



BOGAN SHIRE COUNCIL

Ordinary Business Paper

I hereby give notice that an Ordinary Council Meeting will be held on:

Date: Thursday, 27 November 2025

Time: 7.00pm

**Location: Bogan Shire Council
Council Chambers
81 Cobar Street
Nyngan**

**Ross Earl
Acting General Manager**



Published Recording of Council Meeting

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- 1 OPENING PRAYER**
- 2 REMEMBRANCES**
- 3 APOLOGIES**
- 4 DISCLOSURE OF INTERESTS**

5 CONFIDENTIAL MATTERS

CONFIDENTIAL

6 CONFIRMATION OF ORDINARY MINUTES

6.1 MINUTES OF ORDINARY MEETING - 23 OCTOBER 2025

The minutes of the Ordinary Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 23 October 2025 have been circulated to Council.

Recommendation

That the minutes of the Ordinary Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 23 October 2025, be received and noted.

7 NOTICE OF MOTION**7.1 NOTICE OF MOTION - NYNGAN FOOTPATHS**

I, Councillor Karl Bright hereby submit the following Notice of Motion to the Bogan Shire Council's Ordinary Meeting of Council to be held on 27 November 2025.

14 November 2025

The General Manager
Bogan Shire Council
PO Box 221
NYNGAN NSW 2825

Dear Derek

Notice of Motion – Nyngan Footpaths

I would like to place the following notice of motion on the business paper agenda for the November Ordinary meeting of Council:

That:

1. Council urgently complete repair works to the Dandaloo Street footpath outside Nyngan Public School which is uneven / sunken footpath and creates a trip hazard in this high traffic area.
2. Council create a footpath access ramp at the public school bus stop to allow people with bikes and prams to access the footpath safely.
3. These works be funded from Councils existing Footpath Repair Program budget or, alternatively, other suitable funding identified by the General Manager.
4. The General Manager provides Council with information on the process and cost to update the 2023 Bogan Shire Active Transport Plan so that more priority projects can be included in the Plan which has to be used as supporting evidence for grant funding.

Yours sincerely



Councillor Karl Bright
Bogan Shire Council

8 MAYORAL MINUTE**8.1 MAYORAL MINUTE - TEMPORARY PROHIBITION ISSUING OF BUSHFIRE PERMITS**

Over past years Bogan Shire Council has sought to prohibit the issue of Fire Permits during the period of harvest within Bogan Shire and over the period around Christmas and New Year, and I have received a request for Council to consider a similar prohibition this year. Unfortunately, the request came a little late and the harvest is well and truly in full swing, but I would like to suggest that such a prohibition remain in place without the need for an annual decision.

It has been suggested that the period for the Prohibition, on the issue of permits during harvest, be aligned to the opening of the silos.

The logic behind the decision is quite simple in that the harvest period is extremely important to our farmers, who can ill afford their crops to be threatened by fire, nor can they afford the time to fight fires should a fire for which a permit has been issued get out of control. The livelihood of many of our farmers could be at risk should this occur.

Additionally, over the Christmas / New year many of our residents take the opportunity to enjoy a holiday or visit relatives and this places a significant strain on the resources available to fight fires. The issuing of permits only increases the risk of fires getting out of control occurring. With the ongoing gradual reduction of the number of people living in rural communities, has also increased the strain on available resources.

The current dry period, has to some degree, reduced the fuel load within the Shire, but at the same time, significantly heightened the risk of fires.

I note that our State Government organisations effectively close for around two weeks during this period and operate on skeleton staff, allowing staff to take a well-earned break.

The issue of permits can be undertaken by the local brigade Captains and also can be issued by the Rural Fire Service, with the provision of online applications.

For any resolution made by Bogan Shire Council to be effective it would need to be supported by the New South Wales Rural Fire Service and I have asked the General Manager to contact the Regional Office at Coonamble seeking that support highlighting what I would see the benefits to the wider community.

Attachments

Nil

Recommendation

1. That Bogan Shire Council prohibits the issuing of fire permits each year from the commencement of harvest in the Bogan Shire until the harvest is complete.
2. That the Prohibition on the issue of fire Permits within Bogan Shire also be applied annually for the period between the last Saturday before Christmas until the first Sunday after New Year.
3. That the Rural Fire Service be advised of Councils decision and their support sought.

9 COMMITTEE MEETING MINUTES

Nil

10 GENERAL MANAGER’S REPORTS

10.1 GENERAL MANAGERS CHECKLIST

Item	Date	Minute No	Matter	Action Required	Officer	Status
1	21/12/2017	392/2017	Increase of train speed through Nyngan	Strong letter of concern and a request to address Council be sent to the relevant rail authorities and a copy to the local member.	GM	Refer below.
	23/11/2023	282/2023		That Council respond to Minister Aitchison, with a request that the train speed limit be reduced to 20km/hour, as Council is not in a position financially to provide rail crossing lights.		This matter was drawn to the attention of Minister Aitchison on 12/01/2024 during her visit to Nyngan. Further letters sent to Minister Aitchison and Roy Butler MP. Discussed with Minister Aitchison on 15/07/2024 during her visit to Nyngan. Letter received from Minister Aitchison. TNSW has requested a review of train speeds from UGL.
2	27/02/2025	012/2025	Nyngan Emergency Bore	That Council seek tenders for the Nyngan Emergency Bore project	DIS	

Item 10.1

Item	Date	Minute No	Matter	Action Required	Officer	Status
				<p>as now proposed by NSW Public Works with the following scope of works:</p> <ul style="list-style-type: none"> i. Installation of a new bore, with power supply, in the vicinity of the current bore that meets the boundary proximity requirements of the Water Sharing Plan. ii. Installation of pipeline from the new bore site to Nyngan iii. Project design, project management and other associated costs. 		<p>A tender for the construction of the pipeline from the bore, along Old Warren Road has been published by Public Works.</p> <p>Update Report to Council refers Investigation of a preferred route through Nyngan is in progress.</p>
	23/10/2025	228/2025		<p>That Council make application through the required processes for the Minister to exercise their discretion under the modified Clause 37(4)(d) to permit approval of the water supply work on the original bore site for the Nyngan Emergency Bore in parallel that</p>		

Item 10.1

Item	Date	Minute No	Matter	Action Required	Officer	Status
				Council pursues the regulatory processes to continue with the second bore in keeping with Resolution 12/25.		
3	27/05/2021	126/2021	Addressing Local Job Vacancies	Council delays the launch of the marketing campaign until progress is made with establishing more housing accommodation in Nyngan.	DPCS	Refer below.
	28/09/2023	207/2023		Council provides a budget of \$25,000 for production of videos for the relocation campaign.		Production of Employment video in progress. Production of Health and Education video in progress.
4	25/07/2024	144/2024	New Water Treatment Plant Site	That Council does not proceed with building the new Water Treatment Plant on the site adjacent to the substation at the end of Dandaloo Street. That Council constructs the new Water Treatment Plant on the Council owned land at the Raw	DIS	In Progress

Item 10.1

Item	Date	Minute No	Matter	Action Required	Officer	Status
				Water Pump Station at the upper weir.		
5	24/10/2024	245/2024	Reclassification of Land – 8 Tabratong Street	<p>That Council resolve to:</p> <ol style="list-style-type: none"> 1. Lodge the Planning Proposal to Reclassify Public Land at 8 Tabratong Street Nyngan with the Department of Planning, Housing and Infrastructure for a Gateway Determination; and 2. Undertake community consultation in accordance with the Gateway Determination. 	DDES	<p>Update: COMPLETED</p> <p>COMPLETED</p> <p>Update: Final Version of the Planning Proposal has been sent to DPHI for the LEP amendment to be made.</p>
6	27/07/2023	160/2023	School Exchange Program	The General Manager commence discussions around the future of the Tongling Exchange Program, with a report to Council.	GM	Discussions held with Acting Principal, Nyngan High School.
	25/07/2024	146/2024		That Council consider locations that may have economic/industry		

Item 10.1

Item	Date	Minute No	Matter	Action Required	Officer	Status
				ties for the School Exchange Program, to enhance the student experience.		
7	26/10/2023	247/2023	Before and After School Care, Nyngan	That the Before and After School Care matter be further pursued with the Department of Education, and if necessary, the Minister.	GM	Refer below.
	22/02/2024	009/2024		Issue of lack of Before and After School Care in Nyngan be referred to Local Member.		Correspondence sent to Local Member.
	25/07/2024	147/2024		That Council request the Local Member to make further contact with the Minister for Education about the lack of Before and After School Care in Nyngan.		Email sent to Local Member in August 2024. Contact, with reminder, made with Local Members Office October 2024. GM and DPCS met with officials of Department of Education to discuss community concerns. Local Member has written to Minister for Education and Early Learning and issued a press release.

Item 10.1

Item	Date	Minute No	Matter	Action Required	Officer	Status
8	23/11/2023	278/2023	Nyngan Year-Round Fishery	That Council provide in principle support for the development of a Memorandum of Understanding with DPI Fisheries for a managed fishery in the Nyngan off-river storages, with a further report to Council to consider a draft Memorandum of Understanding.	DIS	Department of Primary Industries and Regional Development have advised that preparation of a risk assessment and draft Memorandum of Understanding is in progress.
9	27/06/2024	134/2024	Nyngan Community Homes	That Council request that Nyngan Community Homes Association presents a satisfactory Business Plan and shows it has the capacity to build planned homes on the land, Council will consider an appropriate arrangement to facilitate the provision of the land which was formerly the Palais Theatre, on the basis of that plan.	GM	Email forwarded to Nyngan Community Homes with Council resolution and to contact the General Manager if further information is required. Business Plan received from Nyngan Community Homes, 01/12/2024 with a request to address Council at a future meeting. Date to be determined in consultation with Mayor.
10	22/05/2025	120/2025	Control of Pest Bird Species	<ul style="list-style-type: none"> That Council apply for grant funding to promote community participation in managing 	DDES	In progress

Item 10.1

Item	Date	Minute No	Matter	Action Required	Officer	Status
				Indian Myna populations within the Bogan LGA.		
11	27/03/2025	045/2025	Cobar Water Board Water Supply Agreement	That the General Manager enter into a lease agreement with the Cobar Water Board for Lot 1 DP803368 for a period of 10 years, at an agreed market related rental, with annual rent renew for the purposes of the installation of solar panels and a water pump station. This agreement is subject to a successful negotiation of a Water Supply Agreement with Cobar Water Board.	GM	In progress
12	26/06/2025	139/2025	Bogan Shire Youth and Community Centre R4R9 Grant	That the General Manager makes application to vary the approved Resources for Regions 9 Grant project for the Bogan Shire Youth and Community Centre to make provision for:	GM	Variation request submitted. Currently working with NSW Dept of Primary Industries and Regional Development to resolve queries around Council's Variation Request.

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Item	Date	Minute No	Matter	Action Required	Officer	Status
				a. Building works – wall protection, internal door installation b. Outdoor sports facilities – pickleball court and table tennis c. Deletion of a fire pit and addition of a BBQ.		
13	26/06/2025	148/2025	Nyngan Cemetery Unidentified Plots	That the General Manager provide a report to Council on the matter of unidentified cemetery plots at the Nyngan Cemetery.	DIS	Update: Report to Council refers
14	23/10/2025	227/2025	Planning Agreement – Constellation Mine	1. That Council endorses the draft Constellation Project Planning Agreement for the purposes of public exhibition. 2. That Council places the draft Constellation Project Planning Agreement on public exhibition for a period of at least 28 days, calling for and accepting	DDES	Update Notice placed in the Nyngan Weekly Newspaper and on Council Website that The Draft Constellation Project Planning Agreement is on public display until 27/11/2025.

Item 10.1

Item	Date	Minute No	Matter	Action Required	Officer	Status
				<p>submissions from the public on the draft Planning Agreement.</p> <p>3. That the General Manager request Aeris Resources to work with Council so that a draft Road User Agreement can be considered by Council at its meeting on 27 November 2025 and that NSW Planning be advised accordingly.</p>		
15	23/10/2025	229/2025	New Model Code of Meeting Practice	That the new Bogan Shire Council Code of Meeting Practice, based on the recently released NSW Model Code of Meeting Practice, be approved for public exhibition, with items listed in red text deleted.	GM	<p>Update:</p> <p>Notice placed in the Nyngan Weekly Newspaper and on Council Website that the new Bogan Shire Council Code of Meeting Practice, is on public exhibition until 18/12/2025.</p>

1. Attachments Nil

2. Recommendation

That the report relating to the Monthly Checklist be received and those items marked as “Completed” be removed from the Checklist.

Item 10.1

11 PEOPLE AND COMMUNITY SERVICES REPORTS

0.0 BOGAN SHIRE YOUTH AND COMMUNITY CENTRE OPERATIONAL REPORT

1. Introduction

The purpose of this report is to provide information to Council on the operations and statistics of the Bogan Shire Youth and Community Centre (BSYCC).

2. Background

A regular operational Bogan Shire Youth and Community Centre report is provided for the information of Councillors.

3. Discussion

Below are the activities and statistics of the Bogan Shire Youth and Community Centre for the period July 2025 to November 2025.

Statistics

Period	No of Attendees
Q1 2025 (January- March)	801
Q2 2025 (April - June)	894
Q3 2025 (July-September)	980
Q4 2025 (October- November) current	496

Youth Programs and Drop-in sessions

The BSYCC continues to be a valued, inclusive space for young people and the wider community. During the July to November reporting period, Centre staff delivered a diverse range of programs, services, and events in collaboration with local organisations and external service providers. Regular after-school drop-in sessions remained highly popular, offering young people opportunities to socialise, be creative, learn new skills, and enjoy recreation in a safe and supportive environment.

The Centre provides a variety of after-school activities for young people aged 12 to 24, supporting social interaction, skill development, wellbeing, and community connection. Activities during this period included:

Cooking and Hospitality: DIY Cold Rock-inspired ice cream, crispy folded wraps, cupcake decorating, fruit smoothies, make-your-own fruit salad, mini cob loafs, pizza scrolls, spaghetti dump, stick kebabs, sushi making, Taco Tuesday, and Weetbix slice.

Art and Craft Activities: Candle making, clay projects, DIY clay magnets, DIY tumblers, Pour Palz, mini canvas art, mosaic art, mug making, NAIDOC-inspired art, painting, and mocktail workshops.

Additional Creative/Social Activities: Slime making and bracelet design.

Health and Wellbeing: Sports and fitness sessions, healthy cooking lessons, journalling, puzzles, colouring-in, and awareness-based mindfulness activities.

Sports and Physical activities: Badminton, basketball, dodgeball, handball, indoor cricket, league tag, ping pong, soccer, volleyball, and general fitness sessions.

Special Events and Themed Activities:

Throughout the year, the Centre hosts themed events such as NAIDOC Week celebrations, Youth Week activities, R U OK? Day initiatives, and seasonal themed afternoons (including Halloween), all coordinated with local community partners.

A highlight of this reporting period was the **Police vs Youth League Tag Match**, held in August as part of our drop-in program. Local police officers and young people participated in a friendly and engaging game designed to strengthen community relationships, promote positive interactions, and encourage physical activity in an inclusive environment. Drinks and snacks were provided in recognition of International Youth Day, with participants offering overwhelmingly positive feedback.

These programs continue to inspire connection, creativity, and confidence among local youth. Through engaging activities and a supportive atmosphere, the Centre encourages healthy lifestyles, positive choices, and a strong sense of community belonging.

Social Media and Youth Engagement

To strengthen engagement and ensure young people are aware of upcoming programs and opportunities, the Youth Centre continues to utilise a range of communication channels tailored to youth preferences. Our TikTok, Instagram, and Facebook platforms are actively used to promote activities, share updates, highlight achievements, and showcase the positive environment at the Centre. These platforms allow us to create engaging, youth-friendly content that encourages participation and keeps families informed.

In addition to social media, communication with Nyngan High School (NHS) and Year 6 transition groups plays an important role in reaching young people directly. Regular updates are shared through the school to ensure students and families remain informed about drop-in sessions, special events, support services, and holiday programs. This combination of digital communication and school-based engagement has been highly effective in connecting with both current attendees and new participants, strengthening awareness and involvement across the community.

Centre upgrades

Bike and Scooter Rack for Youth

Council was successful in obtaining an Aeris Resources community grant for \$2,850 enabling the installation of practical, youth-friendly storage that encourages active transport and supports greater independence. This improvement makes it easier for young people to ride to the Centre, participate in activities, and stay engaged in a healthy, accessible way.

The installation of the new scooter and bike racks for young people at the Centre, ensures they have a safe and secure place to store their equipment while attending programs. The racks are positioned under CCTV surveillance, providing added security and peace of mind for both youth and their families (see attached photos).

AV Technology Upgrades – Summary

Through funding from the Resources for Regions Grant, the BSYCC completed significant audiovisual and teleconferencing upgrades to improve communication, collaboration, and digital access across the facility. Enhancements include new 65” and 86” 4K displays, Microsoft Teams Room systems, ceiling microphones, speakers, and wireless presentation capabilities in both the boardroom and small meeting room. These spaces can now operate independently or be combined for larger workshops and meetings.

A portable 65” digital smart board was also added, providing a flexible interactive tool that can be used for youth programs, training sessions, community groups, and corporate hire. Overall, these upgrades allow for higher-quality meetings, improved hybrid connectivity, and greater versatility for organisations, service providers, and young people using the Centre (see attached photos).

Zen Garden Upgrade

A new Zen Garden has been developed at BSYCC, providing a tranquil and inviting outdoor space designed to support the wellbeing of young people. The garden offers a peaceful area for mindfulness, reflection, and quiet social connection, giving youth a calming alternative to indoor activities.

This enhancement strengthens our focus on promoting positive mental health by creating nurturing environments where young people can unwind, reset, and feel supported. The Zen Garden is now a valued addition to the Centre’s overall atmosphere, contributing to a balanced and holistic experience for all who attend (see attached photos).

Centre Bookings and Community Use

Centre staff have been actively managing venue hire requests, room bookings, and inquiries from external providers interested in delivering programs for all age groups. The Centre has hosted a variety of community groups and services

The following activities have been hosted by BSYCC staff during the reporting period:

- Seniors Expo
- Catholic Care – Parent Peer Group
- Lives Lived Well – 7-week Drug and Alcohol Program
- Bogan Bush Fellas
- Early Learning Centre (ELC) Meetings
- Nyngan Craft Group – Weekly Meetings
- Heartline Digital Workshop
- RFS Bogan SLA Meeting
- BEST Employment
- APM Employment Services

- Community Consultation – Women and Children Shelter
- Library Annual General Meeting (AGM)
- “Dying to Know” Information Session
- Community Hub – SafeTALK Workshop
- ThinkUKnow Presentation
- Central North Police District – Administration Development Day
- First Nations Community Yarn
- Barnardos Playgroup
- Bogan Shire Council – Staff Training and Staff Meetings

Winter and Spring School Holiday Programs

The June/July and September/October school holidays featured a variety of engaging activities aimed at keeping young people active and connected during their break. Highlights include:

- Arts and Craft Sessions
- Trivia and team challenges
- Cooking and baking days
- Sports and recreation activities
- Movies and game afternoons

Attendance across both school holiday periods was strong, with many returning participants enjoying the chance to spend time with their peers in a fun and supportive environment.

Staffing update

The BSYCC team continues to deliver a consistent and well-rounded program that meets the needs of local young people. Recent employment of a Coordinator Community Youth Services and two part time Youth Support Officers, along with contractor James Tuitahi have worked collaboratively to engage and listen to youth, plan and facilitate sessions that encourage participation and personal growth.

James’s ongoing role remain instrumental in providing mentorship and guidance to young people, particularly in supporting their physical, mental, and emotional wellbeing. His strong connection with the local youth continues to make a positive impact on engagement and community involvement.

With a dedicated team and continued community partnerships, the BSYCC is well positioned to build on current success and further develop opportunities for youth engagement in Bogan Shire.

4. Attachments

BSYCC Photos November 2025

5. Recommendation

That the Operational Report for the Bogan Shire Youth and Community Centre be received and noted.



Figure 1: Smart TV Device for smaller meeting rooms



Figure 2: Meeting Room 1 and 2 AV Tech Upgrades



Figure 3: Zen Garden with Youth and Bushcare teams



Figure 4: Meeting Room 1 and 2 AV tech upgrade



Figure 5: Bike and Scooter Racks, grant funded by Aeris Resources, located at the Front of the Centre



Figure 6: Bike and Scooter Racks, grant funded by Aeris Resource, located at the back of the Centre

6. Attachments

1. BSYCC Photos November 2025

0.0 LIBRARY OPERATIONAL REPORT

1. Introduction

The purpose of this report is to provide Council with information both statistical and informative in regard to the Library's function.

2. Background

A quarterly operational Library report is provided for the information of Councillors.

3. Discussion

This quarter commenced with the July school holidays, during which Library staff delivered eight children's activities, including NAIDOC craft, mixed crafts, clay creations, cling-wrap painting, friendship crafts, rock painting and LEGO sessions. A total of 145 children participated.

The quarter concluded with the beginning of the spring holiday program, featuring bird feeders, a Pooka the Clown Magic Show, biscuit decorating, and plaster animal activities supported by staff from the Community Hub. These sessions attracted a further 138 children.

Sixteen Story Time sessions have been held during this period, with 208 children and carers in attendance.

Staff held 1 Baby Time session with 2 mothers and their babies attending.

The Library was closed from 6 August to 21 August to allow emergency repairs to be carried out in response to an ongoing ceiling leak.

The North Western AMG meeting was held on 10 September 2025, with Bogan Shire hosting at the Bogan Shire Youth and Community Centre. Reports were presented by North Western Library Manager Erica Kearnes as well as each Council Librarian. Councillor Pauline Serdity was elected as Chairperson for 2025. The group endorsed a 5.0% annual increase for the 2026/27 period.

An application for funding under the Local Priority Grant was submitted to the NSW State Library for \$62,755 for the 2025/2026 financial year to cover a portion of Library expenditure.

Statistics

Statistics for the past quarter dating from 1.07.25 to 30.09.25 are as follows with a comparison of the previous year figures for the same period:

July 1 st – September 30 th , 2024		July 1 st – September 30 th , 2025	
Adult Fiction	200	Adult Fiction	153
Western Fiction	29	Western Fiction	4
Large Print	66	Large Print	111
Magazines	87	Magazines	78
Adult Non Fiction	19	Adult Non Fiction	56
Talking Books	66	Talking Books	27
Stories are magic items	0	Stories are magic items	1
Junior Fiction	45	Junior Fiction	63
Junior Non Fiction	13	Junior Non Fiction	56
Easy & Easy2 & RR	170	Easy & Easy2 & RR	180
Toys	0	Toys	0
Junior Talking Books	0	Junior Talking Books	11
Home Start Resources	0	Home Start Resources	0
Young Adult Fiction	1	Young Adult Fiction	9
Equipment	0	Equipment	0
DVD's	142	DVD's	34
TOTAL ISSUES	816	TOTAL ISSUES	770
TOTAL MEMBERS	1321	TOTAL MEMBERS	1388
New Members	20	New Members	16
Internet Usage ½ hr sessions	502	Internet Usage ½ hr sessions	939
People Counter	1016	People Counter	1473

There are 6 computers available for public use, the total number of people using computers was 367 over a period of 939 half hours. A total 13 people required IT/computer help and 27 people used the Wi-Fi.



Children enjoying the school holiday craft activities

4. Attachments

Nil

5. Recommendation

That the Library Report be received and noted.

12 FINANCE AND CORPORATE SERVICES REPORTS

12.1 INVESTMENTS OCTOBER 2025

1. Introduction

The purpose of this report is to outline the performance of Council's investment portfolio for the month of October 2025.

2. Background

In accordance with Clause 212 of the Local Government (General) Regulation 2005 a report must be presented to the Council setting out details of all the money that the Council has invested under section 625 of the Act.

3. Discussion

The Investment Report for October 2025 is shown below. At the 31st October 2025 Council had \$32 million invested. There has been a decrease of two million dollars due expenditure on Transport for NSW ordered works and maintenance contract and the claim has not yet been lodged as well as spending on Grants where funding was received in advance and is now being expended. Consideration of this report means that Council is complying with the Local Government (General) Regulation 2005.

Investment Movements for October 2025

It is hereby certified that these investments have been made in accordance with the Local Government Act 1993 and the Regulations thereto.

REF	Source	Maturity	Days	% rate	Bal Sep 25	Bal Oct 25
42-150-6894	NAB - Professional Funds	4/05/2016	At Call	4.350%	15,272,402.84	13,217,233.18
11271016	Westpac	17/12/2024	17/12/2025	5.010%	6,000,000.00	6,000,000.00
88-392-4994	NAB	29/05/2025	29/05/2026	4.200%	2,000,000.00	2,000,000.00
32-556-4779	NAB	5/11/2024	5/11/2025	5.050%	2,000,000.00	2,000,000.00
98-544-4756	NAB	30/01/2025	30/01/2026	4.850%	2,000,000.00	2,000,000.00
98-568-5779	NAB	30/01/2025	30/01/2026	4.850%	2,000,000.00	2,000,000.00
	Westpac	17/04/2025	17/04/2026	4.200%	2,000,000.00	2,000,000.00
	Westpac	09/05/2025	11/05/2026	4.250%	2,800,000.00	2,800,000.00
	Balance securities held				34,072,402.84	32,017,233.18
	Balance Ledger 19010.8200.8200				34,072,402.84	32,017,233.18
	Summary by institution					
	Commonwealth				0.00	0.00
	NAB				23,272,402.84	21,217,233.18
	Westpac				10,800,000.00	10,800,000.00
					34,072,402.84	32,017,233.18

5. Recommendation

That Council receive and note the Investments Report.

12.2 RATES AND ANNUAL CHARGES COLLECTION OCTOBER 2025

1. Introduction

The purpose of this report is to provide a comparison of rate collections as at 31st October, 2025, with the same period last year.

2. Background

This report is provided for the information of Councillors.

3. Discussion

Rate Collections	2025-2026	2024-2025
Arrears Prior to 01/01/2025	256,763	330,329
First Instalment arrears as at 31/10/2025	87,308	98,791
Second Instalment outstanding as at 31/10/2025	989,867	987,735
Third Instalment outstanding as at 31/10/2025	1,146,967	1,112,156
Fourth Instalment outstanding as at 31/10/2025	1,169,832	1,134,447
Total Arrears	344,071	429,120
Total Outstanding	3,650,737	3,663,458
Monthly Transactions		
Amount Levied & B/Fwd	6,198,520	6,251,070
Add: Adjustments	12,270	31,011
Less: Payments to end of October	-2,492,720	-2,543,380
Less: Rebates	-67,333	-75,243
Add: Postponed		0
Gross Total Balance	3,650,737	3,663,458
Arrears of total amount levied %	5.5%	6.9%

Total arrears have decreased from \$330,329 at the 31st October 2024 to \$256,763 as at 31st October this year.

