Plan has been completed. Plan has been registered with LRS (DP 1285419). Application to Crown Lands for 'No Objection to PAN' to be submitted, as part of the prescribed Compulsory Acquisition process. 31 Oct 2022 Surveyor has an impasse with LRS registering the plan. Surveyor following up as priority. PWA aware of the circumstances. 03 Oct 2022 No further update. 31 Aug 2022 No further update at this point. 26 Jul 2022 No further update. 05 Jul 2022 A - Survey plans have been revised by stakeholders, minor corrections required to title and minor correction required on administration sheet. Once corrections are made plans and admin sheet will be lodged with LRS (plans previously referred to in action comments contained omissions and required alterations). Balance of resolution is process of delivering 'A'. 30 May 2022 No further update. 04 May 2022 A - Surveyor advised works will be conducted before end of June 2022. B - Awaiting delivery of 'A'. C - Awaiting delivery of 'A'. D - Awaiting delivery of 'A'. E - Awaiting delivery of 'A'. 01 Apr 2022 No further update. 02 Mar 2022 No further update.		

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
24 Jan 2022	No further update.	
16 Dec 2021	No further update.	
15 Nov 2021	A - COMPLETE. B - Part 1) Advice received from ORALRA - ALCs 11150, 40959 and 42460, have been amended to the extent that the portion of Lot 7002 DP 1028529 identified as proposed 'Lot 21' (being approximately 1.17 hectares) in the Draft Plan of Redefinition (at Attachment A: CM9: 21/114612), dated 30 April 2021, has been excluded from the claims (CM9: 21/114613). [The balance of these three claims is to remain 'on foot' for determination in due course]. B - Part 2) Awaiting Survey Plan.	
20 Oct 2021	A - COMPLETE. B - Awaiting advice from ORALRA and registered plan from the surveyor. Once Public Works Advisory (PWA) have the survey plan and the ORALRA advice, they can advance the matter towards Office of Local Government application. C - Waiting on 'B'. D - Waiting on 'C'. E - Waiting on 'D'.	
17 Aug 2021	Native Title Search Received & email stating no objection to acquisition process from Bega LALC, request for adjustment to land claim sent to ORALRA by ALC.	
04 Aug 2021	The surveyor has been instructed to lodge the plan for registration. When registration is confirmed, PWA will further proceed with the acquisition process. Preliminary confirmation from NSW Aboriginal Land Council that there should be no issues obtaining part-withdrawal of ALC 11150, ALC 40959 and ALC 42460 as it applies to the formed road area. Once PWA has received the registered DP advice from the surveyor, engagement with Bega LALC will be made to request that part-withdrawal.	
04 Jul 2021	No further update at this point.	
06 Jun 2021	No further update at this point.	
27 Apr 2021	Draft plans have been produced and are being reviewed by relevant staff and key delivery consultants.	
25 Mar 2021	Survey Plan being prepared with the aim for Deposited Plan Administration Sheet for signing early April.	
04 Mar 2021	No further update at this point in time.	

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28 Jan 2021
 Nov 2020 A to G - Quote from Public Works Advisory to complete the acquisition of the travelling stock reserve is awaiting approval. NSW Aboriginal Land Council is considering the request to excise the road from their claim. Oct 2020 A to G - Quotation has been received from Public Works Advisory to carry out the compulsory acquisition process. Currently finalising approval. Also waiting on reply from the NSW Aboriginal Land Council. Sept 2020 A to G - Currently waiting on a reply from the NSW Aboriginal Land Council., Aug 2020 A to G - This acquisition has been placed on hold while further investigations through Local Land Services and Aboriginal Land Council are carried out. Jul 2020 A - Council is waiting on the survey to be completed. B - When the survey plan is received the application to the Minister and the Governor will be made. C - PANs will be served after the Minister and Governor's consent is received. D - Gazettal will take place after consent of the Minister and the Governor is received. E - Valuation has been requested from the Dept of the Valuer General for land to be acquired without consent. F - Documents will be sent to the CEO for execution when appropriate. G - Upon acquisition the acquired property will be dedicated as road. Jun 2020 Surveyor is presently carrying out the work., May 2020 Surveyor advised that he will commence the survey in the next week., Apr 2020 Surveyor has been engaged and expects to commence the survey in the immediate future., Mar 2020 The NSW ALC has requested a survey plan be provided prior to proceeding. Quotations are currently being sought for the survey. Feb 2020 The NSW Aboriginal Land Council has given consent in principal and is waiting on a survey plan. Jan 2020 Currently waiting on survey plan. A - Quotation for Public Works Advisory has been approved and PWA has been asked to proceed.