Each instalment amounts to approximately \$1,549,000 (Total Rates, Waste, Water & Sewer Access Charges)

As at the 31st October, Council had collected \$50,660 less than at the same time last year. At the time of writing this report, Council has collected an additional \$127,095.

4. Attachments

Nil

5. Recommendation

That Council receive and note the Rate and Annual Charges Collection report.

12.3 ANNUAL FINANCIAL REPORTS

1. Introduction

The Financial Reports for the year ended 30 June 2025 have been completed. The Council's auditors conducted their final audit and Council has received their Audit Report.

A full set of the Financial Reports including the Auditor's Report is tabled at this meeting and is also available on Council's website. They will also be available for inspection from the Director Finance & Corporate Services prior to the meeting.

Consideration of this report means that Council is complying with the *Local Government Act 1993*.

2. Background

The Financial Reports for the year ended 30 June 2025 have been prepared in accordance with the *Local Government Act 1993* and the Regulations made there under, the Australian Accounting Standards and Professional Pronouncements and the Local Government Code of Accounting Practice and Financial Reporting.

3. Discussion

Section 418 to Section 421 of the *Local Government Act 1993* outlines the procedures that Council must follow with regards to the presentation of its Financial Reports.

In accordance with Section 418 Council is required to hold a public meeting in order to present the Financial Reports. Notification of the meeting was advertised on Council's website on 29th October 2025 and in the Nyngan Weekly on the 13th November 2025 and 20th November 2025. The presentation of the audited financial reports is to occur at this meeting.

In accordance with section 420 "any person may make submission to the Council with respect to the Council's audited financial statements". *At the time of writing this report, no submissions had been received.*

4. Attachments

Nil

5. Recommendation

1. That Council receive and note the Financial Reports and Auditor's Report for the period 1 July 2024 to 30 June 2025 as presented to the public.
2. That should any submissions be received within seven days of the presentation of the 2024-2025 Annual Financial Report, that they be referred to the Auditor.

12.4 APPLICATIONS FOR FINANCIAL ASSISTANCE

1. Introduction

The purpose of this report is to present to Council two Applications for Financial Assistance. One from the Nyngan Amateur Swimming Club and the other from Bobadah Hall Public Trust Committee.

2. Background

Under section 356 of the Local Government Act 1993 (NSW) (LG Act), the Bogan Shire Council is able to, in accordance with a resolution of the Council, contribute money or otherwise grant financial assistance to persons for the purpose of exercising its functions.

At its General Meeting on 23 November 2023 Council adopted a Financial Assistance Policy to assist with decision making around such requests of Council.

The policy provides guidelines, conditions, and information to assist the General Manager determine who is eligible to apply for financial assistance from council and the conditions they need to meet to receive the funding.

Council already has a long-standing resolution that waives all booking fees for the use of Council facilities and security bonds on such bookings for bonafide community organisations within the Bogan Shire.

3. Discussion

Council has received two eligible applications.

Application one - Nyngan Amateur Swmming Club for an amount of \$500 to assist with their swimming registration costs lower for families.

Council has provided financial assistance of \$500 to the Club per year since 2012 although it has previously been for prize money at the Annual Swimming Carnival.

Application two – Bobadah Hall Public Trust for an amount of \$700 to cover the Halls running costs. The hall is over 100 years old and requires ongoing maintenance and the committee looks after the Hall and fundraises to ensure they have enough funds on hand to look after it and improve it.

Council has previously provided financial assistance to the committee to cover the Waste Depot Fee however in 2024 the Committee did not request any financial assistance.

4. Attachments

Nil

5. Recommendation

That Council consider providing financial assistance in the sum of \$500 to the Nyngan Amateur Swimming Club and \$700 to the Bobadah Hall Public Trust Committee.

12.5 AMENDMENT TO FEES AND CHARGES 2025/2026**1. Introduction**

This report is to request that Council adjust the fees for Food Inspections that were adopted with the Fees and Charges in the 2025/2026.

2. Background

Council previously adopted the Food Inspection Fees in the Fees and Charges contained within the Annual Operating Plan and Budget on 26/06/2025.

3. Discussion

It has come to our attention that the Fee included for food inspections was incorrect and should have been \$220 instead of \$166 as per the previously adopted Fees and Charges.

The fee for 2025 was \$213 so it should have been increased and not been reduced. This was an error in the adopted version.

Foods inspections usually occur in May and June of each year so in order to rectify this before these take place it is recommended that Council adopt the amended fee to reflect the new amount of \$220 as the fee of \$166 does not cover Council costs.

4. Attachments

Nil

5. Recommendation

That Council adopt the amended fee of \$220 for Food Inspections for 2025/2026.

13 INFRASTRUCTURE SERVICES REPORTS

13.1 DEPARTMENTAL ACTIVITY REPORT

1. Introduction

The purpose of this report is to provide Council with information regarding the activities of the Infrastructure Services Department.

2. Background

A regular activity report is provided for the information of Councillors.

3. Discussion

Roads

Road work undertaken for the reporting period 3 October 2025, to 12 November 2025 consisted of the following:

No.	Name	Comments
	Local Roads	
5	Peisley Road	Maintenance grading commenced
43	Kelly’s Road	Maintenance grading completed
9	Glengariff Road	Maintenance patch grading commenced
11	Honeybugle Road	Maintenance patch grading commenced
21	Gongolgon Road	Maintenance grading commenced
92	Colane Road	Sign maintenance
51	Curran’s Road	Regional Emergency Road Repair Fund resheeting of 1km completed
60	Whiterock Road	Regional Emergency Road Repair Fund resheeting of 4km commenced

	Regional Roads	
MR 424	Monkey Bridge Road	Regional Emergency Road Repair Fund resheeting of 1km completed
MR 424	Monkey Bridge Road	Maintenance grading completed

MR 228	Hermidale Nymagee Road	Spraying of roadside vegetation
MR 7514	Cockies Road	Spraying of roadside vegetation
MR 57	Tottenham Road	Spraying of roadside vegetation

	State Highways	
HW7	Mitchell Highway	Sign maintenance
HW8	Barrier Highway	Sign maintenance
HW70	Arthur Hall VC Way	Sign maintenance
HW7	Mitchell Highway	Spraying sections of roadside vegetation

Council has completed pothole repairs on the following roads:

• Hermidale/Nymagee Road	• Canonba Road
• Pangee Road	• Cockies Road
• Colane Road	

The upcoming Road Works Program includes, but is not limited to, the following works:

- Resheeting on Gongolgon Road 2km, Larsen’s 3km, New Bogan 4km and Colane Road 4km funded by Regional Emergency Road Repair Fund
- Resealing sections of Canonba, Cockies, Hermidale Nymagee and Colane Road funded by Regional Emergency Road Repair Fund
- Resealing of Derrybong Street
- Mitchell Hwy, Barrier Hwy and Arthur Hall VC Way Heavy patching program
- Mitchell Hwy, Barrier Hwy Highway and Arthur Hall VC Way Reseal program
- Construction of Pine Street in Girilambone

Works and Services

The work undertaken during this reporting period consisted of the following:

Civil Works

- Carried out works on eastern side of Upper Weir
- Installed bike and scooter racks at the Bogan Shire Youth Centre

- Completed upgrades at the Bogan Shire Youth Centre, including the installation of trees and surrounds, and laying of granite and gravel to improve the outdoor areas
- Installed a selfie stand at the Big Bogan
- Renewed the culvert head walls at the entrance of Essential Energy and corner of Cathundril and Tabratong Street
- Commenced construction of four floodways on Okeh Road
- Removed graffiti from the Grandstand at Larkin oval

Community Facilities

- Mowing/slashing and maintenance of ovals, reserves and Highway approaching Nyngan
- Cleaning of town facilities, Cleaning and sweeping of the Nyngan CBD
- Pressure cleaning of the Village toilet blocks
- Cleaned the Helicopter and carried out works to stop the pigeons entering the Helicopter
- Carried out fertilising and aerating of towns ovals and parks

Water & Wastewater

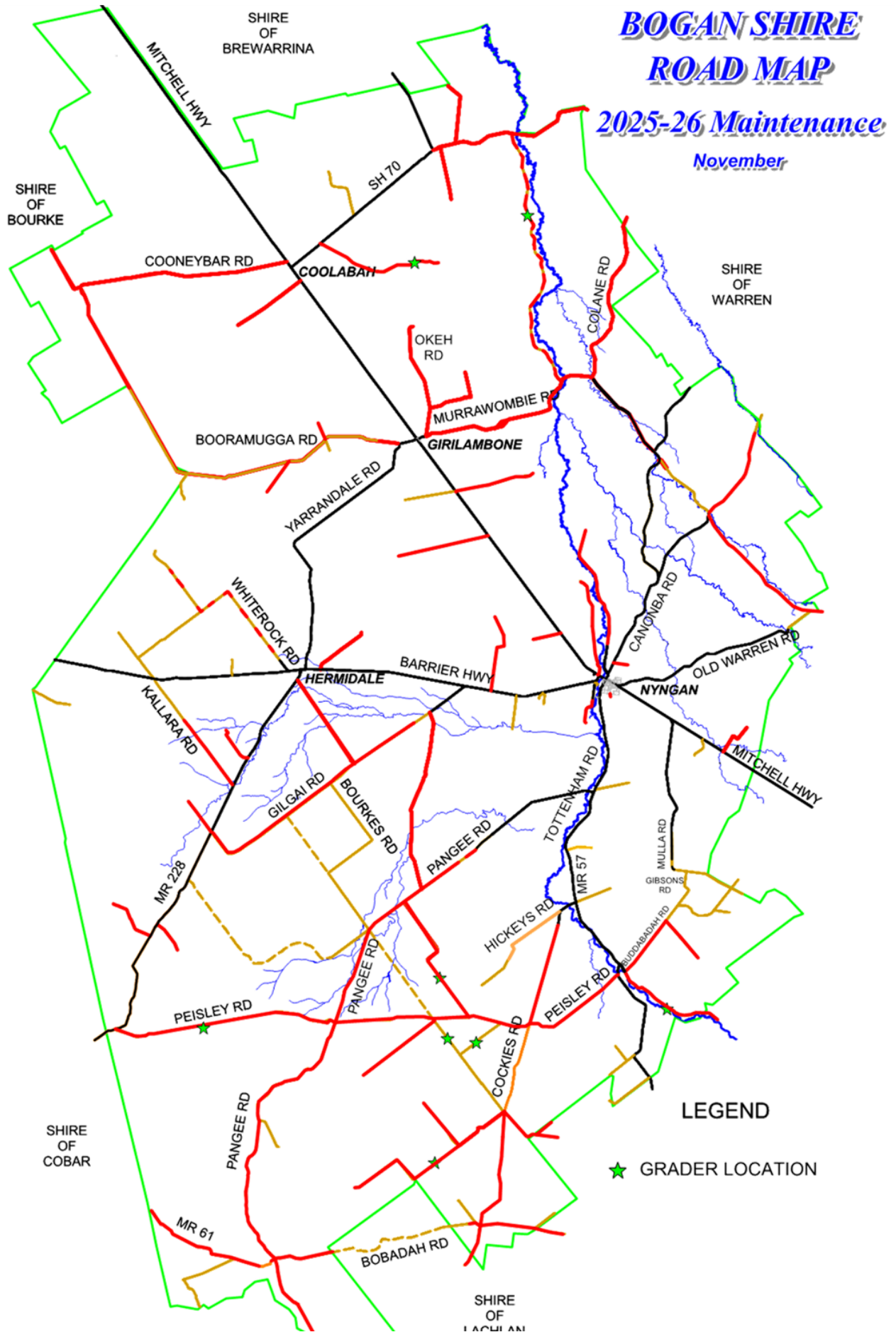
- Carried out maintenance on the sewer reticulation main lane way between Minore and Gregory Street
- Completed the installation of the off-take structure from Albert Priest Channel to Belaringar Creek
- Pumping from Wilga Tank to Girilambone ground tank. Coolabah at 60% and Girilambone at 30%. Wilga Tank is at an estimated 30% of capacity (9 Megalitres remaining)
- Albert Priest Channel flow commenced on 10th of November and is ordered to run until the 20th December 2025
- Connected water services to the new duplex on River Street
- Connected (non-potable) water service to house on Myall Street Girilambone
- Completed annual cleaning of the Village fire hydrant surrounds
- Re- installed No 1 clear water pump at the filtration plant
- Carried out repairs to sewer rising main on Canonba Street

4. Attachments

1. Roads Maintenance Map

5. Recommendation

That the Infrastructure Departmental Report be received and noted.



13.2 AERODROME LIGHTING GRANT

1. Introduction

The purpose of this report is to seek Council's direction on the funding source(s) to replace the Pilot Activated Lighting (PAL) system at Nyngan Aerodrome.

2. Background

Reports were presented to Council's August and October 2025 meetings regarding the likely cost to replace the PAL at Nyngan aerodrome. This was estimated to be \$467,000, with no allowance for contingency. The reports (attached) also included information on potential funding sources.

At the October 2025 Meeting it was resolved (244/2025):

1. That this matter be brought to the urgent attention of local Members Jamie Chaffey and Roy Butler with an appeal for financial assistance, highlighting the potential risk to patient safety in an emergency situation.
2. That a decision on whether to proceed with the project or hand back the Federal grant be deferred until the November meeting.

3. Discussion

Unfortunately, the correspondence with our local State and Federal Members Jamie Chaffey, Federal Member for Parkes, and Roy Butler, Member for Barwon, was late in going out and was only sent last week and we will have to wait a short time for their response. Council is also still awaiting the outcome of its grant application under the NSW Government's Regional Economic Development Community Investment Program (REDCIP) which was focussed on this project and while there have been some announcements under the program they are yet to be finalised.

The opportunity has been taken to discuss other potential options for grant funding with consultants with an airport/ aerodrome background and these opportunities will be evaluated if it is felt Bogan Shire Council's proposed application would meet the respective grant guidelines.

The options for Bogan Shire in relation to the undertaking of the replacement of the Pilot Activated Lighting (PAL) system at the Nyngan Aerodrome have been documented in previous reports which are attached, and it is important to note the existing grant is only available until May 2026 and requires the complete project to be undertaken.

It is proposed to review funding options and prepare a report for the December Meeting together with an update on further grant information.

4. Attachments

1. August 2025 Business Paper
2. October 2025 Business Paper

5. Recommendation

That Council defer consideration of the proposed project until the December Meeting when they will have had the opportunity to consider an updated review of the options available together with an update on any grant opportunities that may be available.

13.2 AERODROME LIGHTING

1. Introduction

The aim of this paper is to present information on the likely cost to replace the Pilot Activated Lighting (PAL) system at Nyngan Aerodrome.

2. Background

Approximately four years ago the Pilot Activated Lighting (PAL) system at Nyngan aerodrome ceased to function. The PAL was originally installed circa 1972. Since the system failure, Council has been using battery operated flares on the occasions when a night landing is required. In recent years there have been on average nine night time landings per annum.

It should be noted that standard procedure for night landings when the PAL was operational was for staff to be called out to do a 'roo run' prior to aircraft landing and take-off. This practice continues with the use of flares.

In 2024 Council applied for funding under the Federal Government's Remote Airstrip Upgrade Grant towards the replacement of the PAL. Council was successful in gaining a grant of \$116,550 towards the project which was then estimated to be \$350,000. Council was to contribute the balance of \$233,450. The acquittal date for the completion of the project and final report has already been extended to May 2026. (It is not possible to do part of the project as the funding application was for a complete PAL).

In February 2025 Council applied for funding under the NSW government's Regional Economic Development and Community Investment Program programme in the amount of \$515,533, to add to the previous grant (\$116,550) to complete a PAL. This estimate included a back-up generator, project management and contingency to the combined value of approximately \$165,000. At the time of writing this report, Council has not been advised of an outcome to the grant application.

3. Discussion

Nyngan Aerodrome is not permanently manned and there are no records on daytime usage. Night landings are recorded due to the requirement for staff to be called out.

There is currently one charter flight which lands at the aerodrome weekly (Wednesdays). This flight requires a pavement concession as the plane mass / tyre pressure exceed the runway pavement rating. The pavement concession that has been approved by Director Infrastructure Service on a month to month basis is subject to inspections of the runway before and after each use, and the plane operator confirming that they are responsible for the cost of any damage to the runway and taxiways.

Council does not charge landing fees and therefore there are no direct revenues associated with aerodrome usage. Landing fees can be the subject of a separate report.

The merits of a PAL versus the currently approved project for exclusion fencing of the aerodrome has recently been raised. The estimated cost for Council to complete a PAL with no contingency and without replacing the backup generator is \$467,000.

There is currently \$130,000 allocated for exclusion fencing. This allocation plus the previously approved grant totals \$246,550, leaving a shortfall of \$220,450.

Staff attendance to night landings is required with and without a PAL. If PAL is a higher priority than exclusion fencing, additional funding options could include:

- Loan
- Re-allocation of budgeted funds
- Use of any available unallocated cash.

Council may wish to review the adopted capital program to source funds. A number of projects were the subject of revote at the July 2025 meeting.

These include a couple of programs that could potentially be accessed to fund a PAL.

- Pipe Culvert Renewals Rural Roads Current balance \$160,000
- Bridge Repair Program Current balance \$160,000

A number of failing culverts have recently been identified, and it is recommended that the Pipe Culvert Renewals Rural roads not be fully drawn down.

4. Attachments

Nil

5. Recommendation

For noting.

13.2 AERODROME LIGHTING GRANT

1. Introduction

The purpose of this report is to seek Council's direction on the funding source to replace the Pilot Activated Lighting (PAL) system at Nyngan Aerodrome.

2. Background

A report was presented to Council's August 2025 meeting regarding the likely cost to replace the PAL at Nyngan aerodrome. This is estimated to be \$467,000, with no allowance for contingency. The report (attached) also included information on potential funding sources.

Funding sources include the approved Federal Government's Remote Airstrip Upgrade Grant of \$116,550, the submitted application under the NSW government's Regional Economic Development and Community Investment Program (REDCIP) programme in the amount of \$515,533, and potential Council funds.

3. Discussion

The first milestone for the Federal Government grant is due on 31 October 2025, for the completion of design and procurement. As the project is not fully funded, this work has not yet been undertaken.

The acquittal date for the Federal Government grant and final report has already been extended to May 2026. We have been advised that under this grant it is not possible to do part of the project as the funding application was for a complete PAL.

At the time of writing, no advice as to the outcome of the REDCIP application has been received.

Accordingly, if Council wishes to proceed with a PAL, and utilise the \$116,550 grant (with associated acquittal timing), funding will need to be allocated. As outlined in the August 2025 report funding sources include:

- Re-allocation of the \$130,000 currently allocated for exclusion fencing.
- Loan
- Re-allocation of other budgeted funds

4. Attachments

1. August 2025 Business Paper

5. Recommendation

For Council's consideration

13.2 AERODROME LIGHTING

1. Introduction

The aim of this paper is to present information on the likely cost to replace the Pilot Activated Lighting (PAL) system at Nyngan Aerodrome.

2. Background

Approximately four years ago the Pilot Activated Lighting (PAL) system at Nyngan aerodrome ceased to function. The PAL was originally installed circa 1972. Since the system failure, Council has been using battery operated flares on the occasions when a night landing is required. In recent years there have been on average nine night time landings per annum.

It should be noted that standard procedure for night landings when the PAL was operational was for staff to be called out to do a 'roo run' prior to aircraft landing and take-off. This practice continues with the use of flares.

In 2024 Council applied for funding under the Federal Government's Remote Airstrip Upgrade Grant towards the replacement of the PAL. Council was successful in gaining a grant of \$116,550 towards the project which was then estimated to be \$350,000. Council was to contribute the balance of \$233,450. The acquittal date for the completion of the project and final report has already been extended to May 2026. (It is not possible to do part of the project as the funding application was for a complete PAL).

In February 2025 Council applied for funding under the NSW government's Regional Economic Development and Community Investment Program programme in the amount of \$515,533, to add to the previous grant (\$116,550) to complete a PAL. This estimate included a back-up generator, project management and contingency to the combined value of approximately \$165,000. At the time of writing this report, Council has not been advised of an outcome to the grant application.

3. Discussion

Nyngan Aerodrome is not permanently manned and there are no records on daytime usage. Night landings are recorded due to the requirement for staff to be called out.

There is currently one charter flight which lands at the aerodrome weekly (Wednesdays). This flight requires a pavement concession as the plane mass / tyre pressure exceed the runway pavement rating. The pavement concession that has been approved by Director Infrastructure Service on a month to month basis is subject to inspections of the runway before and after each use, and the plane operator confirming that they are responsible for the cost of any damage to the runway and taxiways.

Council does not charge landing fees and therefore there are no direct revenues associated with aerodrome usage. Landing fees can be the subject of a separate report.

Ordinary Council Meeting Agenda

28 August 2025

The merits of a PAL versus the currently approved project for exclusion fencing of the aerodrome has recently been raised. The estimated cost for Council to complete a PAL with no contingency and without replacing the backup generator is \$467,000.

There is currently \$130,000 allocated for exclusion fencing. This allocation plus the previously approved grant totals \$246,550, leaving a shortfall of \$220,450.

Staff attendance to night landings is required with and without a PAL. If PAL is a higher priority than exclusion fencing, additional funding options could include:

- Loan
- Re-allocation of budgeted funds
- Use of any available unallocated cash.

Council may wish to review the adopted capital program to source funds. A number of projects were the subject of revote at the July 2025 meeting.

These include a couple of programs that could potentially be accessed to fund a PAL.

- Pipe Culvert Renewals Rural Roads Current balance \$160,000
- Bridge Repair Program Current balance \$160,000

A number of failing culverts have recently been identified, and it is recommended that the Pipe Culvert Renewals Rural roads not be fully drawn down.

4. Attachments

Nil

5. Recommendation

For noting.

13.3 HERMIDALE WATER

1. Introduction

The purpose of this paper is to provide information on the Hermidale water supply, including higher than average Cobar Water Board costs.

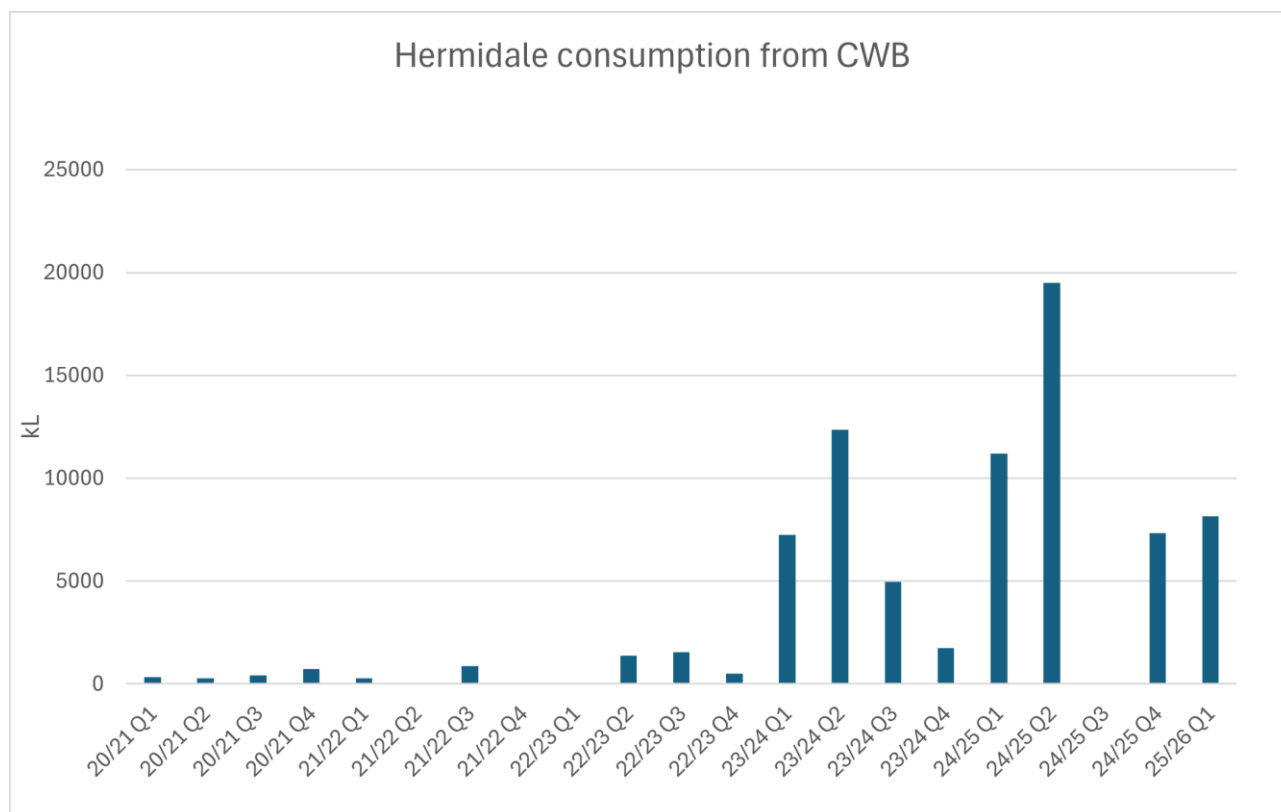
2. Background

At Council’s 2025/26 Integrated Planning and Reporting Workshop, the high cost of payments to Cobar Water Board for purchase of raw water in Hermidale was highlighted with a request from Council for this to be investigated further.

Hermidale residents are provided raw water from Council’s ground tank located approximately 1.6km southwest of the village, with a supplementary supply from an offtake of the Cobar Water Board’s pipeline.

It is understood that in recent times there has been negligible water in the ground tank, and therefore an increase in reliance on the pipeline. Unfortunately there are no Council records that indicate when the ground tank became dry.

Council purchases water from the Cobar Water Board for the residents of Hermidale. Billing from CWB indicates the following consumption;

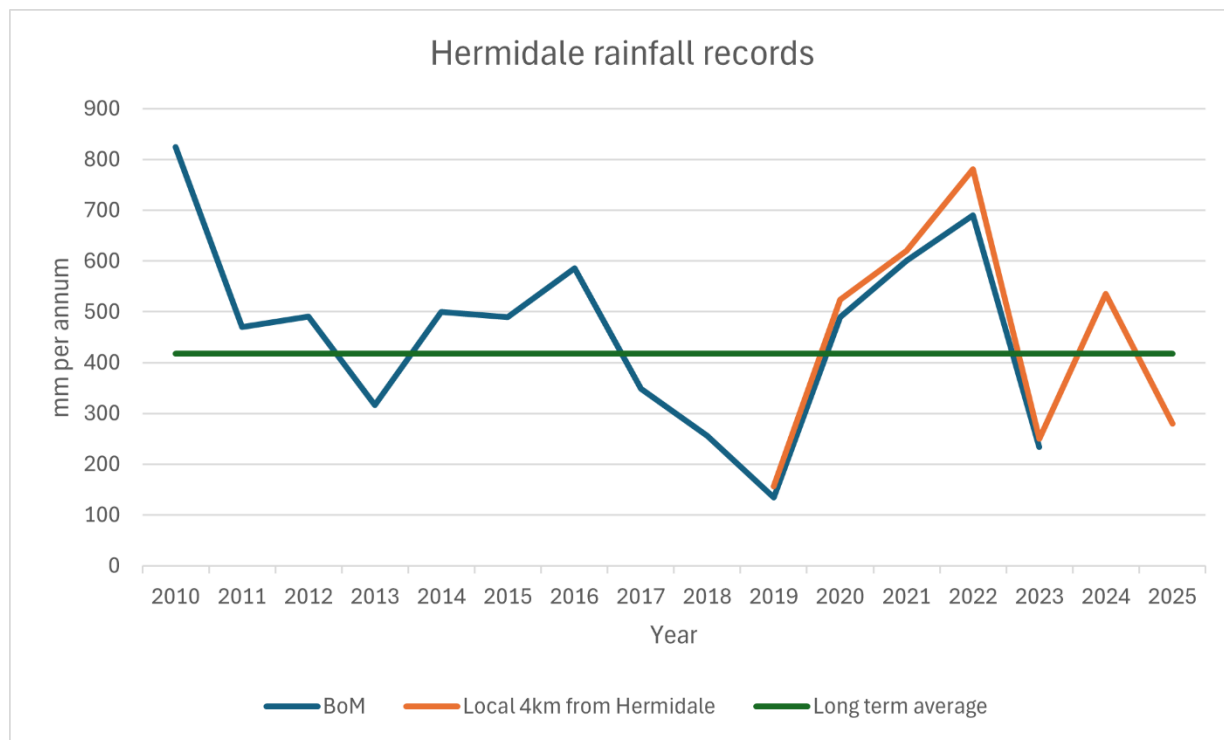


In addition to increased consumption, the impact on Council is also related to the cost of purchasing water. The Cobar Water Board has increased its charges for the supply of water to Hermidale by 5%, 6% and –0.5% over the last three financial years.

3. Discussion

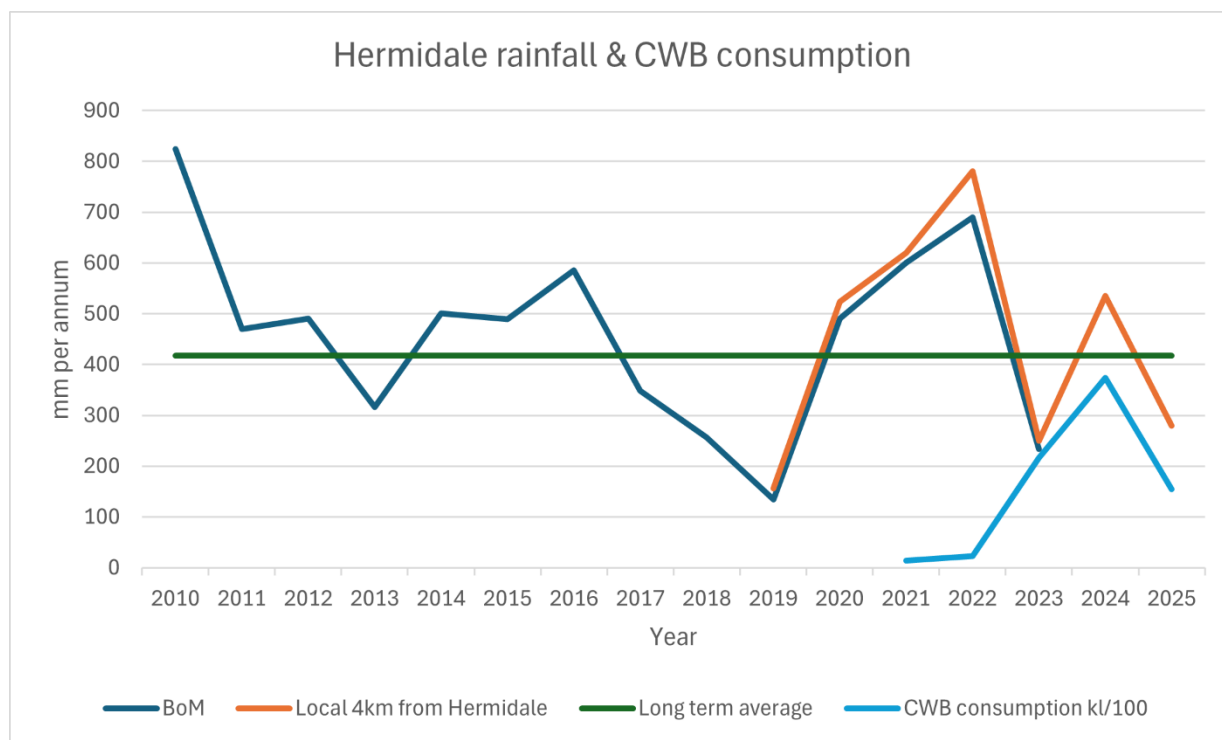
The Bureau of Meteorology (BoM) has rainfall records for Hermidale from 1906 to 2023. In this period the average annual rainfall is 418mm and a minimum annual rainfall of 135mm in 2019. It is unclear why rainfall records for 2024 & 2025 are not published.

As 2024 and 2025 are of interest, rainfall data was sourced from a local property approximately 4km from Hermidale. Data from prior years was also sourced to compare with BoM records. As can be seen from the graph below, there is a reasonable correlation between the data sources. The rainfall total for 2025 is rainfall to time of writing.



The 2023 calendar year appears to have been particularly dry, receiving 170 – 180mm less than average.

To assist in determining the effect of rainfall on Cobar Waterboard consumption, the calendar year consumption in kl/100 has been added to the below graph. The CWB consumption and rainfall for 2025 are the totals up to the time of writing.



It appears that the low rainfall in 2023 has contributed to increased CWB consumption. However, 2024 had above average rainfall 4km from Hermidale, yet an increase in consumption. To discount any storm effects (i.e. storm at property gauge but not at Hermidale) the annual totals for Nyngan and Girilambone (Okeh) were also reviewed. In 2024 Nyngan and Girilambone (Okeh) also had more rainfall than average.

Logically, and based on the above data, it is obvious that rainfall in the Hermidale tank catchment has an inverse relationship with consumption from the CWB pipeline (i.e. more rainfall in the catchment corresponds with a lower usage). However 2024 is an anomaly.

The increase in CWB consumption has a number of other potential causes. Three potential limbs are explored below.

Reduced catchment / catchment infiltration/losses

To ensure that the full catchment contributes to the ground tank, the tank drains were checked and graded in April/May 2025. No significant issues were detected.

Not all rainfall events will result in runoff. Accordingly the daily rainfall totals for 2024 were analysed. Notable daily and event totals exceeding 25mm are tabulated below.

Month	Max Day rainfall (mm)	Event rainfall (mm)	Event duration (days)
January	40	49.5	3
February	60	60	1
March	18	35.5	4
April			
May	25	25	Two events each totalling 25mm
June			
July			
August	29	30.5	2
September			
October			
November			
December	32.5	47.5	Second event totalling 44m

Based on the above, it is highly likely that even though 2024 was wetter than average, runoff to the ground tank may have been limited.

Increased user consumption

Hermidale customers are not metered, and therefore there is no individual consumption data. A recent inspection of the village, including commercial premises, did not reveal any obvious signs of high water use. There are a number of commercial enterprises in Hermidale.

Council’s Development and Environmental Services Department advises that there have been three Development Approvals in Hermidale in the last five years. These were a freight grain terminal, a new dwelling and a satellite dish. On face value it is difficult to imagine that approved development in recent years has significantly increased consumption.

Public access

There is a 75/80mm camlock fitting at the base of the elevated storages (photo below). There is also a small tank in the CWA War Memorial Park with an approx. 37mm outlet. Neither of these outlets are locked.





Meters to these facilities have recently been arranged.

At this time it is probable that dry weather is the most significant factor in the increased consumption from the Cobar Water Board's pipeline. Should the newly installed meters (on the above tanks) not provide any meaningful data (in terms of consumption), Council may need to consider other options such as metering all services in Hermidale, or significantly increasing the Raw Water Access Charge for Hermidale consumers. Council may also need to consider alternative water sources, mandating rainwater tanks, or limiting further development.

4. Attachments

Nil

5. Recommendation

That the General Manager monitors any consumption from the meters in Hermidale at the base of the elevated storages and the small tank in the CWA War Memorial Park, with a further report to Council in March 2026.

13.4 NYNGAN CEMETERY

1. Introduction

The purpose of this paper is to provide information on concerns raised about the Nyngan Cemetery.

2. Background

Council received a precis item at the June 2025 Council meeting from Mrs Lynette Quinton about unidentified cemetery plots at the Nyngan Cemetery.

Council resolved (151/25)

That the General Manager provide a report to Council on the matter of unidentified cemetery plots at the Nyngan Cemetery

3. Discussion

It is understood that records of burials were originally held by the funeral director(s) and were transferred to Council between in the 1970's/1980's. It is unclear if any records were lost in the 1990 flood.

All burial location information held by Council is publicly available on the Nyngan Cemetery Mapping Portal. A link to the portal is located on Council's website <https://www.bogan.nsw.gov.au/environment/cemetery>

There are areas within the older parts of the cemetery where there are no obvious grave markers, and no records. To create a plot location system it has been assumed that there are burial plots in these gaps. To demonstrate this, Attachment 2 is an image from the Mapping Portal where the white boxes indicate the assumed plots, and the crosses indicate the plots for which we have records. The third Attachment is an aerial photograph of the same area.

Where there are no obvious signs of a burial, and there are no records of a burial, there may be techniques that could provide an indication of whether the plot has been used, but would not indicate the name of the deceased. Further research would be required to explore options and understand costs, accuracy and degree of invasiveness in ascertaining whether a plot has been used for a burial.

Vehicle use of potential or unmarked plots seems most prevalent in the Church of England section. This could be discouraged with the installation of additional post and chain style barrier at an estimated cost of \$2000

It is understood that at some time row marker signs were attached to the fence, to assist with plot location. Due to the layout of each church area, and the numbering system used it will be necessary for each church area to have its own set of row markers, with markers at each end of each row.

Accordingly, for the church areas (i.e. not lawn cemetery) 166 row markers are required. Row markers could be simple, lettering stuck on metal sheet (approximately 200mm x 200mm) attached to a short post, hammered into the ground (estimated to be \$15 each), to

more ornate cast or cut metal markers which could be many hundreds of dollars each. If concreting of posts (to reduce vandalism) is required, this would add additional cost.

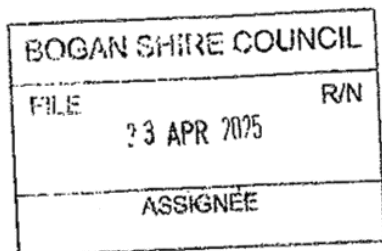
An image of a possible simple marker is attached.

4. Attachments

1. Copy of correspondence from Mrs Lynette Quinton
2. Image from Nyngan Cemetery Mapping Portal
3. Aerial photograph of a section of Nyngan Cemetery
4. Image of possible simple marker

5. Recommendation

1. That additional post and chain barrier be installed at the Church of England section of the Nyngan cemetery.
2. That purchase/fabrication and installation of row markers to the non lawn sections of the Nyngan Cemetery be referred to the next budget review or, alternatively the 2026/27 budget meeting.



103 Canonbar Street,
 NYNGAN 2825
 21/4/2025


To the
 General manager
 Bogon Shire Council
 Nyngan

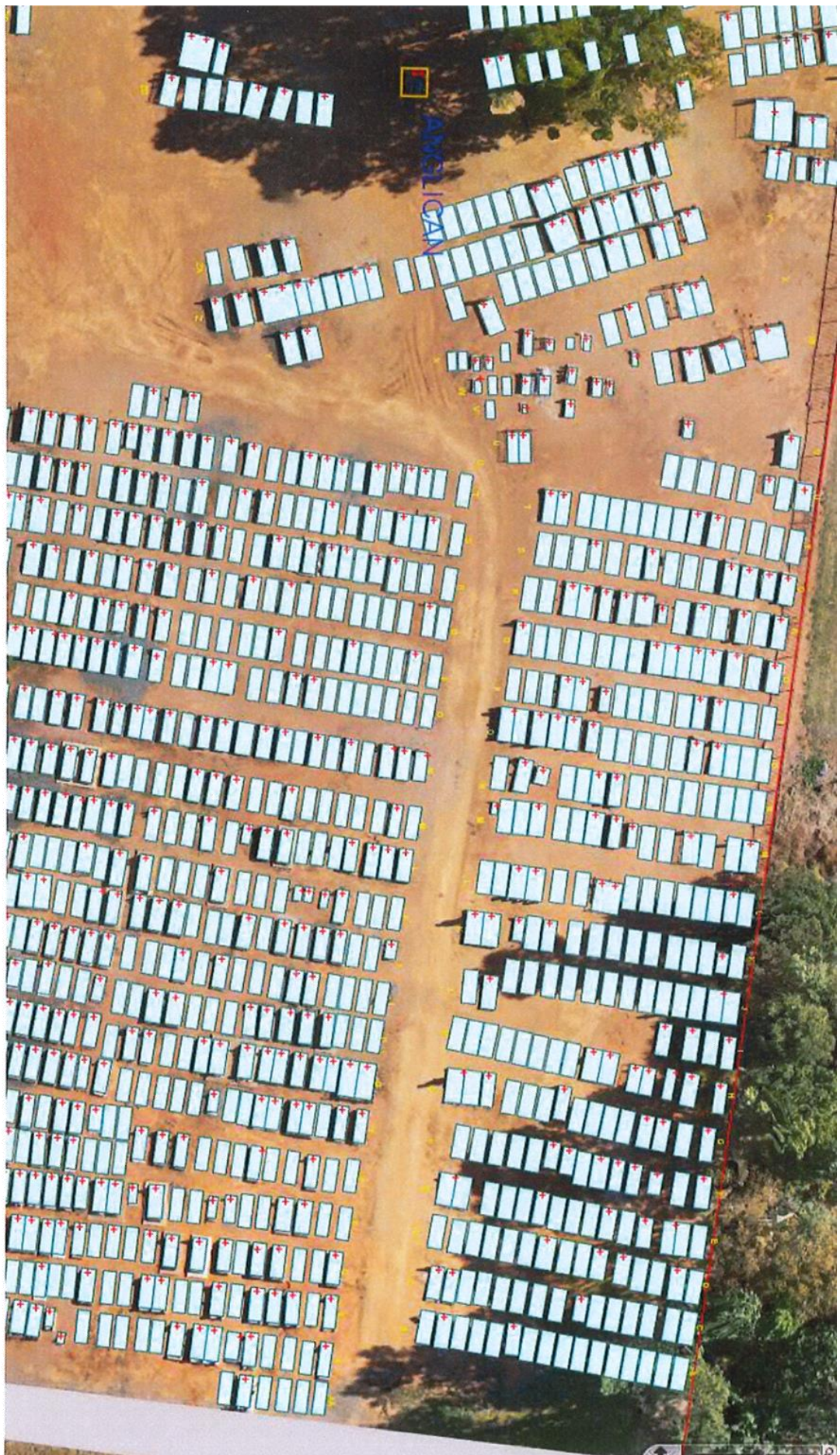
**RE CONCERNS
 TO THE NUMBER OF UNIDENTIFIED CEMETARY PLOTS AT THE NYNGAN CEMETARY**

As a life time resident of the Nyngan community I have on numerous occasions visited the local cemetery, not only to attend funerals but to check on the grave sites of relatives buried there. Unfortunately, in the older sections of the cemetery such as the Church of England, Roman Catholic, Methodist and Presbyterian, there are many graves that have very little on them to indicate that someone is buried there. This means that it is not uncommon to see that vehicles have been frequently driven through these areas. I was associated with the "Friends of the Cemetery" many years ago, and I know that the bare ground existing now are actual grave plots. Unfortunately some of the markers are buried deep in the earth due to the constant vehicle use.

I am aware it is the families responsibility to initially organize plaques etc. However, many of the older graves no longer have families alive or living in this area to do any sort of maintenance. There are so many graves that are marked only by the original metal marker. Such a shame to see this happening. The other problem is that anyone visiting the cemetery have no way of finding graves of relatives when there is nothing there to identify where they have been buried. I think at one time there were markers on the fence surrounding the cemetery that helped people find a particular grave. Whilst the lawn cemetery usually looks well maintained, I feel that at times the older sections are a let down to the whole area. No doubt, and this is only hear say, this would be a similar problem in the smaller villages such as Hermidale, Givilambone and Coolabah which are located in the Bogon Shire area.

Whilst the Bogon Shire is not responsible for maintaining the actual grave sites at our local cemetery, I would like to ask that council seriously consider applying for a grant that would enable funding for some form of marking, either in the form of a cross and name or just a larger metal marker that is easily read, to be implemented to rectify the problem of the unmarked grave sites. If this could be resolved it may be possible to establish some form of mapping of our cemetery. This would also ensure that Nyngan's historical records are maintained for future generations in a manner that is easy to see and accessible.

Yours Faithfully
 Lynette Quinton








13.5 NYNGAN CEMETERY PLANNING

1. Introduction

The purpose of this paper is to provide information on future planning for the Nyngan Cemetery.

2. Background

The Nyngan cemetery is located on Lot 7041 DP1020882, off Cemetery Road, Nyngan.

At the time of writing, there are approximately 130 reserved burial plots within the existing cemetery, and potential for a further 250 plots to be developed in the Lawn South East section.

Over the period 2014 to 2025 there have been, on average 23 burials per annum. The peak year was 33 burials.

Accordingly, there is approximately 8 - 16 years of burial plots available at the cemetery. The estimate of 8 years excludes reserved plots and is based on 30 burials per annum. The estimate of 16 years assumes that all reserved plots can be utilised and there are 23 burials per annum.

3. Discussion

It is anticipated that future expansion of the Nyngan Cemetery would be to the east towards the levee bank, over Lot 102 DP42136. Attachment 1 indicates the location of lot 102. This lot is a Crown Reserve and has been devolved to Council for the addition to the Nyngan Cemetery. The parcel is currently zoned as R5 – Large Lot Residential. Accordingly, a Local Environmental Plan (LEP) amendment will be required.

It is estimated that the potential plot yield of lot 102 will be in excess 2000 if utilised efficiently.

The existing cemetery has been developed with sections for various churches (Catholic, Church of England, Methodist, and Presbyterian), lawn cemetery, and cremation plots. Segregation by religion may not lead to the most efficient use of land and will need to be carefully considered when planning the development of lot 102.

4. Attachments

1. Image of Nyngan Cemetery from Six Maps

5. Recommendation

That amendment to the zoning of lot 102 DP42136 be incorporated in a future Local Environment Plan Amendment.



Distance Tool
Total Distance: 19 m
Last Segment Distance: 19 m

1:2,257
0 30 60m



13.6 DRAFT CENTRAL WEST AND ORANA STRATEGIC REGIONAL INTEGRATED TRANSPORT PLAN

1. Introduction

The purpose of this paper is to ensure that Council and the community are aware of Transport for NSW's (TfNSW) Draft Strategic Regional Integrated Transport Plan (SRITP).

2. Background

For the purpose of this document, the Central West and Orana stretches from Lithgow to the western boundary of Bogan Shire, and Coonamble to Cowra.

TfNSW advise that the draft plan builds on extensive work carried out on the former Regional Transport Plan (RTP), and incorporates input received from key stakeholders and the community during 2024/2025.

The Draft RTP was placed on public exhibition from November 2022 until March 2023, with approximately 250 submissions received from various segments of the wider community, including industry, local interest groups, residents, visitors, business, and local government.

3. Discussion

TfNSW state that the draft plan provides a 20-year vision and defines the key transport priorities for the region to support community, land use and transport needs, now and into the future.

The draft plan is now available for feedback, with TfNSW offering engagement via online survey, submissions, interactive map, and face to face discussions in Nyngan on 25 November 2025. (Information on the Nyngan face to face opportunity was posted on Council's Facebook page)

Feedback to TfNSW on the draft Plan closes 14 December 2025.

4. Attachments

1. Copy of the TfNSW I Draft Central West and Orana Strategic Regional Integrated Transport Plan

5. Recommendation

That this report be received and noted.

Transport
for NSW

Draft Central West and Orana

Strategic Regional
Integrated Transport Plan



transport.nsw.gov.au



Acknowledgement of Country

Transport for NSW acknowledges the Wiradjuri, Wongaibon, Wailwan (also known as Weilwan and Wayilwan), Kamilaroi (also known as Gamilaraay and Gamilaroi), Ngiyampaa, Dharug and Gundungurra peoples.

As the Traditional Custodians of the land, these communities have deep-rooted connections to the region with unique laws, customs and cultural practices that continue to influence the landscape today.

Many of the transport pathways we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial pathways of Country that Aboriginal people have followed for tens of thousands of years. As noted in Transport's vision for reconciliation, 'Our transport system is a living, breathing network that connects us with each other, and which carries our stories across cultural border lines.' These pathways continue to endure while new layers of movement networks and places are laid down as the Central West and Orana continues to grow.

In preparing the Draft Plan, Transport recognises Aboriginal people have a continuous deep connection through their ceremonial pathways, connections with their lands, languages and stories, and pays respect to the cultural values of all Aboriginal communities and their families.



Lake Burrendong, Mumbil © Destination NSW

Cover: Mother with children waiting for train on the platform at Orange Station

Minister's foreword



I am pleased to present the Central West and Orana Strategic Regional Integrated Transport Plan and its vision for a connected, equitable, safe and sustainable transport network that works to serve the people and communities of the Central West and Orana.

Country to the Wiradjuri, Wongaibon, Wailwan (also known as Weilwan and Wayilwan), Kamilaroi (also known as Gamilaraay and Gamilaroi), Ngiyampaa, Dharug and Gundungurra peoples, the Central West and Orana region is located at the heart of NSW. Its regional lifestyle offerings, community feel, natural beauty and diverse economy make the Central West and Orana a liveable and attractive region and this will continue to drive growth. The increase in housing demand, and supporting industries and services, means the region is evolving. However, we need to ensure that as the region grows, and many thrive, our most vulnerable are not left behind.

Creating a transport system that works for all our people and communities is a core pillar for the Government. For people in the regions, particularly those with disabilities, senior citizens and the young, access to public transport and travel times are often a barrier to the very things that will improve their lives. This needs to change.

Our Strategic Regional Integrated Transport Plan for the Central West and Orana is a blueprint for this change. Focused on short to medium-term deliverables while maintaining an eye on a long-term vision, the Draft Plan is outcome-focused and designed to acknowledge the diversity of communities across the Central West and Orana and effectively address changing transport needs.

As the Central West and Orana population grows and changes, Transport for NSW will support the delivery of well-located homes and work hand in glove with the Department of Planning, Housing and Infrastructure to deliver more homes and support future land uses in the Central West and Orana.

We will support sustainable growth and housing by expanding active and public transport networks and services to improve access to local and regional services and destinations, and improve transport choices, fostering a vibrant and liveable Central West and Orana region.

The Central West and Orana economy will be strengthened by improved services to enable transport choices for people travelling to and from work locally and regionally, while accommodating freight needs to and from, through and within the region. Better linking visitor economy employees and visitors to major destinations is not just good for our people, it's good for our economy.

Safety will continue to underpin everything we do.

The Government continues its commitment to achieving zero trauma on the road network by 2050 and zero trauma on waterways by 2056. But we cannot shy away from the challenges of meeting this commitment. It is easy to look at the road toll and simply see a number. Sadly however, that number represents people, many of whom reside in the Central West and Orana. They could be a person you work with, your neighbour or a member of your family. The impact of our road toll is felt far and wide, and it is a number that will only be acceptable when it reaches zero.

We will continue to improve transport choices for our people, so they can safely travel on public transport or use active transport and leave the car at home.

We will work with councils to identify locations of 'crash clusters' and improve safety infrastructure in these locations.

We will improve and increase the number of heavy vehicle rest stops as part of major highway upgrades.

Our transport infrastructure will also continue to benefit from our focus on resilience. The Central West and Orana region has experienced many natural disasters over recent years, with climate modelling suggesting instances of these events are only expected to increase. We need to build more resilience into our existing network and plan for future shocks and stresses so we can minimise the impacts of natural disasters on our transport network and services.

The saying 'prior preparation prevents poor performance' rings true. We will better maintain and improve our ageing transport assets; new assets will have climate and hazard resilience built into them and improved technologies will enable management strategies to respond to emergencies efficiently and effectively in real time.

I have met with and listened to the people and communities of the Central West and Orana and understand the complex challenges the region faces. Talking to residents, councils, Local Aboriginal Land Councils and community groups, Transport heard about the lack of travel options for people needing to access health and education services; the role transport can play in supporting housing in the Central West and Orana; the need for a better transport system better connecting homes and local jobs; and the need to improve our network resilience to better respond to stress and shocks. It's clear there is much we need to do.