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
17/04/2019	151/19	Property Officer	Operations	30/11/2024	Outstanding

Consolidation of Reserve no. 530002 Centennial Park and Lot 6 DP 758280 Cooma Visitors Centre as one Crown Reserve for General Community Use
COUNCIL RESOLUTION **151/19**
 That Council
 A. Request that the Crown add lot 6 DP 758280 to Reserve 530002 comprising Centennial Park and add an additional purpose of "General Community Use" to the Reserve.
 B. Relinquish Licence LI 453017 for the use of the Cooma Visitors Centre when Lot 6 DP 758280 is added to Reserve 530002.

Moved Councillor Beer **Seconded Councillor Stewart** **CARRIED**

Notes
27 Feb 2024
 Email sent to Crown Lands on 22/2/2024, seeking assistance in getting this protracted matter resolved.
29 Jan 2024
 No further update.
04 Dec 2023
 No further update.

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	Committee: Ordinary Council	
18 Oct 2023	No further update.	
03 Oct 2023	No further update.	
21 Aug 2023	No further update.	
02 Aug 2023	No further update.	
05 Jul 2023	No further update.	
25 May 2023	No further update.	
26 Apr 2023	No further update.	
23 Mar 2023	No further update.	
28 Feb 2023	No further update.	
30 Jan 2023	No further update.	
23 Nov 2022	No further update.	
01 Nov 2022	No further update.	
26 Sep 2022	No further update.	
23 Aug 2022	No further update.	
01 Aug 2022	No further update.	
28 Jun 2022	No further update.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
31 May 2022	No further update.	
02 May 2022	No further update.	
04 Apr 2022	No further update.	
23 Feb 2022	No further update.	
13 Dec 2021	No further update.	
15 Nov 2021	No further update.	
19 Oct 2021	No further update.	
28 Sep 2021	No further update.	
01 Sep 2021	No further update.	
05 Aug 2021	Update from Crown Lands - Due to the differing reserve types Crown Lands have decided the best solution is to create a new Reserve for the Cooma Visitor Centre site, with the intention of appointing Council as Crown Land Manager (as is the case with the Centennial Park R530002). This will cancel the licence and associated fee. It will not consolidate both reserves. Currently the application is with the Minister to be assessed / approved. Crown Lands are unable to provide a time-frame but will notify us once this process is complete.	
04 Aug 2021	Followed up with Crown Lands. Awaiting a response.	
04 Jul 2021	No further update at this point.	
06 Jun 2021	No further update at this point.	
05 May 2021	No further update at this point.	

<p>Date From: Date To:</p>	<p>IN-PROGRESS ACTIONS REPORT</p> <p>Committee: Ordinary Council</p>	
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31 Mar 2021
 Further prompts to Crown Land actioned. No further update.

01 Mar 2021
 No further update at this point in time.

02 Feb 2021
 A - Follow up phone calls to Crown Lands has confirmed that Crown Lands is still awaiting the native title assessment to be completed.