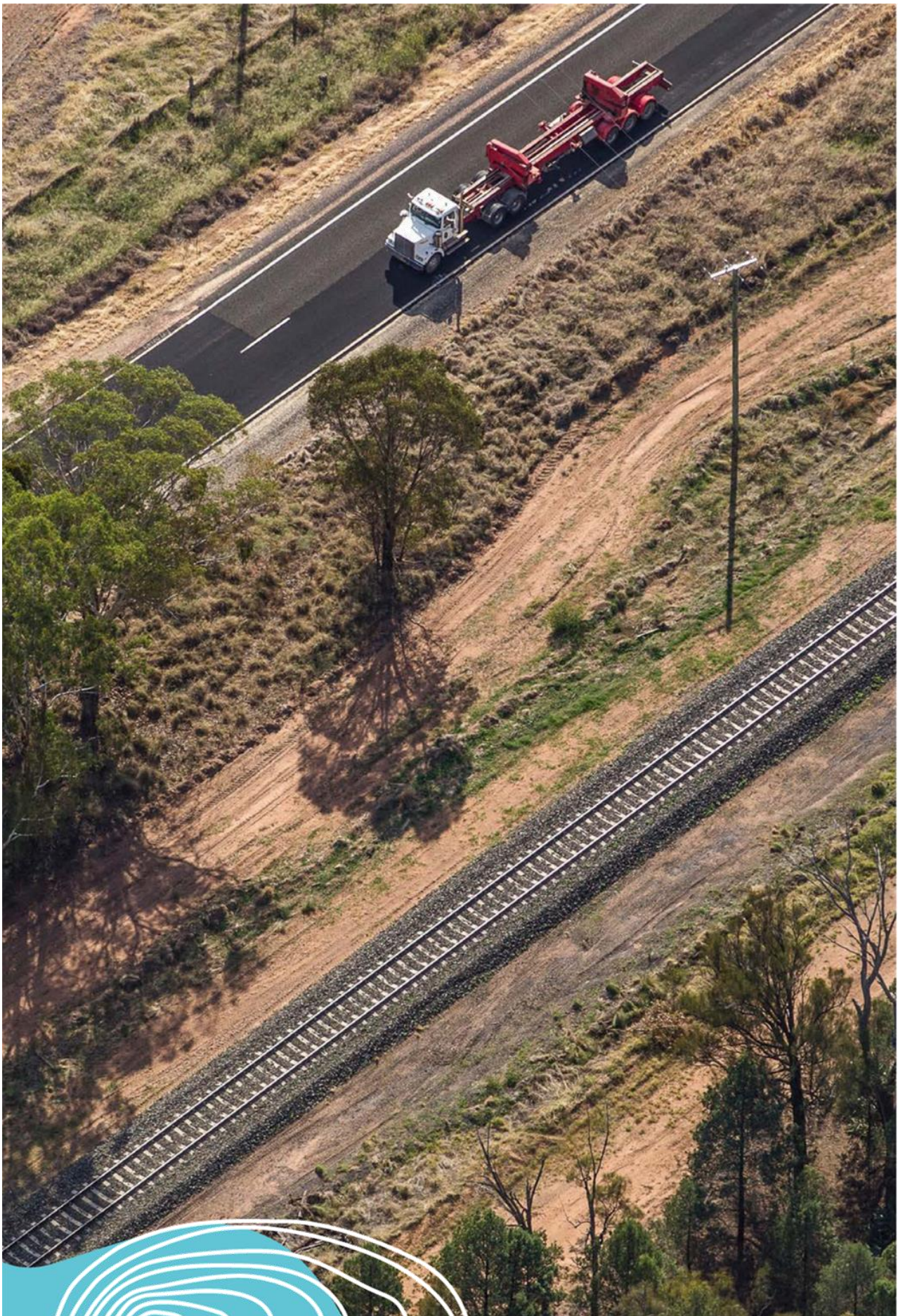
This Draft Plan has been developed through an early engagement approach and has encouraged people to share their ideas, hopes and aspirations for improved connections to build a better community in the Central West and Orana.

As the Central West and Orana region continues to grow and change, a strategic and integrated approach to transport planning is vital to ensuring we realise our vision, and the people and communities of this beautiful and diverse region are well-connected by a safe, sustainable and integrated transport network.

The Hon. Jenny Aitchison, MP
 NSW Minister for Roads and
 Minister for Regional Transport

Aerial view of freight truck on Millthorpe Road parallel to rail track north-west of Blayney





To the reader of this Draft Plan

Strategic Regional Integrated Transport Plans (SRITP) represent the NSW Government’s commitment to delivering tailored regional transport plans that contextualise the State’s objectives and outlines a targeted program of initiatives for each region’s unique needs.

The Draft Central West and Orana Strategic Regional Integrated Transport Plan (Draft Plan) replaces the previous Draft Central West and Orana Regional Transport Plan 2023. It is more focused on outcomes and aligns closely with the Government’s priorities.

Over a four-year period, plans will be delivered for each of the nine Department of Planning, Housing and Infrastructure (DPHI) regions across NSW. This will ensure enhanced integration across the plans and their invisible boundaries, and provide a streamlined connection between statewide planning and its context within a regional application.

In developing the Draft Plan, there has been a focus on ensuring we have challenges, opportunities and initiatives, directly informed by insights and evidence gathered from data and stakeholder engagement, ensuring a clear connection between feedback, analysis and action.

This Draft Plan has been built on previous work completed including the Central West and Orana Regional Transport Plan (2022–2023) and other strategies, plans and programs being delivered by Transport including the public-facing Active Transport Strategy, as well as internal plans. The Draft Plan was informed by the data and insights, such as the common planning

assumptions and what we heard through early engagement and our Have Your Say website. This informed our vision, outcomes and initiatives within this Draft Plan. The proposed initiatives list towards the end of this document is not intended as a prioritised list.

The Draft Plan is more than just a single document, it’s a collection of resources that reflect the inputs and outputs that went into the development of the Draft Plan.

- the Draft Plan
- the Early Engagement Report
- a StoryMap
- engagement resources.



We are now checking we got it right

We are currently seeking to validate the Draft Plan before we finalise it. Your feedback is essential to helping us do this. You can access the Early Engagement Report which outlines who we talked to and what we heard.

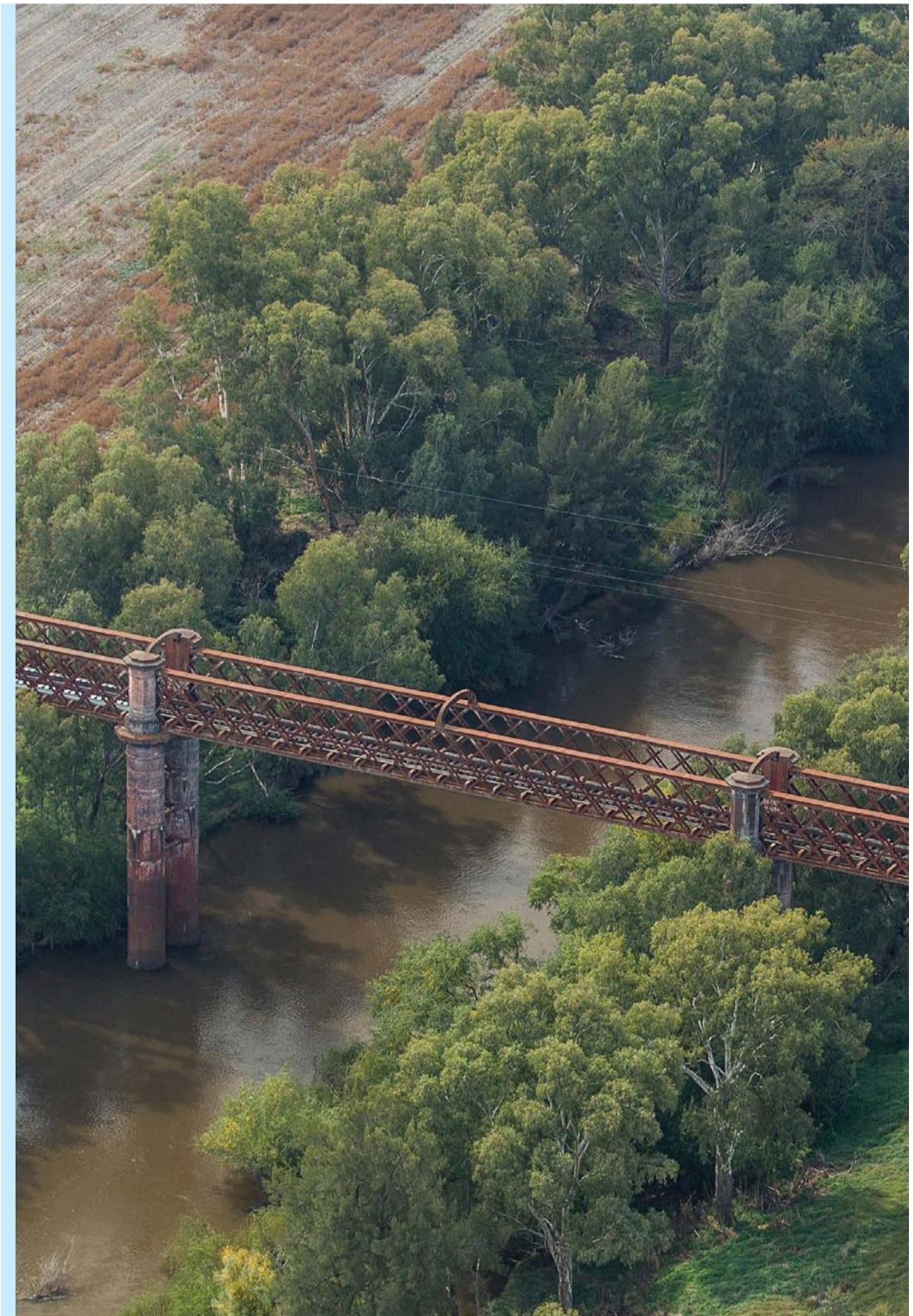
We have also developed a StoryMap to share accessible data and insights that has been used to understand current and future transport requirements. You can share your feedback at <https://www.haveyoursay.nsw.gov.au/sritp/central-west-and-orana>



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Executive summary

The Draft Central West and Orana Strategic Regional Integrated Transport Plan sets out a clear, practical agenda to deliver a safer, more inclusive and resilient transport network – one that supports the wellbeing of people of all ages and abilities, connects communities to essential services such as health and education, unlocking opportunity, while strengthening the region’s economic productivity and environmental future.

To realise the vision and meet the objectives, the Plan proposes:

- **Inclusive and flexible transport services**, co-designed with communities and delivered in partnership with councils and public and on-demand providers, to improve access for Aboriginal communities, older residents, people with disability and those without private vehicles.
- **Better connected and better planned places**, through strategic walking, cycling and public transport links that unlock well-located housing and urban renewal. This includes leveraging Transport assets, supporting infill development with services from day one, improving greenfield – town centre access, and designing safer, more vibrant main streets.
- **A safer, more resilient and productive transport network**, with increased road repair support, smarter disaster recovery, and stronger freight links via Inland Rail and ARTC corridors that reduce reliance on vulnerable road and rail assets.
- **Enhanced digital and emergency communication capabilities**, using Transport owned land and technology to improve safety, service visibility and coordination during disruptions.
- **Smarter investment in freight infrastructure**, ensuring key corridors and intermodal hubs like the Parkes Special Activation Precinct can support economic growth, rail freight and vehicles and seasonal agricultural demands.

These priorities reflect what Transport for NSW heard across extensive engagement with the region’s councils, communities, businesses and Aboriginal organisations. Feedback highlighted the urgent need for more reliable and accessible public transport, especially bus and rail services between key centres. Stakeholders called for transport solutions that reflect the realities of rural and remote living, where long distances, fewer alternatives, and limited mobility options create barriers to participation and wellbeing.

Cowra Rail Bridge over the Lachlan River

We heard the Central West and Orana community’s desire for better timed and more frequent rail services within the region and to Sydney. Transport is investigating a new stabling yard to enable trains to be parked in Orange overnight. Stabling trains in Orange creates an opportunity to increase the frequency and provide a more even spread of rail services linking Dubbo, Orange, Bathurst, Lithgow, and Sydney. This would provide customers with greater choice of when they choose to travel including more day-return trips within the region and to Sydney.

Resilience emerged as a strong theme, with bushfires, floods and storms underscoring the vulnerability of major roads and regional links. Councils, freight operators and emergency services alike called for smarter planning, faster repair, and more transparent communication.

Freight operators also emphasised the critical role of the Newell Highway, Inland Rail and intermodal terminals in connecting regional producers to markets. Ensuring these freight corridors are maintained and future-proofed is central to regional competitiveness.

The Central West and Orana region is home to nearly 290,000 people across 19 local government areas and 22 Local Aboriginal Land Councils, making it the fifth most populous in Regional NSW. Spanning the fertile tablelands of Bathurst and Orange to the vast plains of Dubbo and Coonamble, the region is an economic powerhouse of agriculture, logistics, health, mining and tourism – now bolstered by the emerging Central-West Orana Renewable Energy Zone.

But its demographics are shifting. By 2041, the region will see a 50 per cent increase in residents aged over 65, while the working-age and youth population is expected to decline. This shift intensifies demand for on-demand and community transport to enable older residents to stay connected to services, shops and social life – and to age safely in place.

Ultimately, the Plan reflects the NSW Government’s broader vision – as set out in the Central West and Orana Regional Plan 2041 – for ‘a healthy, connected and resilient region, with a prosperous economy.’ Transport is not just infrastructure; it is a foundation for equity, opportunity and liveability. This Plan responds to the region’s realities with ambition and accountability, and invites collaboration to deliver the transport system its communities deserve.



Passenger on platform at Bathurst Train Station

The future of transport in the Central West and Orana region

Our vision is for a safe, connected, healthy, and prosperous Central West and Orana, supported by a transport network that efficiently connects people to local, regional, and metropolitan destinations and services, while boosting freight efficiency. It will offer residents, workers, and visitors reliable, frequent, and sustainable transport choices, particularly for accessing jobs, health care, education, social and recreational precincts – reducing reliance on private vehicles and supporting a thriving, liveable region.

While protecting the natural environment, the network will be more resilient to disruptions from shocks and stresses. Continued investment is essential to foster economic development across the region.

Nationally significant road and rail corridors will continue to support freight and passenger movements in, out and through the region and to international gateways in Sydney, Newcastle, Brisbane, Melbourne, and Perth.

Our vision is for a safe, connected, healthy, and prosperous Central West and Orana.

Challenges for the Central West and Orana region

This Draft Plan responds to key challenges identified through community engagement and analysis:

- barriers to health, education, and social service access, particularly for Aboriginal communities, impacting social and economic self-determination
- limited active and public transport choices, making it hard to reach essential services without a car
- population growth in centres and nearby greenfield areas, increasing travel demand and straining roads, especially where main streets must serve local, regional and place-based functions
- opportunities to leverage the region’s central location, Inland Rail, and ARTC connections to boost rail freight and improve access to international markets
- high rates of road trauma, particularly on state roads in town centres and highways
- vulnerable infrastructure links – such as the Newell and Great Western highways – affecting reliability
- the need for major shifts in policy, infrastructure, and behaviour to transition to net zero emissions.



Key Directions

The key directions for the Draft Central West and Orana Strategic Regional Integrated Transport Plan that will realise the vision and meet the objectives shown below.

1. Improve access for Aboriginal communities

- a. Co-design flexible transport services with Aboriginal communities to enhance access to health, social, civic, and economic opportunities, especially in discrete settlements.

2. Enhance access to local, regional and metropolitan destinations

- a. Upgrade local transport infrastructure to encourage walking, cycling, and bus use within towns
- b. Improve coach and rail services between regional centres and Dubbo, Orange, and Bathurst
- c. Enhance access to metropolitan areas by progressing targeted upgrades to the Bells Line of Road and Great Western Highway, and investigating increased Blue Mountains Intercity Line frequencies and future aviation integration.

3. Support well-located development

- a. Align transport investment with well-planned development, and mitigate the effects of poorly located growth on established communities.

4. Drive economic growth and diversification

- a. Maintain and enhance the role of main streets in towns and villages as hubs of community and economic life, including through tourism
- b. Improve regional connections to metropolitan cities and international gateways to support the visitor economy.

5. Move freight more efficiently

- a. Explore short-term opportunities to connect Inland Rail Stage 1 to the east coast network via existing ARTC infrastructure
- b. Strengthen freight links between producers, logistics hubs, and intermodals – especially around Parkes Special Activation Precinct
- c. Identify and implement opportunities to support the safe and efficient movement of higher productivity heavy vehicles across the Blue Mountains
- d. Plan for the safe and sustainable movement of oversized wind turbine components from Port of Newcastle to the Central-West Orana Renewable Energy Zone.

6. Create a safer road network

- a. Introduce safer speeds and road environments in population centres to reduce trauma, especially among vulnerable road users
- b. Investigate bypass use to divert through traffic and heavy vehicles from main streets
- c. Improve safety on peri-urban roads and state networks with new or upgraded rest stops.

7. Build a more resilient network

- a. Upgrade routes and enhance alternate connections to ensure continuity during disruptions, particularly natural disasters
- b. Develop sustainable council funding models for road maintenance and upgrades
- c. Improve communication between Transport, emergency services, and communities about disruptions and hazards.



Implementation

This Draft Plan has detailed the steps necessary to turn the identified opportunities into tangible initiatives. Broken down by timeframes, the Draft Plan prioritises the initiatives that are most critical to the Central West and Orana, while demonstrating who is responsible and accountable. The Draft Plan will help to manage risks, track progress and ensure that Transport, Central West and Orana councils, state agencies, industry and other partners are aligned, leading to the successful delivery of the outcomes.

The final list of initiatives will be refined to ensure they can be delivered in the timeframes we are working towards.

New insights and ideas could arise during public consultation that may lead to additional initiatives being added or existing initiatives being modified to better reflect the needs of the community.



Open Streets Light up the night, Weddin Shire Council © Geagle Productions

Definitions

Term	Definition
Active transport	Includes walking, using a wheelchair or mobility aid, cycling and micromobility
ARTC	Australian Rail Track Corporation
DPHI Region	DPHI administrative boundary comprising the Central Coast, Central West and Orana, Hunter, South East and Tablelands, Far West, Illawarra Shoalhaven, New England North West, North Coast, and Riverina Murray.
DPHI's Central West and Orana Regional Plan 2041	Central West and Orana Regional Plan 2041 was developed by the Department of Planning, Housing and Infrastructure. Central West and Orana Regional Plan 2041 sets a 20-year framework, vision and direction for strategic planning and land use to ensure the region has the facilities it needs to continue to be a vibrant place for people to live, work and visit. For more information go to https://www.planning.nsw.gov.au/plans-for-your-area/regional-plans/central-west-and-orana-regional-plan-2041
Discrete Aboriginal Community	A discrete community is a geographic location, bounded by physical or legal boundaries, which is inhabited or intended to be inhabited predominantly (i.e. greater than 50 per cent of usual residents) by Aboriginal or Torres Strait Islander peoples, with housing or infrastructure (power, water, sewerage) that is managed on a community basis. Discrete communities have populations of (but not limited to) 50 or more Aboriginal and Torres Strait Islander people. Services such as schools, health clinics, shops and council depots are usually present.
EV	Electric vehicle
Freight	Goods or cargo transported by heavy vehicles, light commercial vehicles (such as vans and utes), bike rider couriers, rail, aircraft or ship.
FSI	Fatal and serious injury
Gross value added	the value of gross output minus intermediate consumption
HPV	High productivity vehicles
HVCN	The Hunter Valley Coal Network is a major coal transportation system that moves coal from the mines in the Hunter Valley region to the Port of Newcastle for export and to domestic power stations.
ICE	Internal combustion engine
Joint organisation	Joint organisations (JO) are local government entities formed under the Local Government Act 1993 for a defined area. JOs establish strategic regional priorities, provide regional leadership and identify and take up opportunities for inter-governmental cooperation on matters relating to the joint organisation area
IMT	Intermodal terminal is an area of land used to transfer freight between at least two modes of transport. It is typically used to describe the transfer of international shipping containers from road to rail and vice versa.

Term	Definition
LALC	Local Aboriginal Land Council
LGA	Local government area
Lower-impact travel modes	Transport modes that inherently reduce the cost of negative transport externalities. e.g. slow-speed walking movements cause limited injuries/trauma, human powered modes generate limited greenhouse gases, active modes improve health and reduce longer-term Medicare costs.
Micromobility	Devices similar in size and speed to bicycles with or without a motor like a scooter or skateboard
National Land Transport Network	The National Land Transport Network (NLTN) is a network of nationally important road and rail infrastructure links and their intermodal connections. The NLTN is determined under the National Land Transport Act 2014.
OSOM	An oversize and/or overmass (OSOM) vehicle is a heavy vehicle that is carrying or specifically designed to carry a large indivisible item.
PBS	Performance Based Standards – a scheme that allows heavy vehicle operators to use innovative vehicle designs to achieve greater productivity, improve road safety and sustainability, without requiring significant changes in road infrastructure.
Peri-urban area	For the Draft Plan, peri-urban is considered to be the area within an eight-kilometre buffer of population centres.
Population centre	Regional cities, strategic centres and centres, as defined by DPHI
Regional access measure (RAM)	Combined metric showing 15 minute walking and 30 minute public transport access to local and more regionally important job, health, education, recreation, and social destinations.
REZ	Renewable energy zones (REZ) are locations in NSW defined by NSW EnergyCo where major generation of wind and solar power can be efficiently stored and transmitted across NSW.
Risk compensating behaviour	Behaviours resulting in a re-balancing of risk resulting in a return to individually established risk levels of comfort, such as driving faster due to anti-lock braking.
Special Activation Precinct	Special Activation Precincts bring together planning and investment support services to deliver industrial and commercial infrastructure in six dedicated areas of regional NSW.
SRITP	Strategic Regional Integrated Transport Plans will be delivered for each of the nine DPHI Regions of regional NSW to support integrated land use and transport planning in regional NSW for the next 20 years.
ZEB	Zero emission buses (ZEB) use electric or hydrogen technology and do not release carbon emissions or pollutants at the tailpipe.



01 Starting with Country



1.1 Connection with Country

Aboriginal peoples in the Central West and Orana have a rich history of living with and shaping their environment. This connection remains visible in the cultural landscape, including ceremonial sites, trade routes and knowledge of land management techniques such as firestick farming. These practices reflect a profound understanding of Country, contributing to its biodiversity and resilience.

Across the Central West and Orana, significant places such as the Macquarie Marshes, the Greater Blue Mountains World Heritage Area and more than 149,000 hectares of national parks, including Warrumbungle National Park hold profound spiritual, cultural, and environmental significance. These landmark features are not just physical spaces but living systems supporting culture and community; sacred landscapes that embody the First Nations peoples' stories, knowledge, and traditions.

Transport routes in the region, often mirror the traditional travel and trade routes used by Aboriginal peoples for thousands of years. In planning and delivering transport infrastructure and services, Transport is committed to integrating

Aboriginal knowledge and perspectives to ensure a deeper understanding of social, environmental, and cultural impacts on Country.

The ancient pathways contain many layers of stories. They were physical, and they were spoken and sung too while travelling along the Songline routes. Cultural practice through songs, dance and story revitalised the land of ancestral spirit families, as the very sound of nature itself, from the wind, rain, trees, water and all creatures, is believed to strengthen the connection to be whole or as one with everything in life itself.

Movement across the landscape contains evidence of these events, rituals and customs. We are always on Aboriginal land, still following some of these Songlines today, still moving resources, still meeting family and community and still doing business.

Aboriginal people continue to maintain a strong sense of place and connection with Country and believe that if we care for Country, it will care for us. This requires Country to be planned for throughout the process of design and development while planning with Country is another important entity to be considered when designing plans that interact with Country, place and people.

The Blue Mountains © Destination NSW

Providing a space for genuine planning approaches for the Central West and Orana can build capacity and pathways for knowledge sharing between Aboriginal and non-Aboriginal communities, helping to connect people to Country and Country to people, bringing the whole of community along on the journey while integrating historical information for us all to travel safer and learn.

1.2 Aboriginal outcomes

The NSW Government is committed to the National Agreement on Closing the Gap, which is underpinned by the belief that when Aboriginal people have a genuine say in the design and delivery of policies, programs and services that affect them, there are better life outcomes for Aboriginal people through five reform areas:

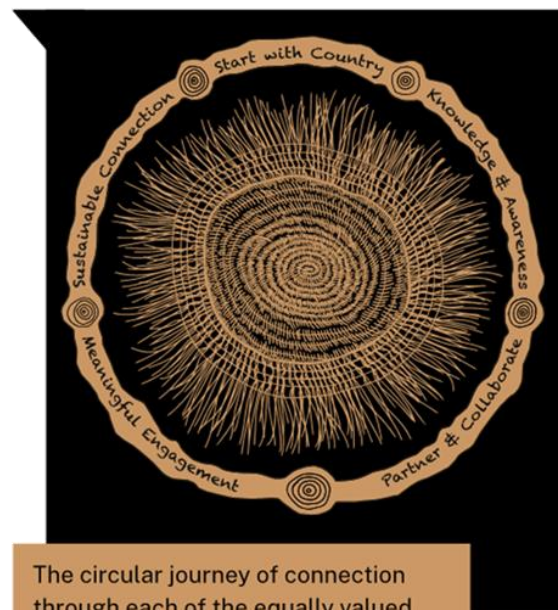
1. Formal partnership and shared decision making
2. Building the community-controlled sector
3. Transforming government organisations
4. Shared access to data and information at a regional level
5. Employment, business growth and economic prosperity.

Transport for NSW’s Reconciliation Action Plan 2022–2025 acknowledges in the creation of our transport infrastructure and networks, we recognise and value the importance of connecting to Country which we will monitor and report progress against as part of developing the Aboriginal Outcomes Framework. There are four key areas for transport outcomes:

- Aboriginal people are connected safely to the economy and socially, through transport solutions.
- Our community and Country are healthy and strong through transport planning and place making.
- Aboriginal economic independence is supported by Transport.
- Transport drives transformative action to deliver systemic change.

Aboriginal people have been saying for a long time that there is a need for change in the way governments work with them to improve their lives. Transport values the input from Elders and other traditional knowledge holders who possess this information about Country so that it can inform strategic transport planning, while sensitively working in partnership with Aboriginal people. This is supported by the community-led OCHRE plan, which stands for ‘opportunity, choice, healing, responsibility and empowerment’. We acknowledge that, at different times, organisations may not have the resources to participate actively.

This Draft SRITP was informed by formal engagement and workshops with Aboriginal representatives from across the Central West and Orana. Early collaboration with Aboriginal people is vital to the planning, procurement, design and delivery phases. Figure 1 provides a pathway to equip our practitioners with the cultural competency and tools to engage and advocate for ways that they can respond to changes and new directions in planning policy to deliver better outcomes for our Aboriginal communities across NSW through a set of guidelines with five principles.



The circular journey of connection through each of the equally valued **5 Principles of Success**, shared through the collaboration, demonstrates the combined strength and resilience of community and Country and their reliance on each other for success.

Figure 1. The woven representation of Planning with Country © Feather Flower Creative (design by Natalia Baechtold).

02

About the Draft Plan



2.1 What is a Strategic Regional Integrated Transport Plan?

2.1.1 Purpose

The Draft Plan evaluates transport needs of Central West and Orana’s distinctive local government areas to support the specific needs of communities across the region.

Social determinants, such as income levels, education, employment and housing, are key considerations when planning for the transport needs of region. These factors can influence a person’s access to and ability to use different transport options. This can be particularly challenging in more rural areas of the region. For people on lower incomes, the cost of buying and maintaining a vehicle may prove prohibitive, potentially limiting their ability to access services and employment opportunities. In almost all cases, the cost of buying and maintain a vehicle or a second vehicle will almost always impact a person’s ability to afford other goods and services, impacting quality of life. This can be compounded if the community has no or limited transport alternatives. Consequently, transport barriers may entrench or create social disadvantage.

The Draft Plan aims to address these disparities by improving access for the people and communities of the region to accessible, reliable and affordable transport options. Integrating social determinants into transport planning promotes not only mobility but also social inclusion, economic opportunity and community wellbeing.

Improving safety outcomes for all people across all modes of transport in the region is a key objective of the Draft Plan. The Draft Plan includes initiatives to create a safe network to ensure residents, workers and visitors can continue to use the transport network safely.

The Draft Plan provides a 20-year vision for transport in the region. The Draft Plan has seven objectives and proposes a suite of initiatives to respond to the identified challenges to realising each objective. The initiatives have staged timings for the planning of government-led services and infrastructure. The Draft Plan will guide the delivery of Transport’s services and infrastructure delivery program in alignment with government priorities.

Transport has engaged with LALCs, councils, joint organisations and community groups across the region, leveraging their insights to inform the development the Draft Plan.

To complement and support the Draft Plan, Transport has developed an [interactive StoryMap](#) for the Central West and Orana region. This data-rich tool offers valuable data and insights that inform the vision, challenges and opportunities within the Central West and Orana region.

2.1.2 Extent

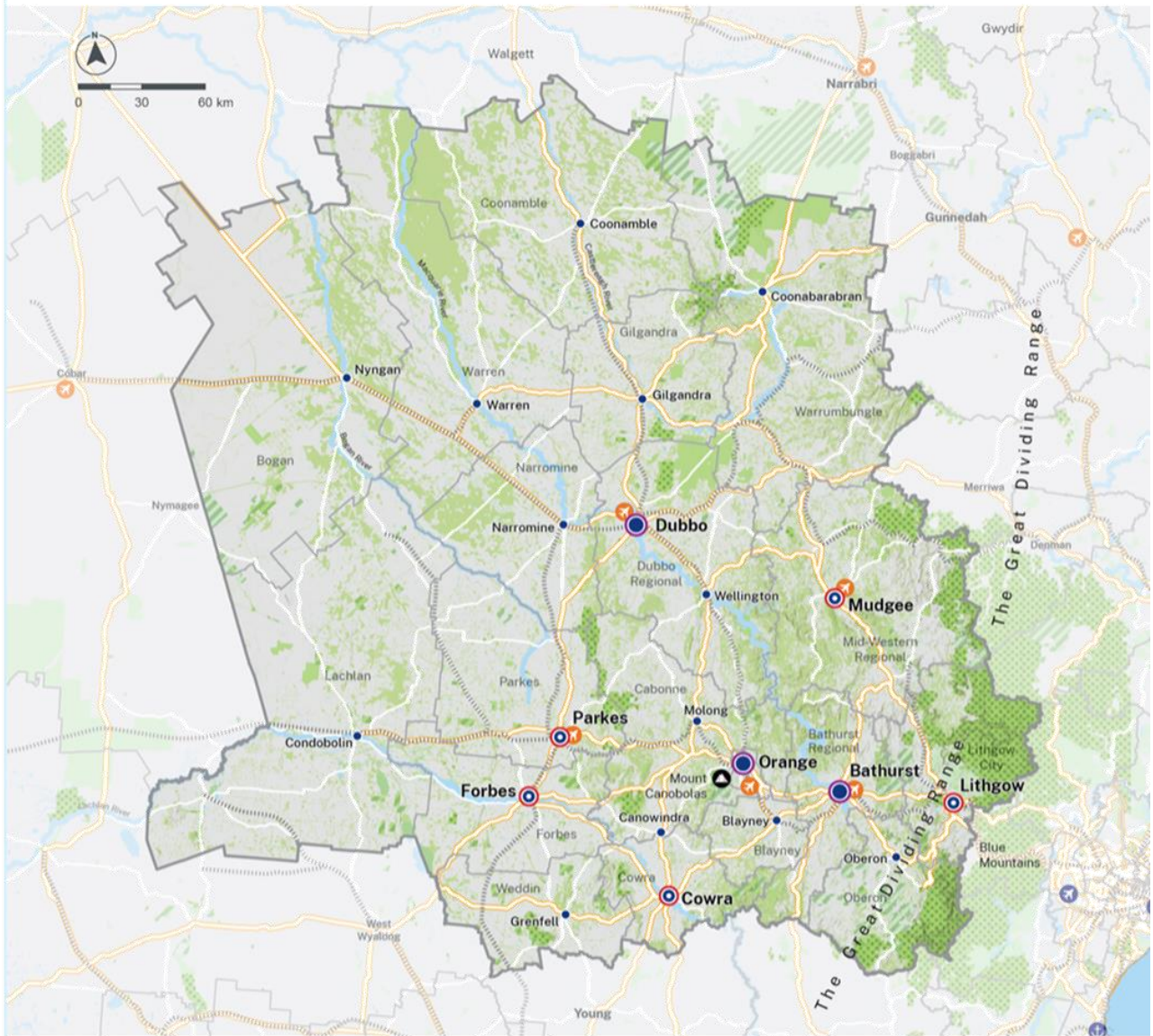
The Central West and Orana is located in the heart of NSW, bordering Greater Sydney and the Hunter in the east, Riverina Murray and South East and Tablelands in the south, the Far West in the west and New England North West to the north. The region is one of the largest in NSW at almost 13 million hectares. The region consists of two sub-regions – the Central West and the Orana – with the communities of each sub-region having distinct transport needs and challenges.

The region is characterised by a diverse topography of fertile plains, rolling hills, mountain ranges and wide valleys. The Great Dividing Range to the east transitions into the Central Tablelands and is home to notable peaks such as Mount Canobolas. The region is crisscrossed by several important waterways, including the Lachlan and Macquarie rivers, which play a crucial role in town water supply, agriculture, recreation and biodiversity. The landscape is punctuated by national parks like the Warrumbungle National Park, which showcases unique geological formations and diverse ecosystems.



Learn more on our [Central West and Orana StoryMap](#)

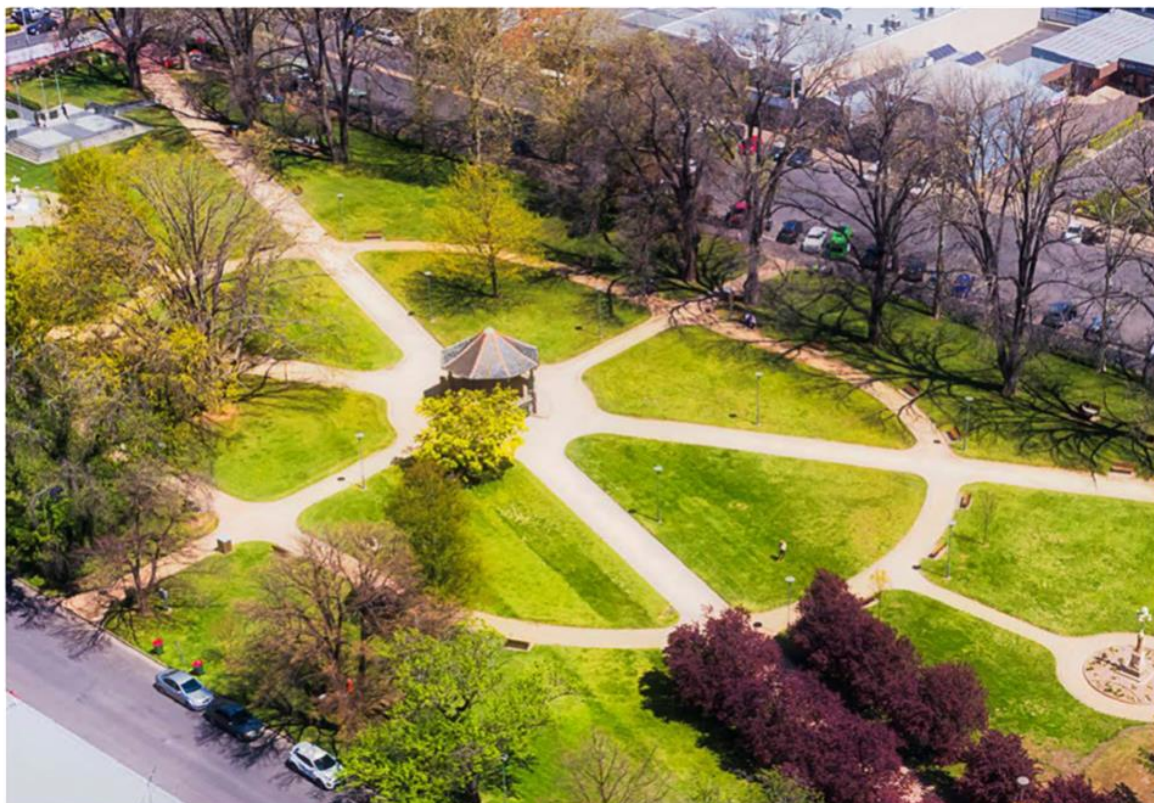
Bus going through regional Bathurst area



KEY

- | | | | |
|------------------|-----------------------|----------------|---------------------------|
| Regional city | Regional airport | State roads | High Environmental Value* |
| Strategic centre | Regional boundary | Regional roads | National parks |
| Centre | Local government area | Railway line | State forests |
| Mountain | | | |
- * Includes NSW NPWS Estate. HEV dataset
 © State Government of NSW and NSW Department of Climate Change, Energy, the Environment and Water 2016

Figure 2. Central West and Orana geography



Robertson Park in the centre of Orange © Shutterstock

2.2 Strategic context

Legislation governs the value chain under which strategic policies, including strategic transport plans, inform other plans such as metropolitan plans, region plans, precinct plans and individual rezonings. NSW state agencies and local government develop plans and strategies that set priorities and strategic direction to inform planning for the future. These plans and strategies set the direction for the transport system. This includes improving connectivity, enabling multimodal mobility, providing equitable access and supporting safer journeys.

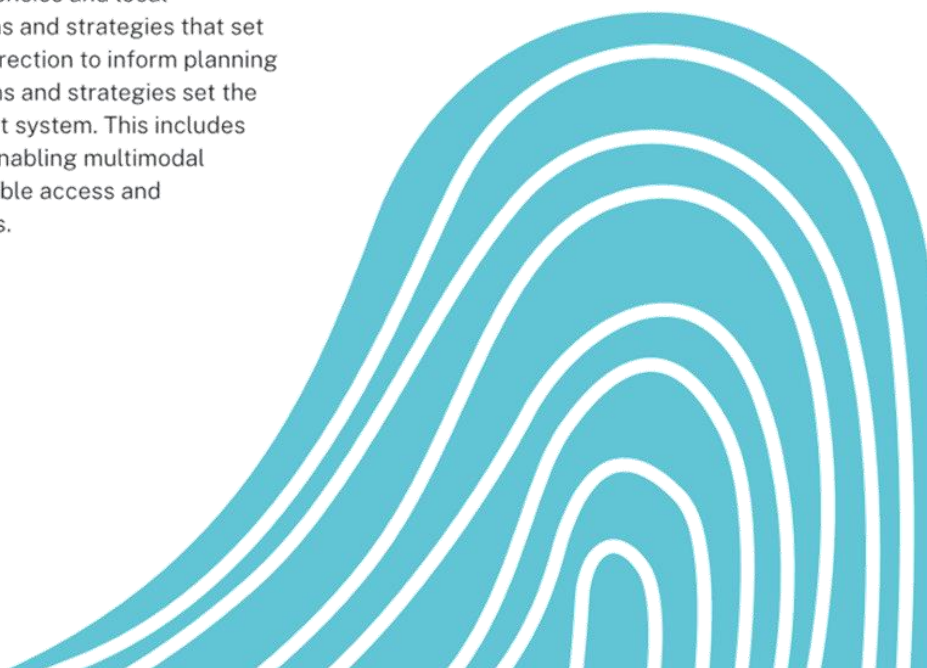


Table 1. Land use and transport legislation, strategies and plans

Planning scale	Land use	Transport
State and Federal	<p><i>Environmental Planning and Assessment Act 1979</i></p> <p><i>Local Government Act 1993</i></p> <p><i>Heritage Act 1977</i></p> <p><i>Environment Protection and Biodiversity Conservation Act 1999</i></p> <p>Federal Native Title Act 1993</p> <p><i>Native Title (New South Wales) Act 1994 No. 45</i></p> <p><i>Crown Land Management Act 2016</i></p> <p>National Agreement on Closing the Gap 2020</p> <p>Low and Mid-Rise Housing Policy 2024</p> <p><i>Protection of the Environment Operations Act 1997 (PEOE Act)</i></p> <p>State environmental planning policies</p> <p><i>Climate Change (Net Zero Future) Act 2023</i></p>	<p><i>Transport Administration Act 1988</i></p> <p><i>Passenger Transport Act 1990</i></p> <p><i>Roads Act 1993</i></p> <p>2026 Road Safety Action Plan</p> <p>Future Transport Strategy</p> <p>Net Zero and Climate Change Policy 2023</p> <p>Active Transport Strategy</p> <p>Towards Net Zero Emissions Freight Policy</p> <p>NSW Electric Vehicle Strategy</p> <p>Biodiversity Policy</p> <p>Planning for Culture</p> <p>NSW Public Spaces Charter</p> <p>Movement and Place Framework</p> <p>Healthy Streets Framework</p> <p>Design of Roads and Streets Manual</p> <p>Road User Space Allocation Policy</p> <p>Providing for Walking and Cycling in Transport Projects Policy 2021</p> <p>Walking Space Guide 2020</p> <p>Cycleway Design Toolbox 2020</p> <p>Network Planning in Precincts Guide 2022</p> <p>Safe Systems Approach</p> <p>Guide to Traffic Impact Assessment 2024</p> <p>State Infrastructure Strategy 2022</p>
Region	<p>Central West and Orana Regional Plan 2041</p> <p>Central NSW Joint Organisation Strategic Plan 2022-2025</p>	<p>Draft Strategic Regional Integrated Transport Plan</p>
Local or precinct	<p>Bathurst Local Strategic Planning Statement</p> <p>Place strategies</p> <p>Structure plans</p>	<p>Local Integrated transport plans</p> <p>Transport management and accessibility plans</p>

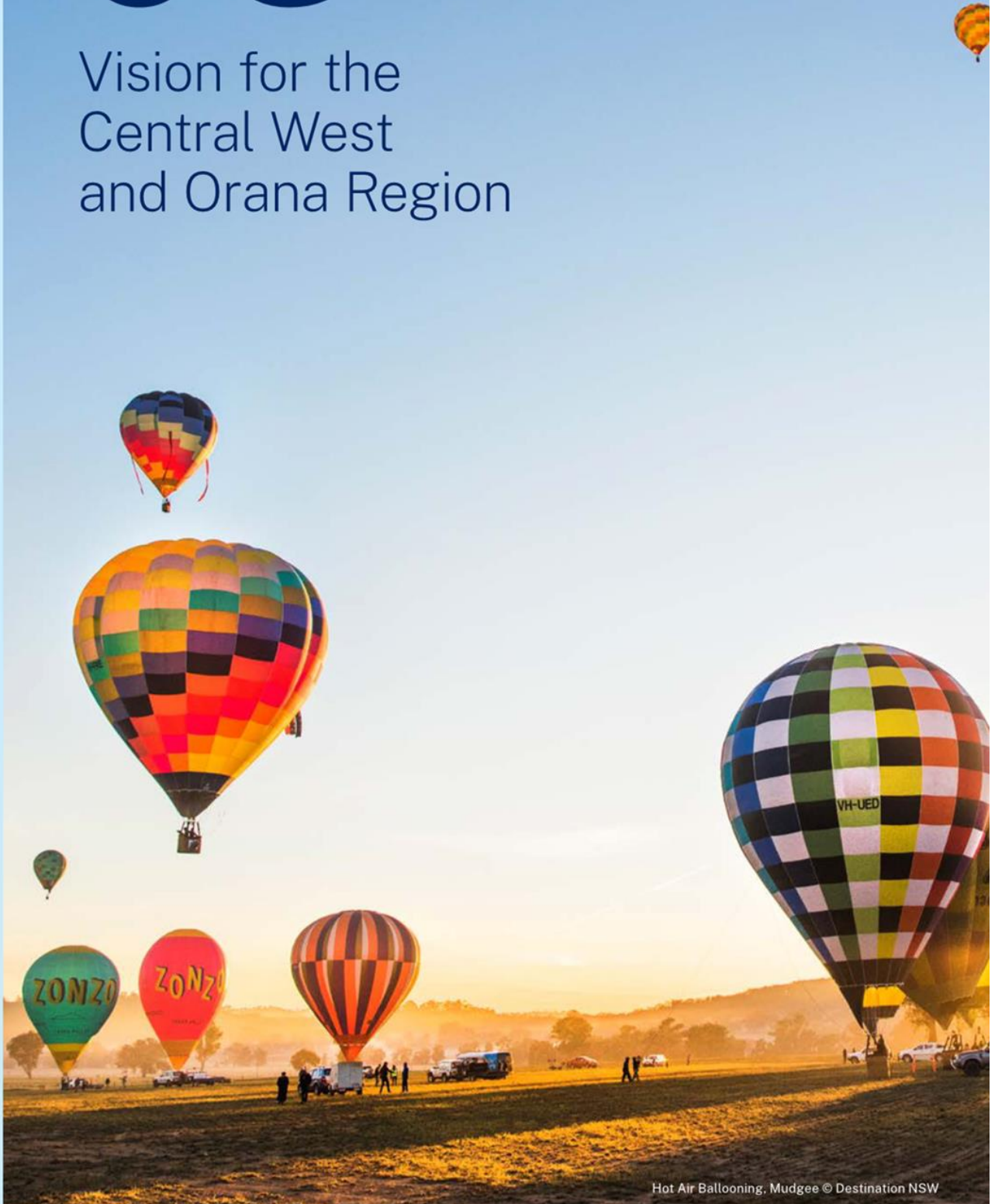


Scenic country road winding through Cudgegong near Lake Windamere © Destination NSW



03

Vision for the Central West and Orana Region



Hot Air Ballooning, Mudgee © Destination NSW

3.1 Transport vision

Central West and Orana’s transport networks will play a critical role in improving the wellbeing, health and productivity of residents and visitors to the region.

The region will become a more desirable place to live, work and visit, with attractive main streets providing the backbone for growth in the service and visitor economy. Demand for housing in the region’s 21 population centres will increase as the regional economy grows and faster connections between regional centres, regional cities and metropolitan cities are introduced.

Reducing trauma on the region’s road network is critical to improving short and long-term health outcomes. Increasing opportunities for active travel will directly improve individual health and drive down the long-term costs of sedentary lifestyle illnesses. Supporting increased rates of walking, cycling, public and shared transport use will also help to reduce local particulate pollution, improving local environments, benefitting individual health and productivity.

Local transport networks will prioritise improved place and local movement outcomes that facilitate human interaction, helping to instil a sense of community cohesion and improving social wellbeing. Personal security will be prioritised, ensuring freedom from crime on Central West and Orana’s roads and streets as well as public transport, particularly for women, children and the elderly.

Promoting walking, cycling, public and shared transport for local trips and public transport and aviation for longer intra and inter-regional trips will help to reduce lifecycle greenhouse gas emissions, increasing the sustainability of the transport network.

For Aboriginal people, customised and flexible travel options will support increased access to and participation in social and civic activities that will help to close the gap and ensure the needs of Country are considered during the development of the transport network.

For primary industry, reducing the number of longer road-based heavy vehicle trips and instead facilitating access to intermodal terminals and increasing the capacity, flexibility and reliability of the region’s rail freight network, particularly connections that bypass complex metropolitan city networks, will help to optimise the use of existing network resources and help to drive down the cost of transporting goods to and from the region. This will place downward pressure on prices for consumers and make the Central West and Orana’s mining, farming and forestry products more competitive on the world stage.

The transport vision for the Central West and Orana embodies the Plan’s objectives, which were developed through a rigorous top-down, bottom-up approach to identifying and collating state, regional and local planning priorities. It is further refined through stakeholder and community consultation. The vision was developed to help facilitate a more integrated approach to land use and transport planning in the region,

in close collaboration with our stakeholders and influenced by engagement on previous work including the Draft Central West and Orana Regional Transport Plan, which we received public feedback on in 2022–23. It is detailed and specifically defined for the Central West and Orana. It is consistent with Australian Government land use and transport policies, NSW Government strategies and local government plans.

The vision was subsequently mapped back to the outcomes and directions of the Central West and Orana Regional Plan, Transport’s Outcomes Framework and NSW Government priorities, including housing, sustainability and resilience.

This Draft Plan sets out future travel needs against existing transport network and service capacity, identifying the behavioural and policy change necessary to support growth consistent with the vision. The approach identifies the transport networks and services to support the future demand within the context of behavioural and policy change. In this way the Plan recognises and prepares for growth to meet the vision. The vision is validated by identifying future transport networks and services that respond to land use change, are consistent with the Plan vision, and meet future demand.

This approach recognises that continuing to accept current mode share, high car reliance and resulting transport inequity, particularly in population centres, will not realise the vision. Rather, it will lead to increased road congestion and reduced access for residents, workers and visitors.

3.2 Objectives and outcomes

The objectives are key concerns fundamental to strategic transport planning. When met, they articulate the realisation of the vision at the regional and local level. The objectives are relatively consistent across all regions, but the outcomes are unique and describe what we want to see in the future in specific places or across the region.

A suite of indicators has been developed. These inform how initiatives are chosen based on how they perform against an objective and realise the long-term vision. A full list of indicators is included in the Appendix.

The challenges and opportunities, identified through engagement with our broad range of stakeholders as well as by data and analysis, are the validation for our priorities for action. A series of initiatives are identified for the short term and medium term, and outcomes for the longer term. This will enable the program of initiatives to be actioned after the final release of each plan. Implementation of this program over time will be tracked and reported to the community.



Vehicles on the road in Dubbo town centre



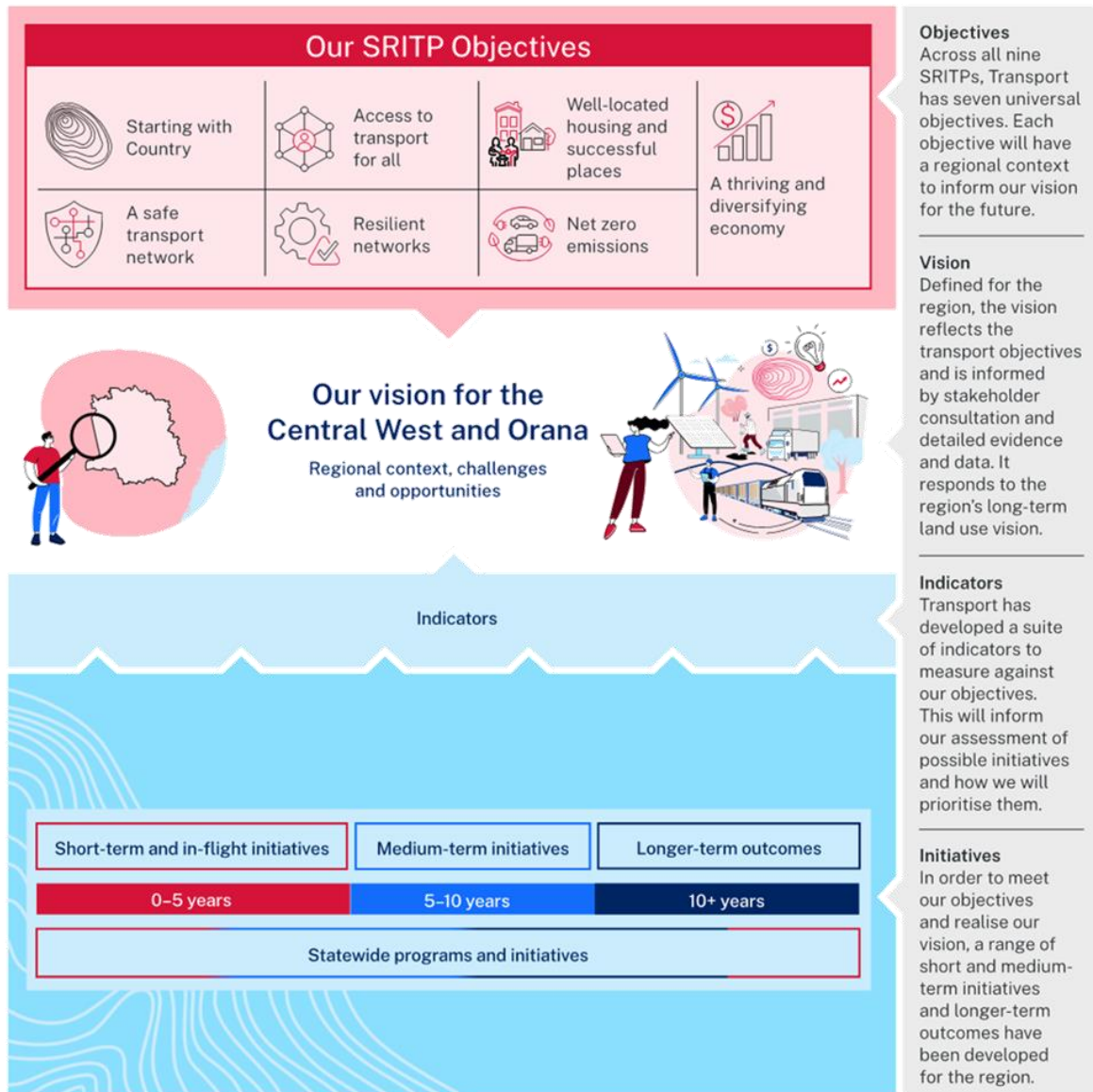
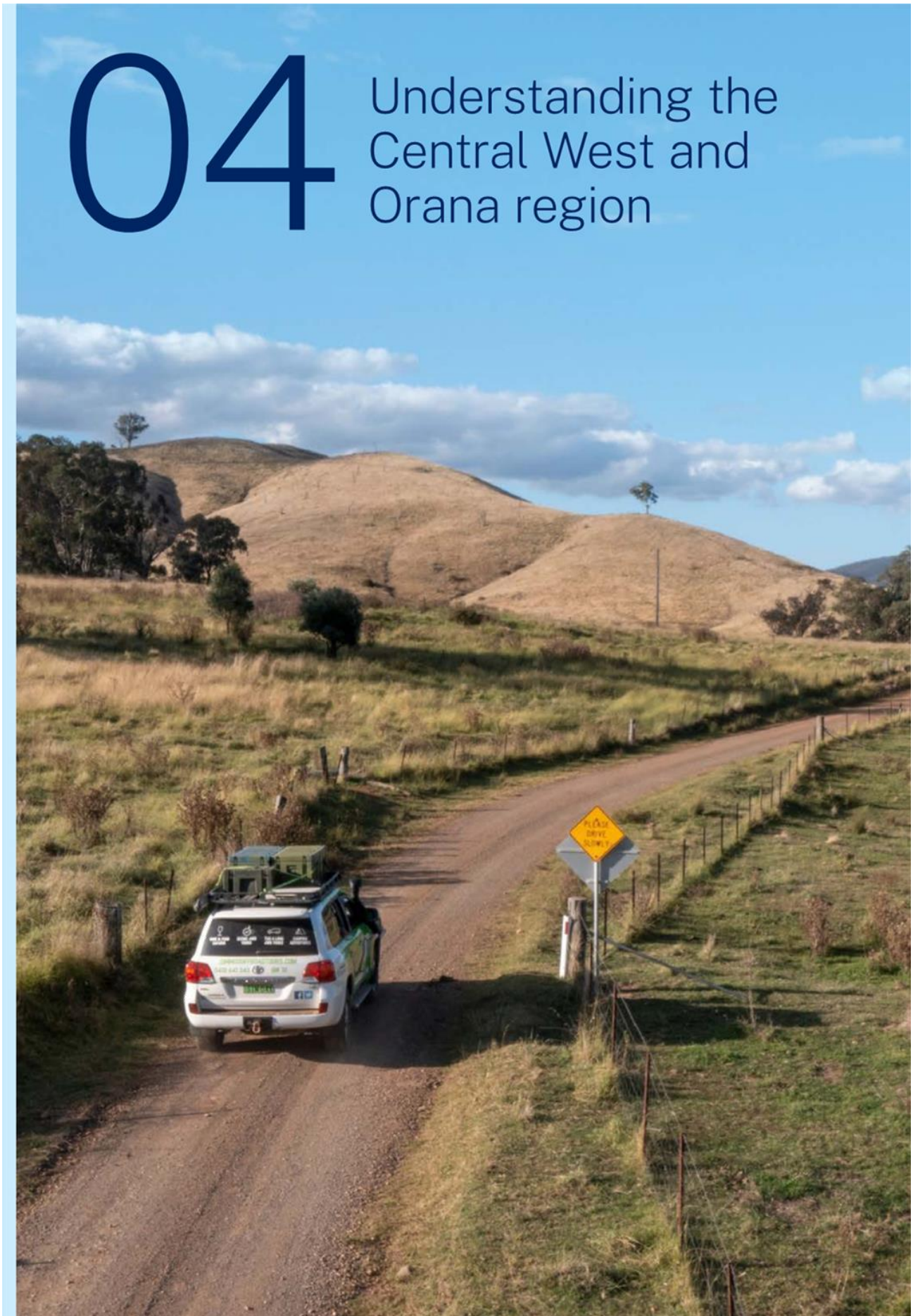


Figure 3. Vision-led transport planning approach



04 Understanding the Central West and Orana region



4.1 People and communities of the Central West and Orana

The region is home to the Kamilaroi, Ngiyampaa, Dharug, Wiradjuri, Wongaibon, Wailwan and Gundungurra people who have been the Traditional Custodians for thousands of years.