28 Jan 2021
 04 Dec 2020 A - Crown Lands are waiting on a native title assessment to be completed internally prior to approval and gazettal. 26 Oct 2020 A - A further email has been sent to Crown Lands requesting an update. B - The licence will be relinquished when Crown Lands has completed their processes. 24 Sep 2020 A - An email has been sent to Crown Lands asking for an update on the progress of this matter., 26 Aug 2020 A - Crown Lands has assured the Land and Property Officer that the documentation recommending the amendment to both reserves has gone before the Minister. B - The licence will be relinquished when Crown Lands has completed their processes. 29 Jul 2020 This matter needs to be signed off by the Minister and then must be advertised in the Government Gazette as a part of the process. It is anticipated that it may take some months to finalise. 26 Jun 2020 Communication with NSW ALC confirmed that the claim over the Visitors Centre has been rescinded. This information will be relayed to Crown Lands with a request to expedite the matter. A - Crown Lands is presently preparing the documentation for transfer to Council as Crown Land Manager. B - The licence will be relinquished in conjunction with transfer to Council Management. 28 May 2020 Reminder was sent to Crown Lands last week. This matter will take some time to resolve at the Crown Lands level. 24 Apr 2020 Crown Lands has advised that due to the COVID-19 Pandemic this process may suffer some delays., 26 Mar 2020 Crown was sent a second reminder today. It is an involved process, and will take a while to review, given the current COVID-19 pandemic and the recent bushfires. 02 Mar 2020 Negotiations with the Crown are ongoing. It is likely that the Crown would prefer lot 6 to be placed under Council management and that the lease be rescinded. We are currently waiting on a reply. 20 Jan 2020 This matter has been escalated at Crown Lands to achieve a decision on the way forward.


Meeting Date	Res No	R/Officer	Section	Estimated Comp Date	Completed Y/N
7/05/2018	162/18	Coordinator Land & Property	Operations	30/11/2024	Outstanding


Proposal to Realign the Barry Way Jindabyne and to Address Issues with the Intersections of Barry Way with Eagle View Lane and Bungarra Lane


COUNCIL RESOLUTION 162/18


That Council

- A. Approve the proposal to realign The Barry Way over the constructed road from the intersection with MR286 to the boundary of the national park.
- B. Approve the proposal to apply to the Crown to transfer those sections of The Barry Way which are Crown reserve road to Council.
- C. Authorise staff to negotiate with landowners for acquisition of the constructed Barry Way and, where possible, to offer to close corresponding sections of paper road and to dedicate the land to the landowner in compensation.
- D. To engage the services of a surveyor to identify those sections of the Barry Way which are not on line with the constructed road.
- E. To acquire any Crown land upon which the Barry Way has been constructed through the process of the Land Acquisition (Just Terms Compensation) Act 1991 through the authority of the Roads Act 1993.

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	Committee: Ordinary Council		
	F. Authorise the General Manager to execute any documents necessary to complete the project. G. Authorise the expenditure and allocate an amount of \$135,000 in the 2018/19 year Budget with funding to be provided from Stronger Communities Project PP-219 (Undertake project to align the road with road reserves).		
	Moved Councillor Castellari	Seconded Councillor Beer	CARRIED
Notes			
28 Feb 2024			
Progress requires budget certainty, which remains pending. Note: The active Council resolution does not mandate any land acquisition and corridor alignment specific to Eagle View Lane or Bungarra Lane.			
31 Jan 2024			
Progress requires budget certainty, which remains pending. Note: The active Council resolution does not mandate any land acquisition and corridor alignment specific to Eagle View Lane or Bungarra Lane.			
12 Dec 2023			
Progress requires budget certainty, which remains pending. Note: The active Council resolution does not mandate any land acquisition and corridor alignment specific to Eagle View Lane or Bungarra Lane.			
30 Oct 2023			
No further update			
28 Sep 2023			
No further update			
30 Aug 2023			
Progress requires budget certainty, which remains pending. Note: The active Council resolution does not mandate any land acquisition and corridor alignment specific to Eagle View Lane or Bungarra Lane.			
31 Jul 2023			
Progress requires budget certainty, which remains pending. Note: The active resolution does not mandate any aspects specific to Eagle View Lane or Bungarra Lane.			
29 Jun 2023			
No further update.			
26 May 2023			
Progress requires budget certainty, which remains pending. Note: The active resolution does not mandate any aspects specific to Eagle View Lane or Bungarra Lane.			
28 Apr 2023			
Progress requires budget certainty, which remains pending. Note: The active resolution does not mandate any aspects specific to Eagle View Lane or Bungarra Lane.			
30 Mar 2023			
No further update.			