These communities have a rich cultural heritage and strong connections to the region’s lands and rivers. The region’s many forests, grasslands and rivers – the Kalari (Lachlan) and Wambuul (Macquarie) meant that bush foods and other natural resources were plentiful. Nearly 11 per cent of the region’s population (about 31,000 people) identify as Aboriginal or Torres Strait Islander according to the 2021 Census.¹ Coonamble LGA has the highest proportion of Aboriginal people at 33 per cent (1200 people).

The NSW Government’s vision for regional NSW is, ‘The regions have the facilities they need to continue to be vibrant places for people to live, work and visit.’² Retaining existing populations and attracting new residents and workers to the region supports the retention and growth of regional businesses and provision of government services critical to ensuring the continued vibrancy of the region. Provision of transport networks that enable movement and growth across the region is critical to delivering the Government’s vision for the region.

The Central West and Orana region is home to many vibrant communities, known for their agricultural history, cultural heritage and community-oriented lifestyle. The region had 291,000 residents in 2021 and is forecast to grow by under 12 per cent to 325,000 residents in 2041.³ DPHI forecasts most population growth will occur in the population centres of Orange, Bathurst, Dubbo and Mudgee, and that population in other parts of the region will stabilise or decline. Transport acknowledges councils in the region are actively planning for population growth through the delivery of new housing supply in addition to DPHI’s published forecasts. Transport’s investment in infrastructure and services identified in this Draft Plan will support population and economic growth and continued vibrancy across the region’s population centres.

The share of people over 65 years old is larger than the NSW average at 21 per cent and is forecast to grow to 23 per cent by in 2041⁴; while 53 per cent of the population is of working age, between 20 and 64 years old. Six per cent of the population has a need for assistance with core activities, which is similar to the NSW average.

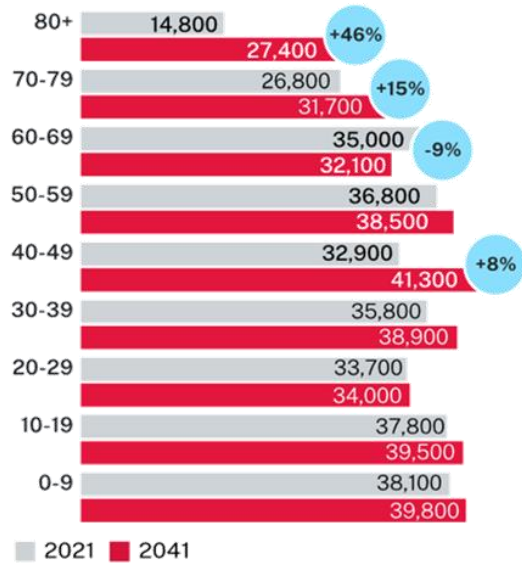
There are different levels of relative socio-economic advantage and disadvantage across the region. People’s level of advantage can impact their ability to access the places they want and need to go. Cost of living pressures may mean people choose to travel less due to the fuel and maintenance costs associated with private vehicles. According to the Index of Relative Socio-economic Advantage and Disadvantage (IRSAD), the region features areas of both high advantage such as the Cabonne and Orange LGAs and disadvantage such as the Coonamble, Cowra, Gilgandra, Lithgow, Parkes and Warrumbungle LGAs⁵

Simmo’s Off Road Tours, Bathurst © Destination NSW

1 ABS, Census 2021
 2 NSW Government, regional plans
 3 DPHI, NSW Population Projections, 2024
 4 DPHI, NSW Population Projections, 2024
 5 ABS, Census 2021



Population growth 2021–2041



Source: DPHI, NSW Population projections, 2024.

Population projections 2021–2041

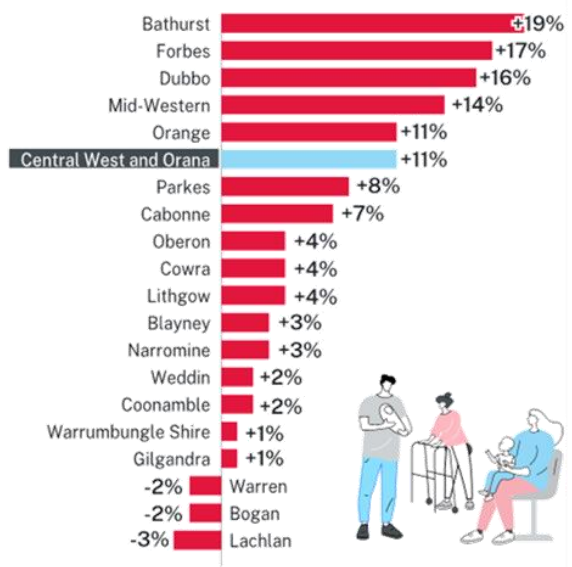


Figure 4. Population growth to 2041 by age band and local government area



Bellevue Hill Lookout, Cowra © Destination NSW

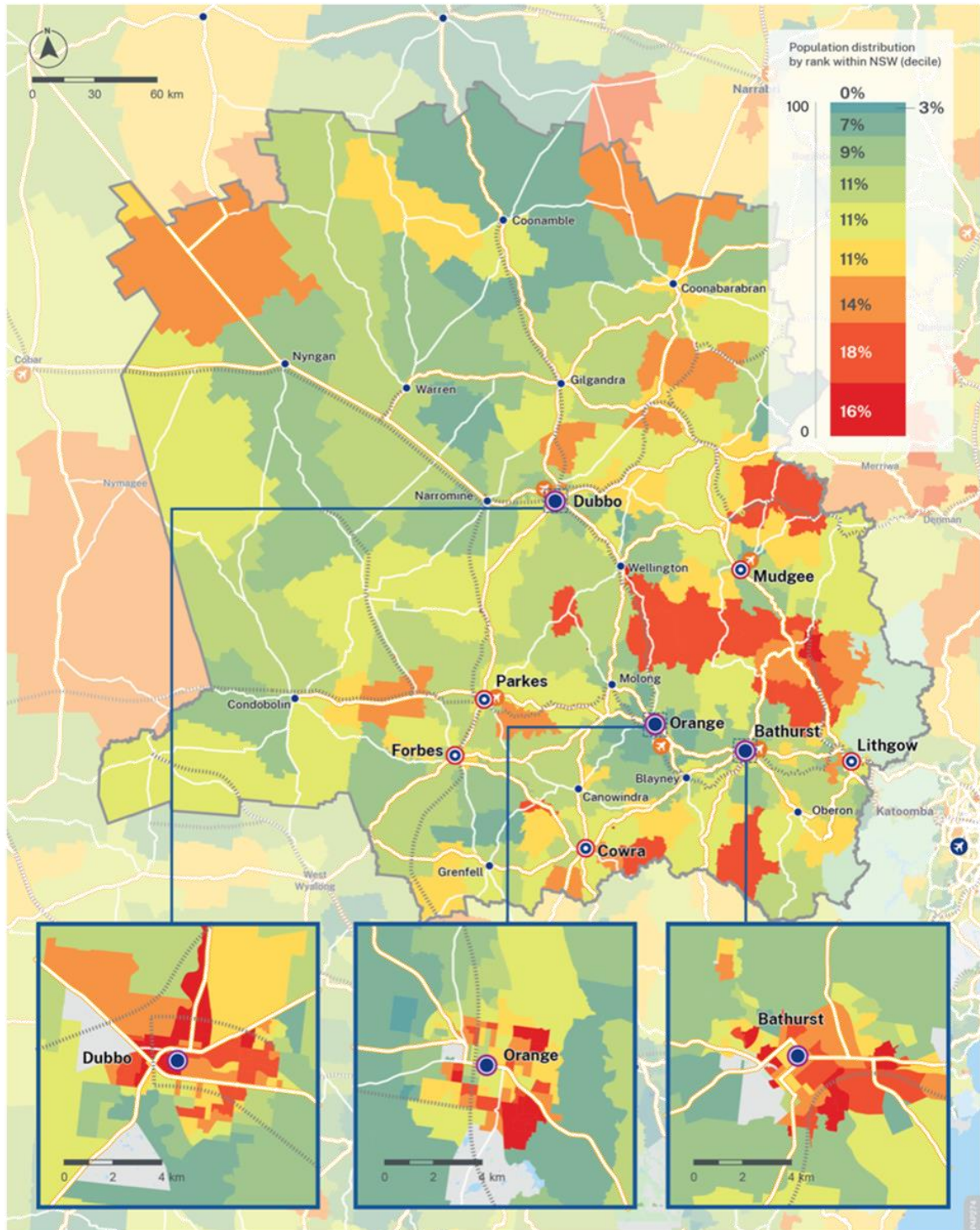


Figure 5. SEIFA index of relative socio-economic advantage and disadvantage (IRSAD) by SA1 for the Central West and Orana

4.2 Land use, services and employment

The eastern half of the Central West region is characterised by denser centre clusters based around the region’s main population centres of Orange, Bathurst and Lithgow and along the Great Western Highway and Main West Rail Line corridor. This part of the region benefits from closer proximity to Greater Sydney, more transport infrastructure and services, and better access to Greater Sydney destinations and services. The western half of the Central West region and the Orana region, by contrast, have more dispersed centres ringing the population centres of Dubbo in the north and Parkes in the west. These parts of the region have developed to meet the needs of agricultural and resource sectors and workforces. While road-based transport networks are critical to serving these lower density regions and industries, committed transport infrastructure projects and emerging transport technologies have the potential to be catalysts for change, growth and renewal across the region.

A range of larger and smaller health facilities and tertiary education facilities serve the region and are more concentrated east of the Newell Highway. Due to the region’s central location, the health and education services serve a catchment that extends west, north and south. The catchment of Dubbo’s health service extends far into western NSW. Next to Dubbo, the largest health services are found in Orange and Bathurst. Specialist health services and education opportunities require residents to travel to Greater Sydney, Newcastle, Canberra or Wollongong. Charles Sturt University, Western Sydney University, University of Notre Dame Australia and TAFE NSW offer services in Bathurst, Dubbo, Orange and Lithgow.

Healthcare and education make up about 26 per cent of employment in the region.⁶

The region is known for its high-quality agricultural produce, featuring both cropping and livestock, enabled by fertile and diverse soil types. Almost 70 per cent of the region’s productive agricultural land is used for grazing.⁷ Food manufacturing businesses thrive off the region’s agriculture, including food production and packaging. Coal mining remains the region’s largest industry by gross value added, making up 26 per cent of the regional economy.⁸ However, the extraction and export of coal from the region are expected to steadily decline over the next 20 years. Other major resources mined in the region include gold, copper and critical minerals such as lithium. Employment in agriculture, manufacturing and mining represents a significant proportion of the workforce at 20 per cent.

The NSW Government is investing in renewable energy zones (REZ) that combine renewable energy generation, storage and transmission infrastructure to deliver clean, reliable and cheap electricity for homes and businesses across NSW. The Central-West Orana REZ will support economic growth and create 5000 jobs in the delivery and maintenance of large-scale wind and solar farms, batteries and transmission network infrastructure. NSW and Commonwealth planning approvals are secured, construction is imminent and initial operations are anticipated for 2028.

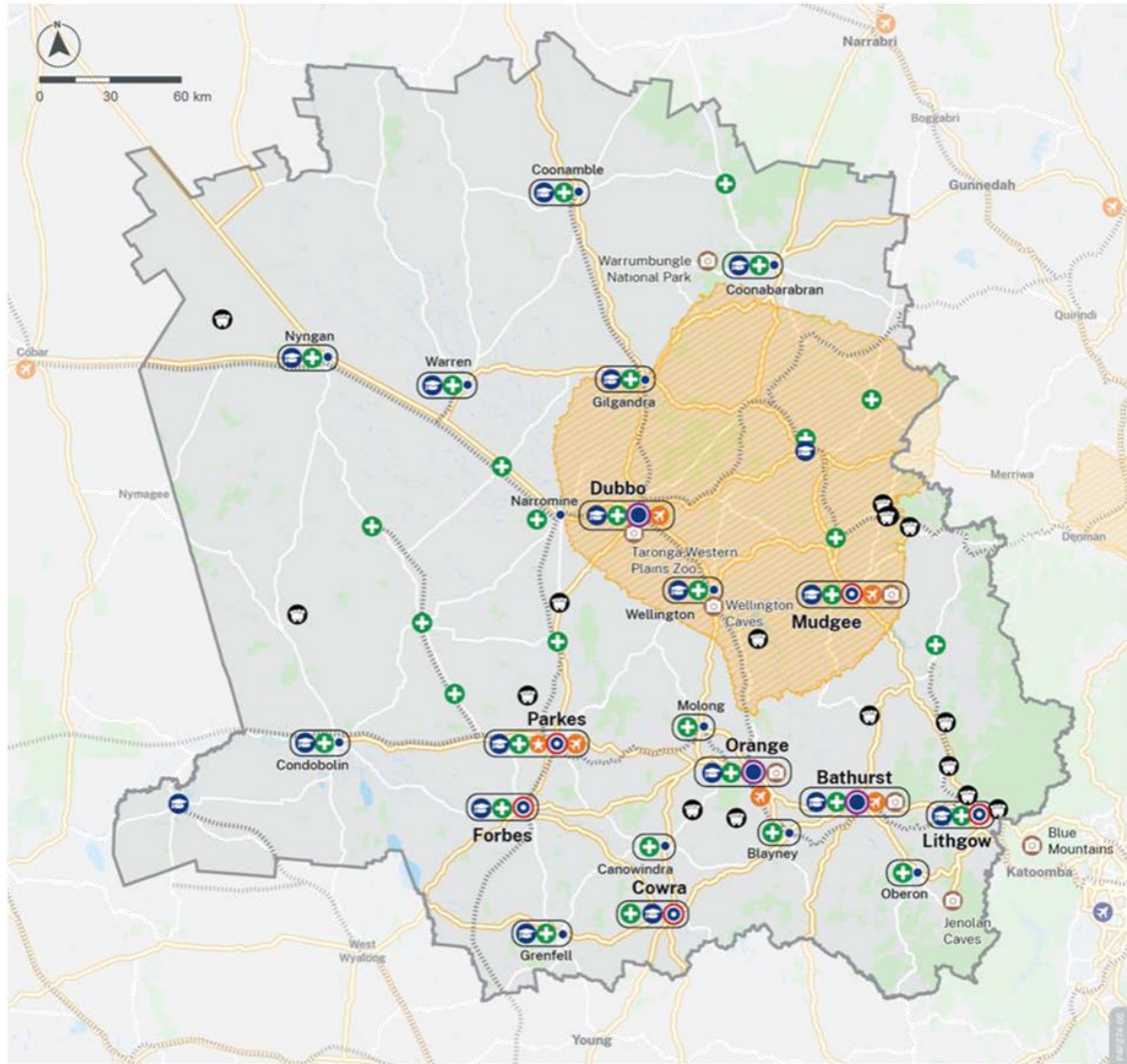
Central West and Orana is a major tourism destination in NSW, attracting more than 7.3 million visitors in 2023 to its national parks and other natural attractions, world-class wineries and restaurants, cultural heritage and wildlife experiences such as the Dubbo Zoo. Visitors spent \$1.6 billion per year in the region between 2016 and 2019.⁹

6 ABS, Census 2021

7 DPHI, Central West and Orana Regional Plan 2041, 2022

8 Gillespie Economics developed for Energy Corporation of NSW, Technical Paper 8 – Economic. Central-West Orana Renewable Energy Zone Transmission, 2023

9 Tourism Research Australia, Local Government Area profiles, 2021



KEY

- | | | | |
|------------------|---------------------------|-----------------------------|----------------|
| Regional city | Hospital | Special Activation Precinct | State roads |
| Strategic centre | TAFE or University | Regional boundary | Regional roads |
| Centre | Operating Mine* | Local government area | Railway line |
| Regional airport | Major tourist destination | Renewable energy zone | |

*Source: NSW Operating Mines, NSW Department of Primary Industries and Regional Development, accessed December 2024

Figure 6. Major employment destinations, hospitals, tertiary education and tourist destinations



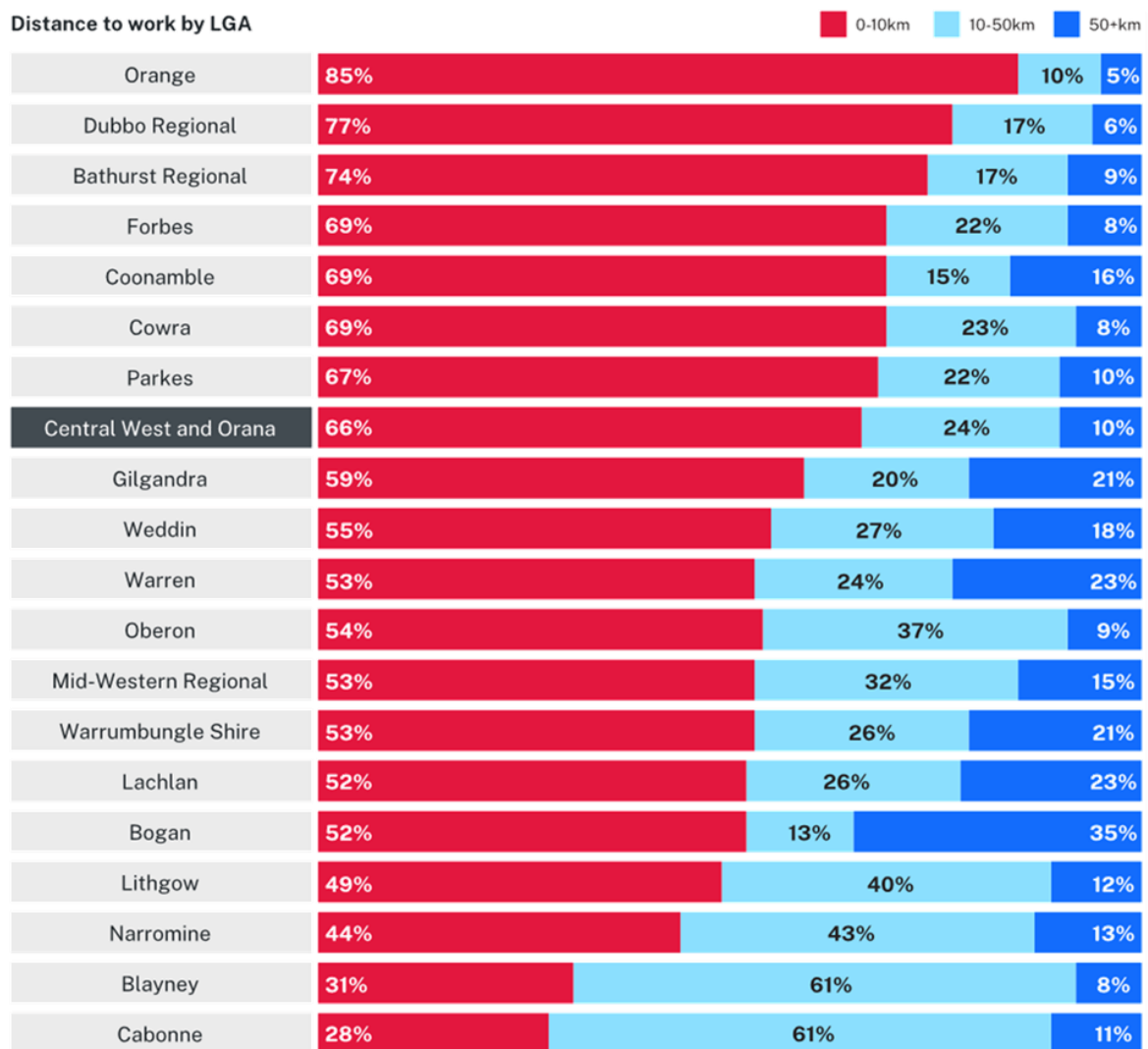
4.3 Travel in the Central West and Orana region

4.3.1 How people travel

People in the region use private vehicles for most trips. In 2021, about 93 per cent of people used a private vehicle to go to work, followed by about five per cent who used active transport and about one per cent who used public transport.¹⁰

Most of the region’s population (75 per cent)¹¹ live in population centres. The NSW Government and councils are investing in providing well-located

housing that will foster population growth and the proportion of the region’s population living in population centres over the next 20 years. Trips made by residents of population centres are generally short and could be served by walking and cycling as well as local public transport services. Despite the generally dense settlement patterns in the region’s population centres, driving is considered the most convenient way to travel for most trips, with about 94 per cent of households in the region owning one or more motor vehicles.¹²



Percentages are rounded and may not sum to 100%. Source: Australian Bureau of Statistics 2021 Census based on place of usual residence.

Figure 7. How people travel in Central West and Orana.

¹⁰ ABS, Census 2021
¹¹ ABS, Census 2021
¹² ABS, Census 2021

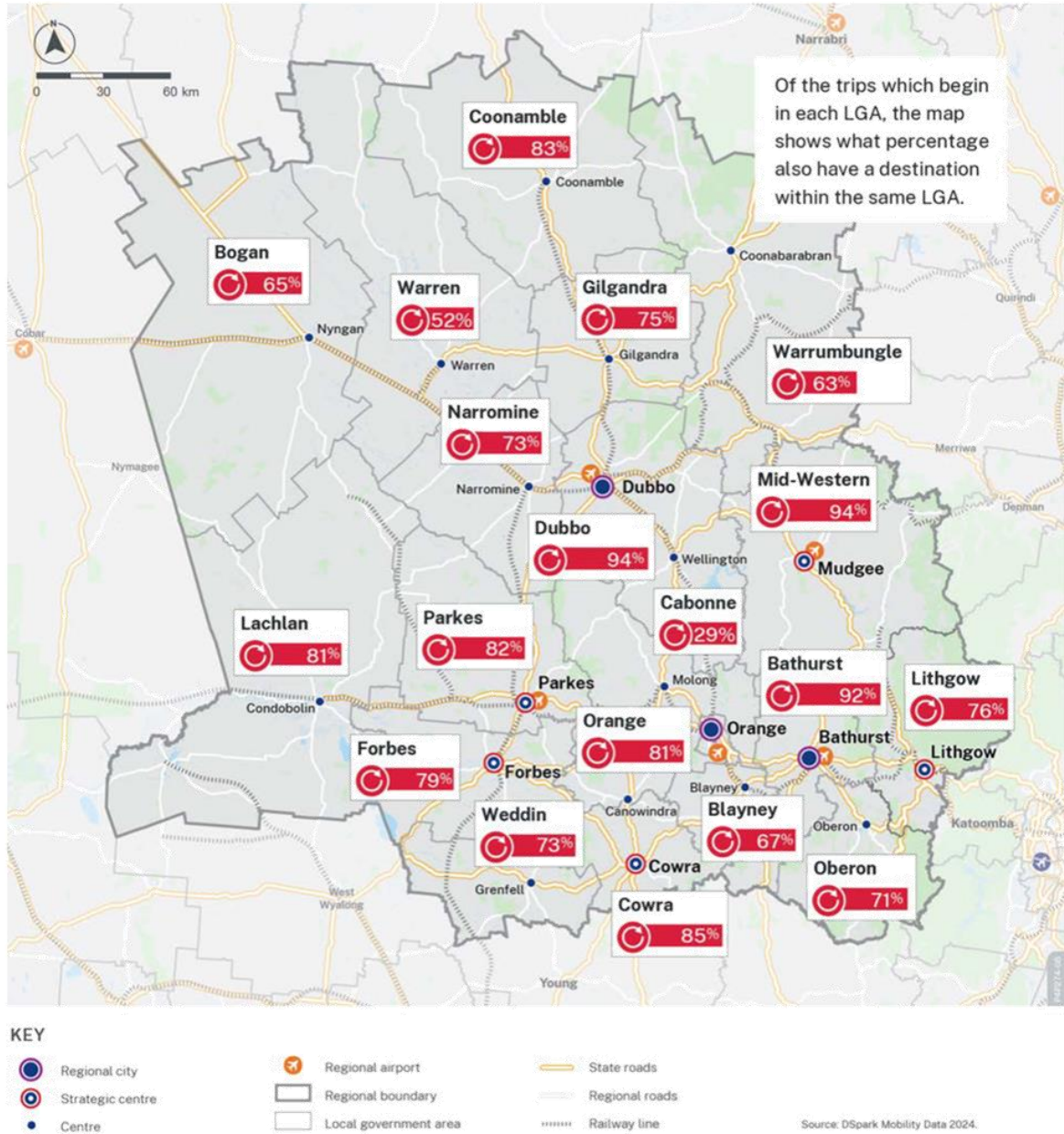


Figure 8. Movement in the Central West and Orana



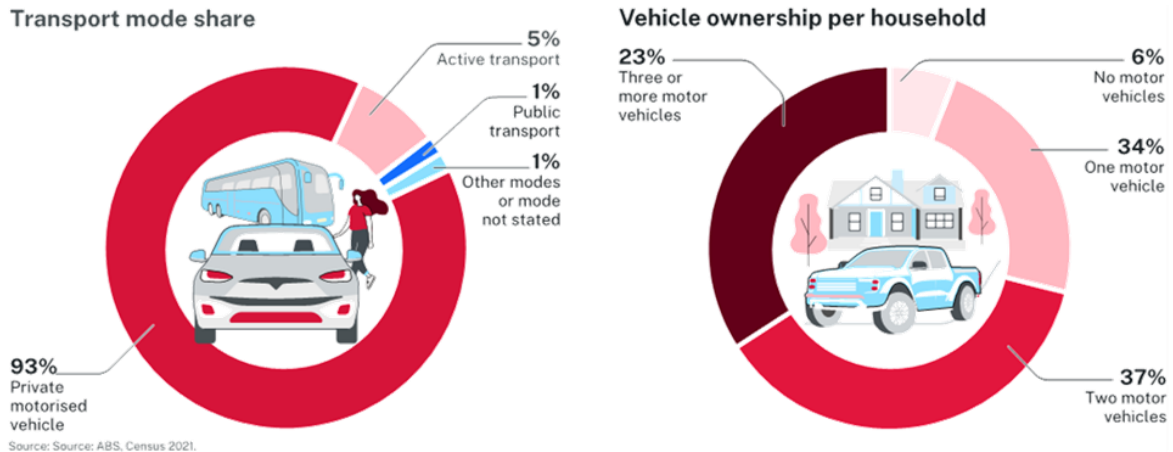


Figure 9. How people travel in Central West and Orana

4.3.2 Road network

The road network plays a critical role in meeting people’s daily travel needs, serving general traffic, coaches, buses and freight vehicles, and pedestrian and bike rider movements within population centres. Due to its central location, the region features intersections of important highways at population centres such as Dubbo and Parkes, connecting to major destinations across the state and the country.

The Great Western Highway is part of the National Land Transport Network and is one of four major road freight connections to and from Sydney. Investigations are underway to understand the importance and challenges of the corridor between Sydney and the Central West to guide future planning and investment decisions. The Newell Highway, a key north to south highway connecting Victoria and Queensland, and the Mitchell Highway from Bathurst to Dubbo are also part of the National Land Transport Network and. Henry Parkes Way from Parkes connects to western NSW and provide important connections for Far West residents to access opportunities in the Central West, Orana and Greater Sydney.

Other key roads in the region include:

- the Castlereagh Highway, which runs north-west and connects the Great Western Highway at Marrangaroo to the Golden Highway east of Dunedoo via Mudgee and Gulgong
- the Golden Highway, which runs east-west through the north-eastern part of the region and connects the Orana region with the Hunter region from Dubbo to Newcastle via Dunedoo
- the Oxley Highway, which runs west to north-east through the Orana region, connecting the Newell Highway at Nevertire in the west to the Pacific Highway in the east at Thrumster between Wauchope and Port Macquarie, via Warren, Gilgandra and Coonabarabran
- the Mid Western Highway, which runs west to north-east through the Central West region, connecting the Cobb Highway and Sturt Highway in Hay to the Great Western Highway and Mitchell Highway in Bathurst via West Wyalong, Wyalong, Grenfell, Cowra and Blayney
- the Escort Way, which runs east-west through the Central West region, connecting the Mitchell Highway in Orange and the Newell Highway in Forbes via Cudal and Eugowra
- Lachlan Valley Way, which runs north-south through the Central West region, connecting the Hume Highway at Yass to the Mid Western Highway at Cowra.

4.3.3 Freight network

Freight is transported by both road and rail using shared and dedicated connections. The region includes intersections of key national road and rail routes. From east to west, the Main West Rail Line and Great Western Highway provide freight connections between the region and Greater Sydney, including Port Botany and Sydney distribution centres. Port Kembla can be accessed via Sydney on the Main West Rail Line and Great Western Highway or, from the south of the region via the Cootamundra intermodal terminal, Main South Rail Line or Lachlan Valley Way to the Hume Highway.

Port of Newcastle is typically accessed via the Golden Highway or on the Ulan Line, which is part of the Hunter Valley Coal Network. From north to south, the Newell Highway is a nationally significant connection from Queensland to Victoria and Dubbo provides key east-west road and rail connections, including to the Mitchell Highway. Parkes is strategically located on the intersection of the Newell Highway and key east-west rail connections, enabling its function as a key intermodal freight hub for the region. Other key intermodal terminals in the region include Dubbo, Manildra, Narromine, Trangie, Forbes, Coonamble, Kelso, Bathurst, Forbes, Condobolin and Warren.

4.3.4 Walking and cycling

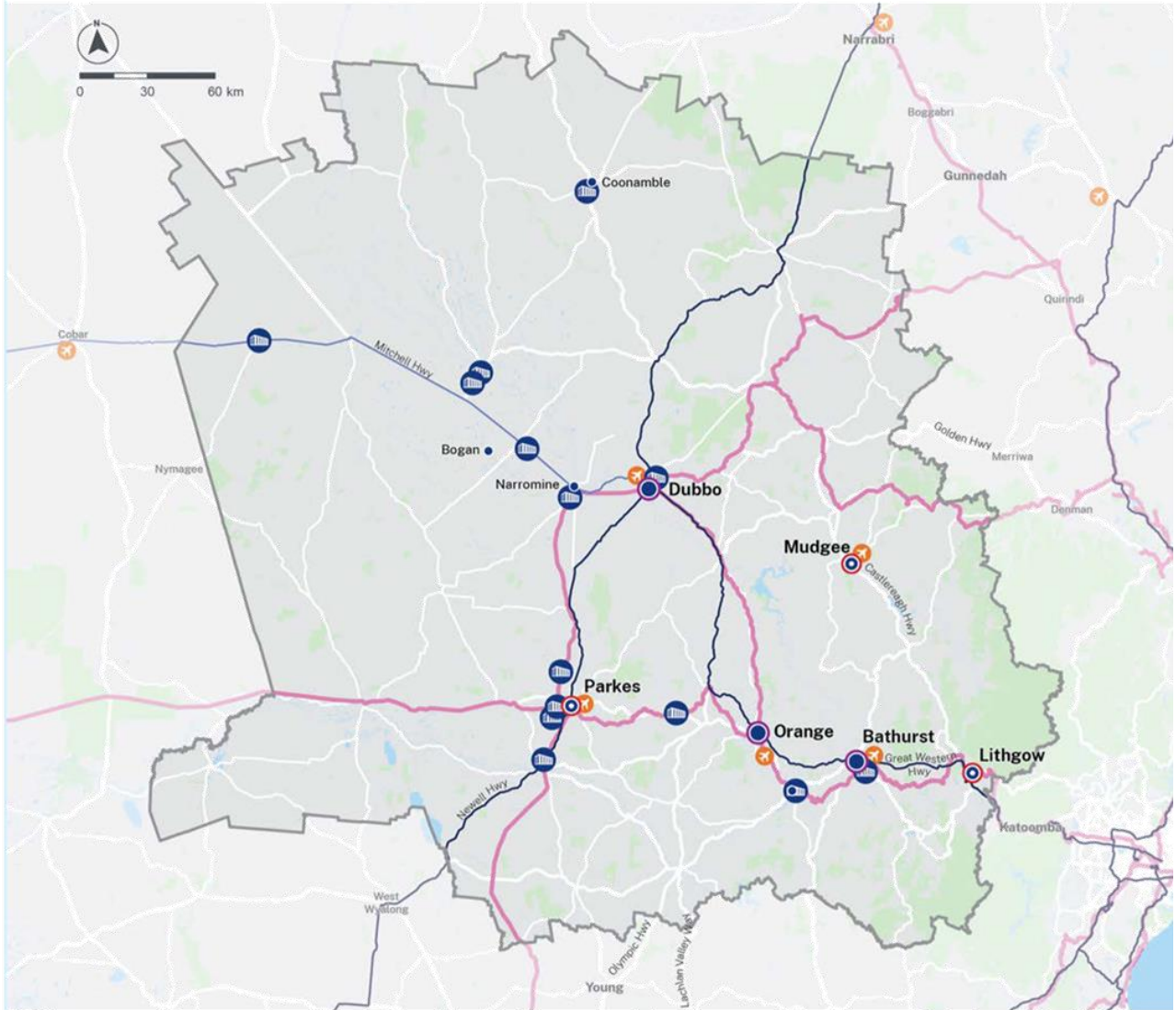
Most walking infrastructure in the region, such as footpaths, shared paths and crossings, are focused in city and town centres and commercial districts. The edges of commercial centres typically feature crossings only in the most walked places, and suburban streets might have dedicated footpaths only on one or neither side of the street.

There is limited provision of dedicated cycling infrastructure in the region, with the majority of cycling trips made in shared traffic environment on local streets, footpaths and shared paths in parks. These shared facilities provide limited safety and amenity benefits for bike riders and are often perceived as having a negative impact on pedestrian safety. They also provide limited connectivity between residential areas and destinations such as public transport hubs in population centres.

The attractiveness of walking and cycling is impacted by missing and sub-standard infrastructure, topography, weather, infrastructure-based barriers to movement, and high-speed traffic environments. This has a knock-on impact on the attractiveness of public transport.

Road safety is a key determinant of walking, cycling and public transport uptake. Heavier vehicles have a disproportionate impact on more vulnerable road users, particularly in regional cities. Personal security is also negatively impacted by car dependency and lower levels of passive surveillance, which provides more opportunities for anti-social behaviours.





KEY

- | | | | |
|------------------|---|--------------------------|---|
| Regional city | Strategic Intermodal terminal regional NSW only | State and regional roads | Secondary road freight route |
| Strategic centre | Regional airport | Key rail freight route | Source: The Key Road Freight route shown is a combination of the National Land Transport Network (NLTN) 2020 and the National Key Freight Routes. |
| Centre | Regional boundary | Key road freight route | |

Figure 10. Road and rail freight network



4.3.5 Public transport

Buses are generally used to provide local public transport services, predominantly operating within Dubbo, Orange and Bathurst and some larger population centres. On some routes buses are used to provide access between nearby population centres and regional cities such as Blayney, Bathurst and Orange.

By contrast, coaches are typically used to serve longer distance journeys, where comfort features such as a toilet and separated large luggage compartments are more desirable. In NSW, the regional rail and coach services work together as one network, using complementary routes with aligned timetabled arrival and departure times to reduce interchange time.

The coach network supports the rail network in three distinctive ways: coaches provide access to railway stations, expanding their catchment, such as in Parkes and Dubbo; they serve areas that are not served by rail, such as the Lithgow to Baradine corridor; and they provide increased service frequency and stops along a rail corridor, such as between Orange and Lithgow.

The region is served by two east–west rail lines. The Main West Rail Line runs from Central Station in Sydney to Dubbo. The Broken Hill Rail Line runs from Orange to Broken Hill and continues further west. Stations along the Main West Rail Line within the region include Lithgow, Rydal, Taranna, Bathurst, Blayney, Millthorpe, Orange, Stuart Town, Wellington, Geurie and Dubbo. Stations along the Broken Hill Rail Line within the region include Orange, Parkes, and Condobolin.

The Sydney to Lithgow corridor has the highest number of rail services at 25 services per week in each direction.¹³ Lithgow to Dubbo is served by about half as many services, while the corridor from Orange to Parkes and Broken Hill has one service per week in each direction. Coaches also provide day return services, including from Parkes to Orange.

¹³ Transport for NSW, coach and rail timetables, October 2024

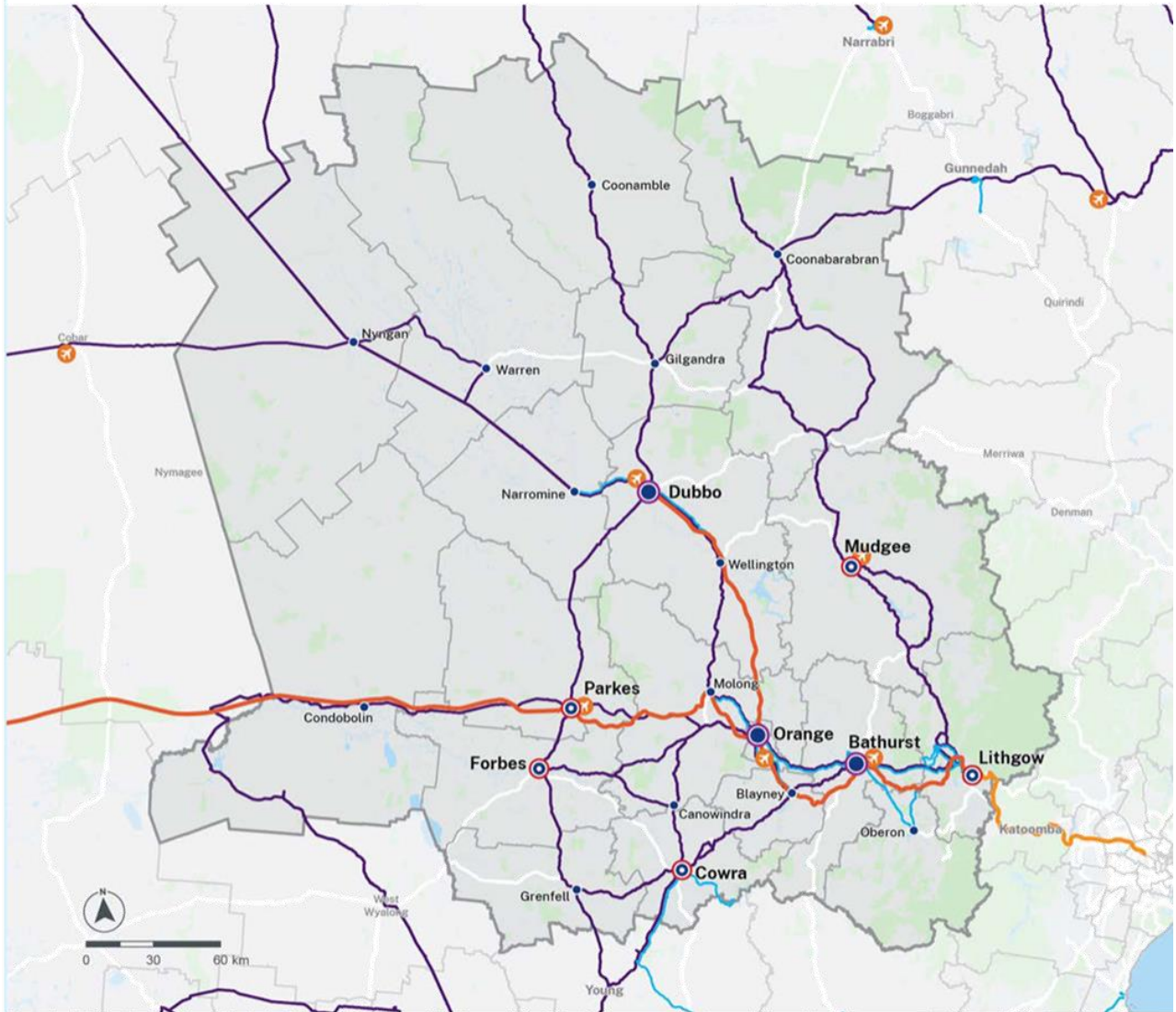
4.3.6 Airports

The region is served by regular passenger air services from Bathurst, Dubbo, Orange and Parkes airports. These airports primarily connect to major destinations within NSW, major cities in Queensland and Victoria, as well as Canberra and Perth. Dubbo Airport is recognised as a regional hub for emergency services, supporting operations for agencies such as the NSW Rural Fire Service, Royal Flying Doctor Service and State Emergency Service.

Outside the region, Canberra Airport and the Western Sydney International (Nancy-Bird Walton) Airport, which is planned to open in 2026, will enhance aviation options for business and leisure travellers and expand opportunity to export fresh produce and other high value goods via curfew-free international flights.



Orange Regional Airport, Orange © Destination NSW



KEY

- Regional city
- Strategic centre
- Centre
- Regional boundary
- Blue Mountains Line
- NSW TrainLink train
- NSW TrainLink coach
- Bus network

Source: Transport for NSW, GTFS network, April 2025.

Figure 11. Rail and coach transport network



4.4 Current, planned and committed projects

The region is experiencing significant investment from federal and State government for a range of transport infrastructure and service improvements across the Central West and Orana region, with the aim of maintaining safe and efficient travel for NSW passengers and freight. Some key projects being planned or in delivery are described below.

Inland Rail

The Inland Rail project, led by the Australian Rail Track Corporation (ARTC) with Transport as a stakeholder, is a strategic rail freight line that traverses the region. The project will eventually provide a direct rail link from Melbourne to Brisbane, passing through key locations such as the Parkes Intermodal Terminal. Designed as a fast, efficient and reliable land bridge between Melbourne's manufacturing, Western Australia and South Australia's primary industries, regional Victoria, NSW and Queensland, and east coast ports closer to Asia, this corridor aims to enhance freight efficiency and support economic development across Australia and regional NSW.

Within the region, Parkes to Narromine rail line upgrades have been completed and are operational, Stockinbingal to Parkes rail line upgrades to the south are under construction and due for completion by 2027, and the new Narromine to Narrabri rail line to the north is seeking planning approvals.¹⁴

Parkes Special Activation Precinct

The Parkes Special Activation Precinct is a strategic initiative by the NSW Government aimed at driving economic growth and job creation in the Parkes region. Spanning over 4800 hectares, the precinct focuses on developing an inland port to support industries such as agriculture, logistics, manufacturing and energy. The precinct is uniquely positioned at the junction of the Inland Rail and the Trans-Australian Railway from Perth to Greater Sydney, enhancing its role as a critical hub for freight movement across the country.

Central-West Orana Renewable Energy Zone

The Central-West Orana REZ will deliver clean, affordable and reliable energy, and create 5000 jobs. The REZ will include infrastructure to generate, store and transport clean energy, including large-scale wind and solar farms, batteries and transmission network infrastructure. NSW and Commonwealth planning approvals are secured, construction is imminent and initial operations are anticipated for 2028. REZ construction and ongoing maintenance will involve the delivery of thousands of large wind turbine components. These deliveries are envisioned to be almost exclusively made using oversize and overmass vehicles (OSOM) on the Golden Highway (see Port to REZ below).

Port to REZ

The Port to REZ project will enable transport of construction materials for the Central-West Orana REZ and the Hunter-Central Coast REZ, which are currently being delivered. The infrastructure component of the project involves 19 highway upgrades and has been committed to and funded by the NSW Government with an investment of \$128.5 million. Seven road upgrades are planned for the Central West and Orana region, including along the Golden Highway between Elong Elong and east of Uarbry, as well as the Castlereagh Highway near Birriwa.

¹⁴ Inland Rail, Project Stages, accessed February 2025 from <https://inlandrail.com.au/building-inland-rail/project-stages/?stage=1>

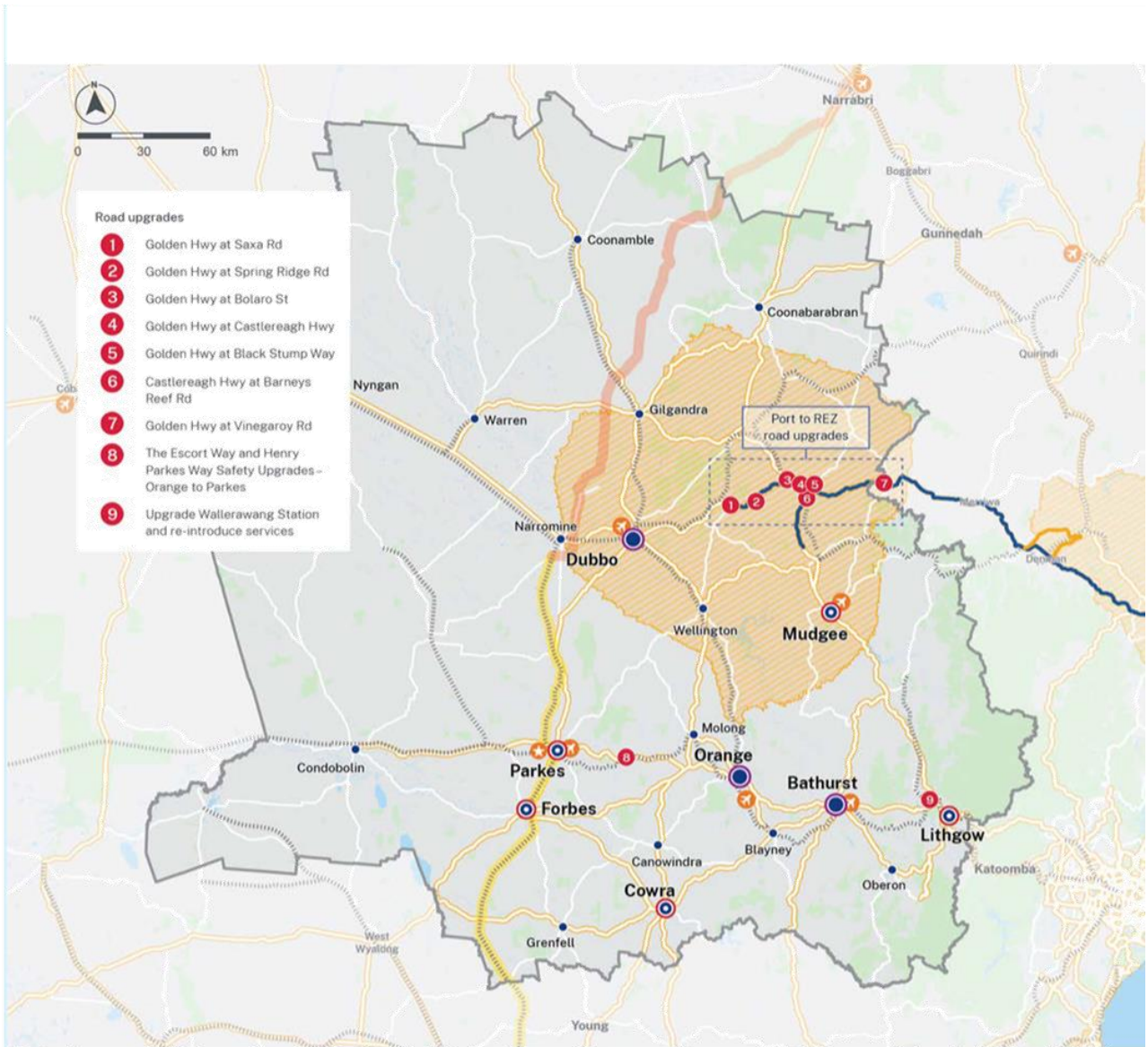
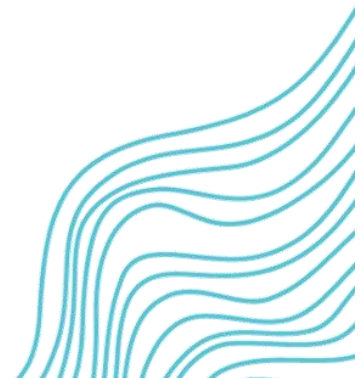


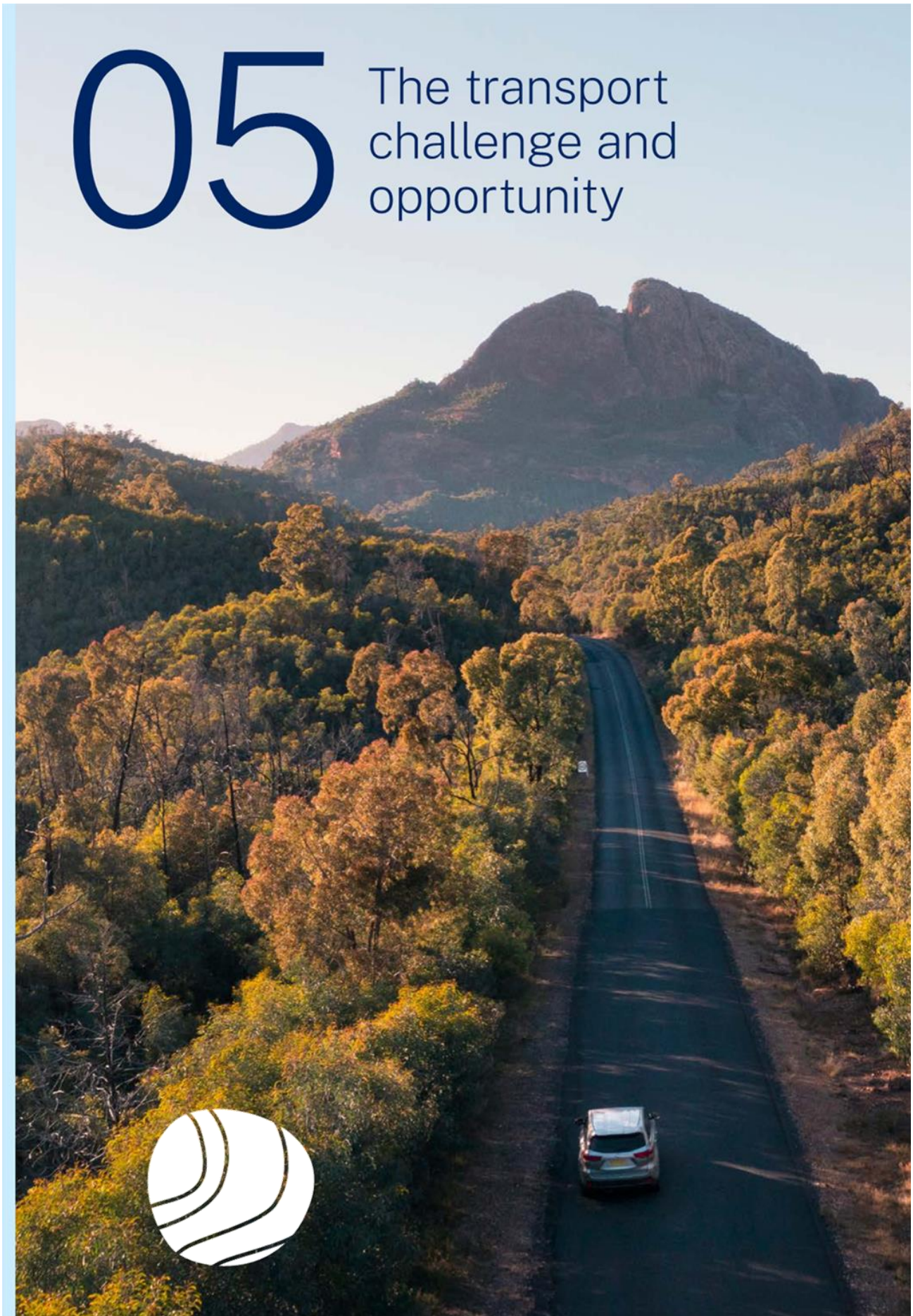
Figure 12. Major projects



Delivery of safety improvements for the Mitchell Highway between Bathurst and Orange.