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
01 Mar 2023	No further update at this point.	
29 Jan 2023	No further update at this point.	
29 Nov 2022	No further update at this point.	
31 Oct 2022	Progress requires budget certainty, which remains pending. Note: The active resolution does not mandate any aspects specific to Eagle View Lane or Bungarra Lane.	
03 Oct 2022	No further update at this point in time.	
31 Aug 2022	Confirmation of budget availability sought internally.	
26 Jul 2022	No further update.	
05 Jul 2022	No further update.	
30 May 2022	No further update.	
04 May 2022	No further update.	
01 Apr 2022	No further update.	
02 Mar 2022	C - Site inspection successful, reached agreeance with both parties. G - Funding source to be investigated further. A, B, D, E, F - No further updates.	
24 Jan 2022	C - Site inspection successful, reached agreeance with Barry party, awaiting response from Stevens Party. G - Funding source to be investigated further. A, B, D, E, F - No further updates.	
16 Dec 2021	Site Meeting Scheduled for 16/12/2012.	
25 Nov 2021	C - Site meeting to be held as part of negotiations for Eagleview lane realignment from Barry Way to Mowamba River, no further update for at this point for balance of resolution.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
28 Sep 2021	Awaiting response from Eagleview Lane landholder addressing negotiated terms of land transfer (fencing request).	
07 Sep 2021	Negotiations being conducted with landholder - Eagleview lane. Confirmation from planning sent to landholder, trying to reach outcome for second request. Contact has been made with surveyor, plans and progress information received 06/09/2021. Review to be conducted to find out where we are at and what the next step forward is for the overall matter.	
02 Aug 2021	Planning has responded to Land & Property Team. Land & Property Officer will make contact with landholder to advise outcome and how to move forward.	
04 Jul 2021	Follow up tabled to the Coordinator Development in relation to landholder queries which are linked the progression of this matter.	
06 Jun 2021	No further update at this point.	
05 May 2021	No further update at this point.	
31 Mar 2021	No further update at this point.	
01 Mar 2021	A&C - Further follow up email (3/2/021 LB) has been sent to landowner on Eagle View Lane requesting contact be made with Council to discuss the way forward. B - Application is being prepared to apply for sections of Crown Road to be transferred to Council. 4/2/21 Query tabled to Coordinator Development relaying landowner query.	
02 Feb 2021	A&C - Follow up email has been sent to landowner on Eagle View Lane requesting that he contact the Land and Property Officer to discuss the way forward. B - Application is being prepared to apply for sections of Crown Road to be transferred to Council.	

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	Committee: Ordinary Council	

28 Jan 2021
Nov 2020 A&B - Waiting on response from landowner who does not live locally. C - Letters are currently being prepared to commence negotiation with landowners adjoining Barry Way on Cobbon Hill. A quote has been sought from Public Works Advisory to carry out the compulsory acquisition of Crown land on Cobbon Hill., Oct 2020 A&B - Surveyor has provided necessary information which has now been provided to the land owner. Provision of this information will now allow 'C' to be completed. Sept 2020 A&B - Surveyor has addressed questions relating to the plan at the intersection of Eagle View Lane. The landowner was notified and again posed a number of questions. Most of these have been answered and the answer to the last question will be provided this week. C - Negotiation will commence next week with landowners adjacent to Cobbon Hill. This section of realignment of the Barry Way will involve compulsory acquisition from the Crown. D - This project has been divided into sections so that the surveyor completes the survey work as Council is ready to address each section. E - The section of the Barry Way which passes through Crown land without a road reserve is at the southern end and will be addressed as that stage is reached. Aug 2020 A&B - Surveyor has notified Council that due to workload this plan may take a little longer. C - Landowner has been notified that there is a delay involved in obtaining the information that they have requested. E to G - Ongoing. Jul 2020 A&B - Surveyor has been requested to provide the plan for the second section which will involve Eagle View Lane. C - Landowners have been notified that Council is waiting on plan. E to G - Ongoing. Jun 2020 The draft plan may be expected. The landowner is waiting on this information before proceeding. A - Survey is being done in sections. B - Request for sections of Crown road to be transferred to Council will be carried out at the end of the project. C - Negotiations with landowners are ongoing. D - See 'A' above. E - Acquisition will be carried out as necessary when the plan for individual sections is finalised. F&G Ongoing. May 2020 The surveyor has promised to have the draft plan with the area of road to be closed and the area of the area to be acquired marked on the plan sent to Council within the next week. This plan will then be sent to the landowner. Apr 2020 Contacted the landowner on Eagle View Lane who has requested information. He wants to know how much land Council will require for the road and how much land he will receive in compensation. Will there be sufficient space for him to construct an eco-hut. The surveyor has been requested to calculate the area of both areas so that an accurate answer can be provided., Mar 2020 In view of the fact that the landowner has not contacted the Land and Property Officer to date a letter has been sent asking him to contact the Land and Property Officer to discuss his consent to the creation of the road reserve over the road in its current location through his property., Feb 2020 The Land and Property Officer met with the landowner and he said he will respond after consultation with his wife., Jan 2020 Waiting on response from landowner on Eagle View Road. He resides in Tasmania.

03 Oct 2018
Kleven Spain engaged to carry out survey.


27 Aug 2018
Surveyor selected and work to progress shortly.


07 Aug 2018
Revised Target Date changed from: 06 Jun 2019 to: 31 Dec 2019


02 Aug 2018
Call for expressions of interest from local land surveyors. Submissions currently being considered.


23 Jul 2018
No EOI's received by due date. All surveyors were contacted and were given an extension of time to submit their EOI. Closing date is 27/7.

11 Jul 2018
Specification sent to three surveyors requesting that they submit expressions of interest. Due by cob 13/7.

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
28 Sep 2023	No further update	
30 Aug 2023	No further update at this stage	
31 Jul 2023	No further update at this stage.	
30 Jun 2023	Review of suitability of original resolution to be undertaken (Item D & E) in terms of best result for Council, given the present economic and housing needs environment.	
29 Jun 2023	No further update at this stage	
26 May 2023	No further update at this point.	
28 Apr 2023	Review of suitability of original resolution to be undertaken (Item D & E) in terms of best result for current needs of Council	
30 Mar 2023	Title search received - Now Lot 1 DP 1267506 - Road restriction removed - lot established - ready to proceed., COUNCIL RESOLUTION 118/18, That Council; A. Approve the partial road closure on the corner of High Street and Stephen Street Bombala so that the fence line becomes the boundary of lot 9 DP 995614; - COMPLETE, B. Engage the services of a land surveyor to provide a plan for the boundary adjustment; - COMPLETE - PLAN REGISTERED - ROAD RESTRICTION REMOVED, C. Authorise the General Manager to execute any documents necessary to complete the boundary adjustment and sale of the property, D. Readvertise the property on the open market for auction with an appropriate reserve; and, E. Make the Report public once the matter is settled.	
01 Mar 2023	No further update at this point.'	
29 Jan 2023	No further update at this point.	
29 Nov 2022	No further update at this point.	
31 Oct 2022	No further update at this point.	
03 Oct 2022	No further update at this point.	
31 Aug 2022	A to C - Complete, road closure complete. D&E - Review of suitability of the final element to be undertaken.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
26 Jul 2022	No further update.	
05 Jul 2022	Road closure complete, review of suitability of original resolution to be undertaken.	
30 May 2022	No further update.	
04 May 2022	A - Complete. B - Complete. C - Boundary Adjustment Complete. D - Pre-sale assessment to be completed May 2022. E - Awaiting full completion of 'A to E'.	
01 Apr 2022	No further update.	
02 Mar 2022	No further update.	
24 Jan 2022	A&B - Completed. C - Completed. D&E - 'A' & 'B' now complete, process of sale will be initiated in a timely manner.	
15 Dec 2021	A&B - Surveyor advised plans have been registered with LRS, awaiting title advice from solicitor. C – Completed. D&E - Dependant on 'A' being completed.	
12 Nov 2021	A - All requisitions from LRS have been resolved, final plans for road closure are awaiting LRS registration. B - Surveyor will advise when plans have been registered. C - Boundary adjustment paperwork complete, sale of property is dependent on 'A' being completed. D&E - Dependant on 'A' being completed.	
28 Sep 2021	Partial Closure Of High Street Bombala Gazetted, 11R form for removing notation from title signed and lodged with LRS, requisitions received from LRS via surveyor these are currently being addressed.	
01 Sep 2021	No further update.	
29 Jul 2021	Followed up with surveyor and was advised he was sending updated plan to LRS and he will advise once plan has been registered with LRS.	
04 Jul 2021	LRS advice is that as due to Lot 9 DP 995614 being a limited title the compiled plan does not comply with current compiled plan guidelines thus a plan of survey is required; being progressed.	