05 The transport challenge and opportunity





Achieving the community's vision for the Central West and Orana is reliant on successful planning and development of the Central West and Orana road and transport network.

Consideration will be given to the design, operation and maintenance of the current transport network; changes in population, demographics, travel behaviours and freight demand; in-flight projects; and evolving transport technologies. Geography, population distribution, settlement patterns, heritage and character create constraints that determine the layout and level of service that will be provided for different parts of the region.

The Central West and Orana region has many waterways, national parks and a rich cultural heritage, making it an attractive place to live, work and visit. With population forecast to grow and development set to occur in many greenfield areas, more pressure will be placed on the transport network. Well-planned development close to existing destinations and services minimises travel demand and associated community costs. More car-dependant development has the opposite effect.

A lack of public transport coverage outside population centres and high car use compound difficulties in accessing population centres and limit reliable travel to healthcare, education, jobs and employment areas. Population growth will be accompanied by increased demand for goods and services, which will drive growth in freight demand to, from and within regional population centres.

The Central West and Orana is also home to areas of socio-economic disadvantage and mortgage and rental stress, with areas of lower individual and household incomes. The increase in demand for housing and supporting industries and services, means the region is evolving rapidly. However, as the region grows and many thrive, we need to ensure that the most vulnerable are not left behind.

The resilience of the transport network is also challenged as the region is expected to continue to experience adverse weather events that impact the operation and reliability of the network. Many communities are only accessible by one road in and out.

The transport sector is also adapting to a move towards net zero emissions, which requires planning for infrastructure improvements, policy interventions and behavioural change.

The following transport opportunities and challenges for the Central West and Orana were identified through extensive engagement across the region together with data analysis to validate the priorities for action and delivering change. This change will be achieved through an implementation plan of initiatives identified for the short and medium term.

Warrumbungle National Park, Coonabarabran © Destination NSW

5.1 Starting with Country



All investment in the transport network, services, policy and technology takes a Country-centred approach

Many of the transport routes we use today, from rail lines to roads such as the Newell, Mitchell and Golden highways, follow ancient, traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for over tens of thousands of years.

At a regional scale, the first 'new' initiative from this Draft Plan is to develop a local transport and services plan, written in partnership with local Aboriginal communities, to ensure infrastructure and services are connecting to the right places at the right times. This process will be transparent, co-designed and identify tangible improvements.

Transport values the input from Elders and other traditional knowledge holders who possess this information about Country so that it can inform strategic transport planning, while sensitively working in partnership with Aboriginal people. This is supported by the community-led OCHRE plan, which stands for 'opportunity, choice, healing, responsibility and empowerment'.

Active involvement of Aboriginal stakeholders in the development of the Draft Plan has enabled Transport to identify access challenges of Aboriginal communities and where these can be improved. This engagement sets the foundations for active involvement in the delivery of culturally appropriate transport network solutions for Aboriginal communities and people in the region.

What we heard

- Equitable access to health, education, and other government services is critical for improving outcomes for Aboriginal communities. Ensuring these services are available and accessible is a priority for achieving better health, educational, social and economic outcomes.
- Providing diverse transport options, including walking, public transport and on-demand services, is essential for all trips. This is particularly important for remote Aboriginal communities, where equitable access to transport choices is necessary for day return journeys and seasonal travel.
- The presence of diverse opinions within Transport, councils and Aboriginal groups makes gaining consensus and developing a shared vision complex. This diversity requires careful consideration and inclusive dialogue to achieve a unified approach.
- There is a need for transparency, consistency and certainty in decision-making processes related to Planning with Country and Aboriginal outcomes. Establishing clear and consistent processes for place and infrastructure naming is necessary to ensure fairness and respect for Aboriginal culture.
- Transport plays a significant role as a major direct employer of Aboriginal people and as a facilitator of Aboriginal tourism, which contributes to economic independence. There is a need for consolidated and common data related to Planning with Country and Aboriginal outcomes.
- Engaging with Aboriginal culture and communities through initiatives like 'Walking on Country' is essential for fostering respect and understanding. This engagement should be integrated into planning and decision-making processes to ensure culturally appropriate outcomes.
- Each Aboriginal community within the region is unique. However, transport is fundamentally linked to many of the challenges faced by Aboriginal people.

5.1.1 Establish Planning with Country processes

Transport plans, operates and maintains transport infrastructure and services on Country that has been cared for by Aboriginal people for time immemorial. Today’s transport networks are more likely to address the needs of Country when planned, designed and operated in partnership with traditional Aboriginal custodians and guided by traditional, ecosystem-focused Aboriginal principles and value systems. However, Planning with Country processes sometimes challenge Transport’s current human-centric planning and project development processes:

Learning from first languages and place names

Aboriginal place names are inexorably linked to the physical characteristics and traditional purpose of Country. Post-settlement development, history and culture is often inconsistent with these traditional characteristics and purposes. Compromises between Aboriginal and post-colonial place values can be difficult to navigate.

Developing mutually beneficial relationships with Country

Establishing long-lasting consultative relationships with Aboriginal communities helps to inform and deliver projects that better address the needs of Country and Aboriginal communities. However, it is sometimes unclear what level of support and resulting authority Aboriginal representative groups have when providing feedback on behalf of the wider Aboriginal community.

Reawakening memories of cultural landscapes

It is sometimes challenging balancing planning, project development and budgetary and scheduling priorities with the financial costs and timeframes associated with Walking with Country with an approved Aboriginal guide.

The capacity of local Aboriginal land councils, native title holders and other representative groups to provide Walking with Country guidance needs to be considered.

Finding common ground

It is challenging to assess the impact of transport network development on Country (an ecosystem approach to planning) using planning tools that value human-centric costs and benefits with a more limited understanding of how to value environment, ecosystem, culture and Country benefits and costs.

Macquarie River, Dubbo © Destination NSW



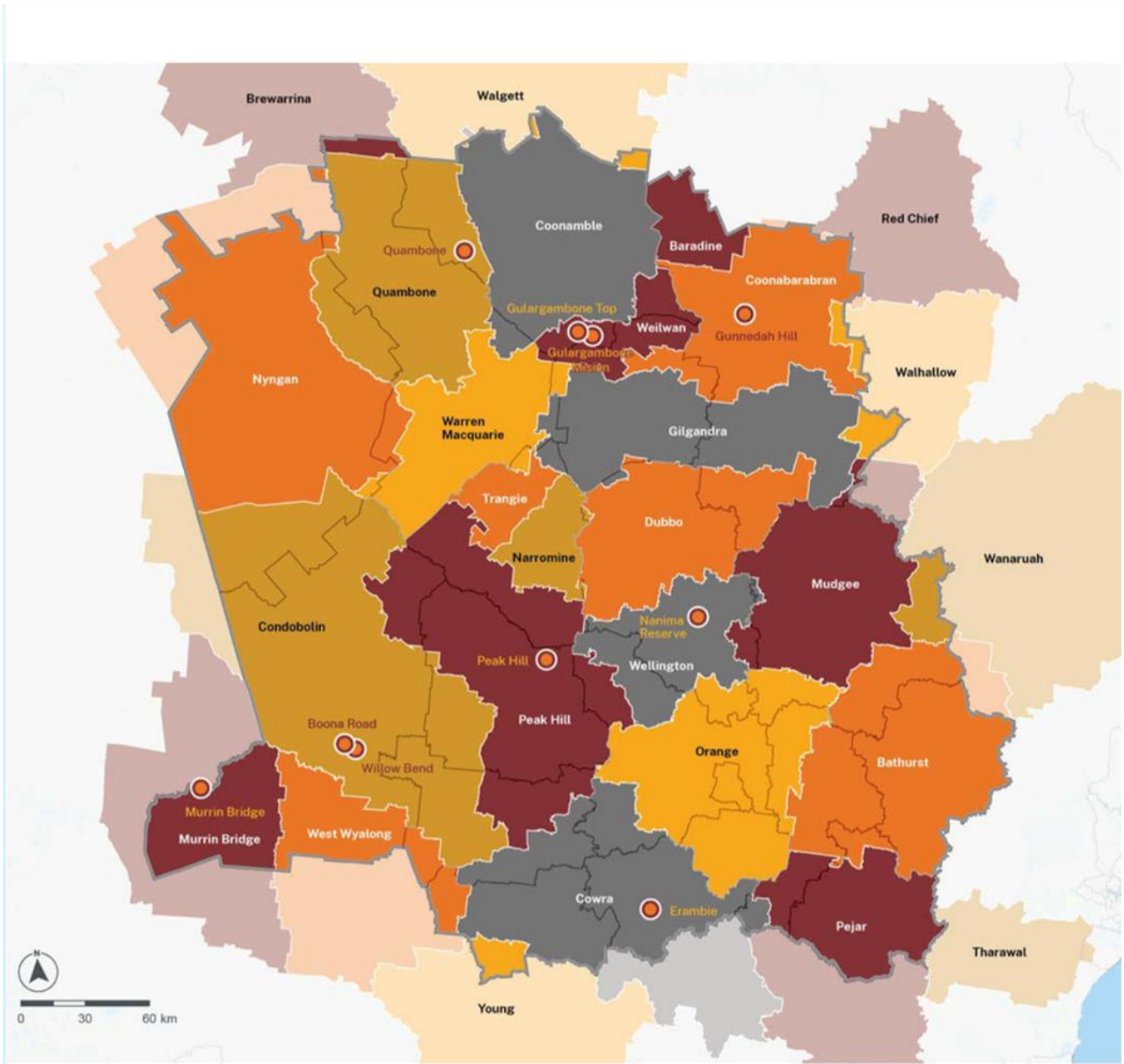


Figure 13. Local Aboriginal land councils in Central West and Orana



5.1.2 Improving Aboriginal outcomes

The NSW Government is committed to achieving the objective of the National Agreement on Closing the Gap to enable Aboriginal and Torres Strait Islander people and governments to work together to overcome the inequality experienced by Aboriginal and Torres Strait Islander people and to achieve life outcomes equal to all Australians.¹⁵ The NSW Government’s Closing the Gap Implementation Plan provides a framework for delivering more equitable outcomes for Aboriginal communities and people.

Key Closing the Gap challenges that can be addressed through transport planning and programs include:

- improving Aboriginal people’s access to jobs, healthcare, education, social and recreational venues, housing and Country
- transport effectively partnering with Aboriginal communities and businesses, including funding the development and operation of Aboriginal transport businesses.

These challenges relate to the level of access Aboriginal people have to destinations and services which support improved Closing the Gap outcomes such as healthcare, education, social destinations and well-located housing.

The level of access that Aboriginal people have to key destinations and services and what this means in terms of improving transport infrastructure and service provision to meet the needs of Aboriginal communities is assessed as part of the ‘Access to transport for all objective.

Transport’s Reconciliation Action Plan 2022–2025 acknowledges and values the importance of connecting to Country in the creation of our transport infrastructure and networks. Transport will monitor and report progress against the Aboriginal Outcomes Framework, which has four key areas for transport outcomes:

1. Aboriginal people are connected safely to the economy and socially, through transport solutions.
2. Our Country is healthy and strong through transport planning and place making.
3. Aboriginal economic independence is supported by Transport.
4. Transport drives transformative action to deliver systemic change.

Opportunities

Transport can improve Aboriginal outcomes by:

- identifying opportunities for improving access to local and more regionally important destinations and services for Aboriginal people, particularly for those living in discrete Aboriginal communities.

Passengers on board NSW TrainLink XPT train



¹⁵ Commonwealth of Australia, Closing The Gap, <https://www.closingthegap.gov.au/national-agreement>

5.2 Access to transport for all



All Central West and Orana residents, workers, and visitors will have access to more equitable options for travelling to and from local, regional and metropolitan destinations and services

Access is the ability of people to reach desired goods, services, activities and destinations efficiently, considering factors like proximity, mobility options and infrastructure connectivity.

Central West and Orana residents require regular access to employment, education, healthcare, recreation, and social services. Co-locating these destinations with residential populations reduces the frequency and length of trips and increases the number of journeys made by lower-impact modes such as walking, cycling, and public transport. This integrated approach to land use, transport planning, and travel demand management helps limit congestion, crashes, and pollution – supporting the wellbeing of current and future communities.

The viability of local and regional destinations depends largely on the size of the populations they serve. For example, primary schools require fewer teachers in smaller towns, while high schools with more specialised staff need to draw from a larger student catchment. Similarly, local doctors can serve small communities, while regional hospitals cater to broader populations. Local playing fields may meet day-to-day needs, whereas regional facilities like swimming centres support wider recreational demand.

Barriers to transport access can limit participation in work, education, healthcare, and social life. Affected groups include older people, rural residents, people with disabilities or temporary injuries, culturally and linguistically diverse communities, and those travelling with dependents. Enhancing transport access and choice can significantly improve quality of life for these groups.

Increasing the proportion of the population living within a 15-minute walk or 30-minute public transport trip of both local and regional services will reduce travel demand, improve transport options, support a shift to more sustainable modes, and mitigate negative transport impacts.

Streetscapes, Rylstone © Destination NSW



This can be achieved by:

- delivering more local and regional destinations closer to population centres
- enhancing active and public transport infrastructure and services to improve connectivity.

In the longer term, urban renewal and greater residential density in accessible areas will further reduce transport-related impacts and increase the number of residents living near essential services.

Improving the quality and appeal of the region's active and public transport networks is critical to reducing car dependency.

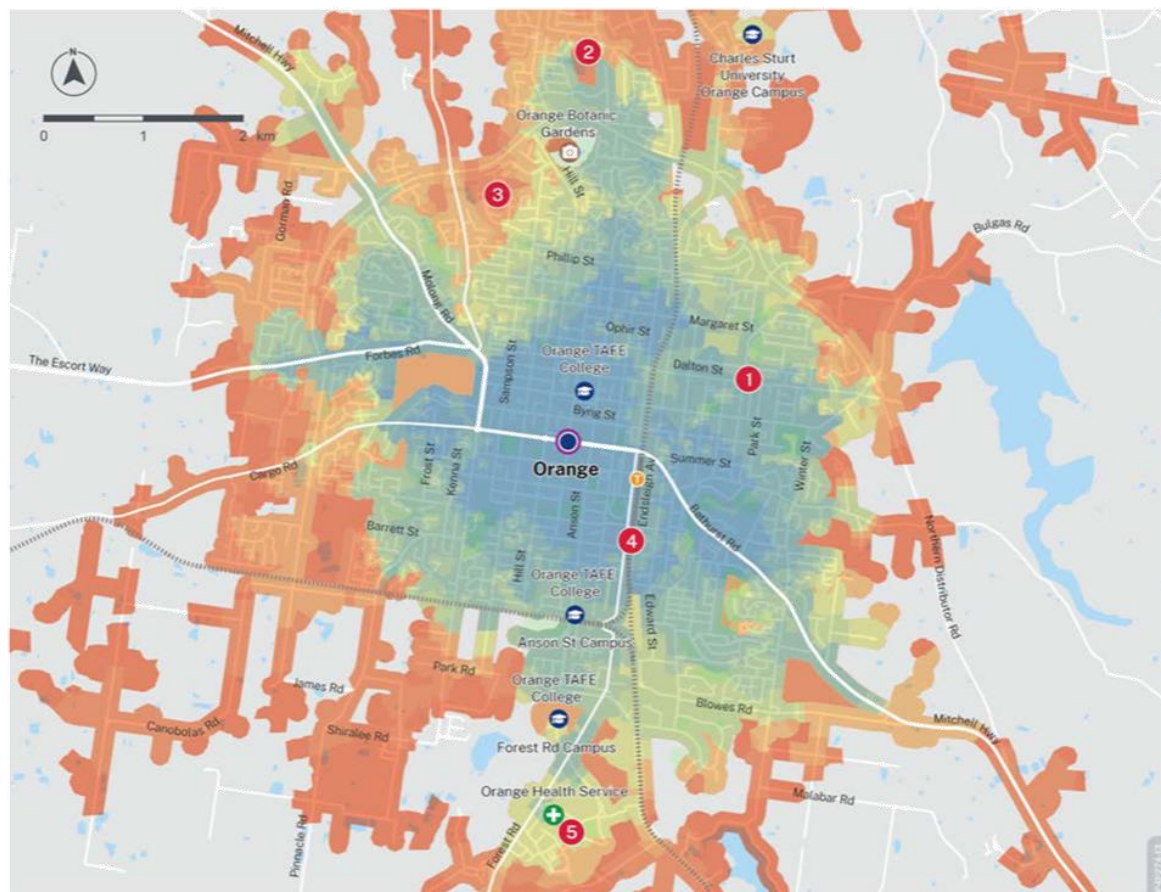
Services must be responsive to community needs – particularly in rural and remote areas, and for vulnerable populations.

What we heard

- Eighty per cent the region's population lives in its main cities and centres. Ensuring good levels of accessibility to both local and regional destinations and services is critical to maximising benefits for all residents of and visitors to the region's cities and centres.
- While regional cities are typically compact, improving walking and cycling infrastructure and integrating local active and public transport networks with regional train and coach links, including by allowing bikes on trains, will enhance mobility and make car-light lifestyles more attractive.
- The region's residents are less familiar with public transport and experience few disincentives to car use, making it challenging to design cost-effective public transport networks that improve access for remote customers and encourage mode shift away from private vehicles. Split responsibilities for bus service and infrastructure funding makes coordination of bus network improvements difficult.
- School bus services are well used and help to minimise entrenched socio-economic disadvantage.
- Market viability of point-to-point and on-demand services varies across the region, providing inconsistent support for car-light lifestyles, especially for elderly, disabled and rural residents.
- Balancing passenger and freight access priorities on existing road and rail networks between the region and Sydney is challenging.
- The benefits for Central West and Orana communities of extending Sydney metropolitan rail services to Lithgow with more frequent regional rail services between Lithgow and western NSW need to be considered.

Currently, comparatively better access to local and regional destinations is more achievable in the region's larger population centres. Around 35 per cent of residents live within a short walk or public transport trip of multiple key destinations. However, this access is not distributed equitably across the region.

Local government areas (LGAs) with major centres, such as Orange, typically enjoy better proximity to services than more rural LGAs like Cabonne. Comparing access levels across LGAs helps identify where improving the location and availability of local destinations is likely to support travel demand management, and where investment in more flexible and tailored public transport services should be prioritised.



KEY

- Regional city
- Train Station
- Railway line
- Tourist attraction
- TAFE/University
- Hospital

- 1** Walking access negatively impacted by impermeability of Blackman's Creek industrial precinct.
- 2** Limited walking access to local education and health destinations and limited public transport access to central Orange.
- 3** Slow and indirect public transport services linking central Orange and Orange Botanic Gardens precinct.
- 4** Rail line impacts walking access to local primary schools.
- 5** Slow and indirect public transport access between Orange Hospital precinct and Orange station.

SRITP Regional Access Measure

- 1 (lowest access)
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

Combined metric showing 15min walking and 30min public transport access to local and more regionally important job, health, education, recreation, and social destinations and services. Source: Transport for NSW, 2025.

Figure 14. Measure of relative access for Orange

Comparatively poor access to destinations often reflects the fact that large portions of an LGA's population live on the outskirts of population centres. In these areas, providing additional local destinations and improving public transport services is more likely to support a shift toward active and public transport, reducing reliance on private vehicles.

In more rural parts of the region, poor access to services is typically due to distance and low population density. In these cases, bespoke or flexible transport services may be the only viable way to improve mobility and reduce car dependency.

Some population centres, such as Dunedoo, Gulgong, Kandos, Peak Hill and Wallerawang, have relatively good access to both local and regional destinations, yet are not identified as major centres in the Department of Planning, Housing and Infrastructure's regional plan. These towns may represent opportunities to strengthen local service provision and support more sustainable transport outcomes.



Open Streets, Orange © Kirsten Cunningham Photography

5.2.1 Access within population centres

Enabling mode shift to active transport provides health, environmental and economic benefits and can help create more resilient, equitable, inclusive and liveable communities.

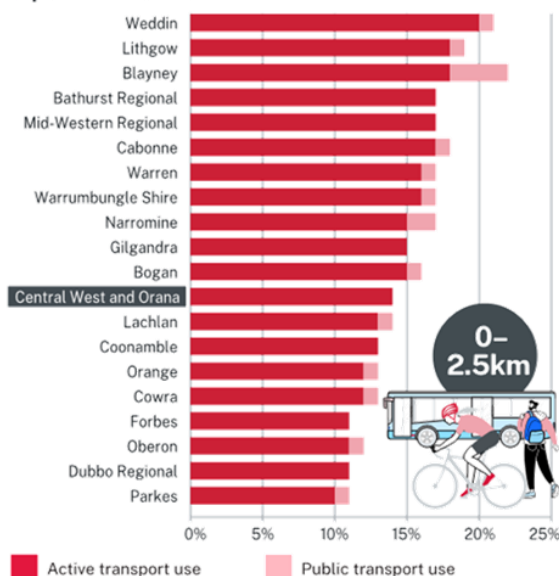
Walking mode share in the region’s compact and walkable centres is higher than walking mode share in comparable areas of Greater Sydney.

This supports the idea that proximity to local destinations and services and good local walking networks in the region’s population centres increase the likelihood of residents walking for everyday trips. With almost a third (29 per cent) of journey to work trips across the region being less than 2.5 kilometres, there is potential to shift more of these trips to active transport modes with the provision of attractive active transport infrastructure,¹⁶ particularly in the Parkes, Dubbo and Oberon LGAs where 10 to 11 per cent of trips under 2.5 kilometres are made using active transport. Other factors such as directness, convenience and real and perceived road safety, also impact the extent to which residents choose to walk for local journeys.

Dubbo, Wellington, Bathurst, Canowindra, Coonamble, Cowra, Mudgee, Warren, Coonabaraban and Forbes are all located on rivers which create significant natural barriers to movement between residential neighbourhoods and the destinations and services residents regularly travel to, for example, between Delroy and central Dubbo. Rail lines and loading and maintenance yards, even when not active, create similar barriers to local movement where frequent crossings are not provided. This can be seen in Orange, Dubbo, Parkes, Lithgow, Mudgee (disused), Narromine, Blayney, Coonabarabran (disused), Gilgandra, Grenfell (disused) and Nyngan.

¹⁶ ABS, Census, 2021

Share of active and public transport trips to work 0–2.5km



Share of active and public transport trips to work 2.5–10km

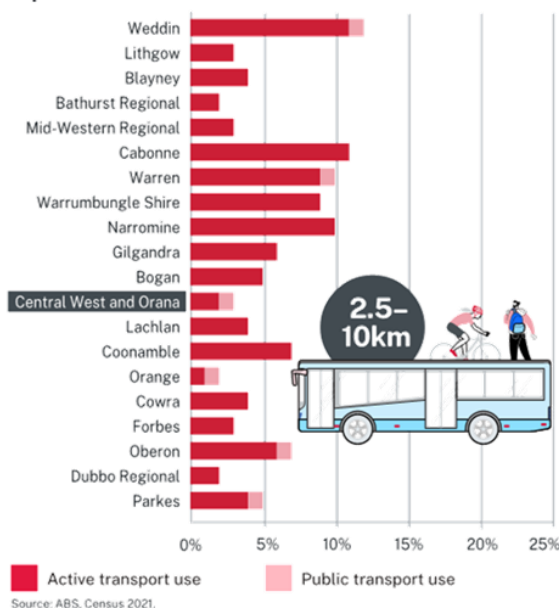


Figure 15. Share of trips using active and public transport for short trips (0–2.5 km) and medium distance trips to work (2.5– 10 km)

Similarly, major traffic routes (state and regional roads) that cut through centres tend to divide communities and reduce the likelihood of residents walking to local destinations and services, particularly where formal pedestrian crossings are not frequently provided. They create clear divisions between different parts of these centres and reduce the likelihood of residents walking for local trips. Examples throughout the region include:

- the Mitchell, Newell, and Golden highways in Dubbo
- the Mitchell Highway in Orange
- the Great Western Highway in Bathurst
- the Newell Highway and Henry Parkes Way in Parkes
- the Great Western Highway and Bells Line of Road in Lithgow
- the Castlereagh Highway in Mudgee
- the Mid Western Highway in Cowra
- the Mitchell Highway in Narromine
- the Newell Highway in Forbes
- the Mid Western Highway in Blayney
- the Newell Highway in Coonabarabran
- the Newell and Castlereagh highways in Gilgandra
- the Mid Western Highway in Grenfell
- the Mitchell Highway in Molong
- the Castlereagh Highway in Coonamble
- the Mitchell Highway in Nyngan
- the Oxley Highway in Warren.

The 'barrier effect' of these major roads is exacerbated where they perform dual functions as both a 'main street' and a major regional traffic thoroughfare, such as in Cowra, Blayney, Coonabarabran, Gilgandra and Condobolin. In many of these centres, main street improvement programs have been undertaken to provide a central median, increase street tree planting and improve footpath amenity. Even on these streets, pedestrian safety and amenity is negatively impacted by high through traffic volumes, large vehicles and traffic-oriented street design including wide kerb radii, angled parking, and manoeuvring areas. These types of treatments prioritise the main street's traffic function and reduce crossing opportunities that are fundamental to main street social and economic outcomes.

The Orange northern distributor road and the Parkes bypass are intended to improve place and local movement outcomes by encouraging regional traffic to pass around these centres. Complementary changes to junction priority and signage should be pursued to ensure that these bypasses are prioritised for use by through traffic and freight vehicles.

Autumn leaves on the country streets of Rylstone © Destination NSW