03 May 2021	No further update at this point.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT Committee: Ordinary Council	 SNOWY MONARO REGIONAL COUNCIL
23 Mar 2021	No further update on this item due to waiting for reply from LRS.	
24 Feb 2021	Target date now 30 June 2021, Waiting for return of lodged documents from LRS.	
02 Feb 2021	No further update.	
28 Jan 2021	Nov 2020 C - Solicitor is preparing documents to have a certificate of title (CT) created over the portion of the road to be closed so consolidation can take place. Recent verbal feedback from NSW Land Registry Services to the surveyor indicates that a further survey of the original lot may need to occur to complete the registration due to the age of the original plan's survey. This will be reviewed once the CT has been assigned. Oct 2020 A - Finalised. B - Finalised. C - Solicitor is preparing documents to have a CT created so consolidation can take place. D - Once notified of completed registration the property can be placed on the open market. E - To take place at completion of 'D'. Sep 2020 C - Consolidation Plans lodged, surveyor has advised that a CT was not created and the solicitor is now preparing this so that registration can take place. Aug 2020 C - Finalised. D - Finalised. C - Consolidation Plans lodged, Surveyor is following up on progress of same. D - Once notified of completed registration the property can be placed on the open market. E - To take place at completion of 'D'. Jul 2020 C - Consolidation Plans received from Surveyor and signed by CEO, returned to Surveyor for lodging for registration of same. D - Once notified of completed registration the property can be placed on the open market. E - To take place at completion of 'D'. Jun 2020 E - Finalised. F - Finalised. C to E - Still waiting finalised consolidation plans from surveyor for this item to be completed. Have sent numerous email requests to Surveyor. May 2020 Surveyor again requested to provide the final plan, no response and will continue to follow up. This plan is in draft form with the Surveyor and would not be cost effective to engage another surveyor to finalise the plan. Apr 2020 Email sent to Surveyor requesting a definite date for plan to be registered. Surveyor advised he will review the current draft of this consolidation plan this week and submit for Registration. Mar 2020 Followed up with Surveyor and was advised this item is going to be delayed due to the large scale workload he has in place. Feb 2020 Followed up with Surveyor and was advised this item is going to be delayed due to the large scale workload he has in place. 15 Jan 2020 The Surveyor has advised that he is hoping to have the consolidation plan ready for the end of January 2020.	
05 Oct 2018	Letters have been sent to adjoining landowners with notification of the proposed closure and notification letters to the authorities are being prepared. The advertisement has been placed in the Monaro Post for 11 October and 25 October. The 28 day period for submissions ends on 8 November. Submissions will be reviewed and the correct process followed.	
03 Oct 2018	Action reassigned.	
03 Oct 2018	Notifications sent out to commence road closing.	
27 Aug 2018	Plan has been received. There are issues with a previous resumption which has not been registered on title. When these issues are sorted out and the notification period for road closing has expired, and the resumption issues have been resolved then the plan will be registered and the land will be listed for sale.	

Date From: Date To:	IN-PROGRESS ACTIONS REPORT	 SNOWY MONARO REGIONAL COUNCIL
	Committee: Ordinary Council	
02 Aug 2018	Spoke to surveyor this week and he has promised to get the plan to me within the week.	
23 May 2018	Waiting on plan.	
23 Apr 2018	Revised Target Date changed from: 16 Apr 2018 To: 30 Jun 2018	
23 Apr 2018	Surveyor has been engaged to provide a plan for boundary adjustment and road closure will commence as soon as a plan is available. 14/5 - Waiting on plan.	