



COUNCIL MEETING

Tuesday 24 May 2022

6:00pm

Downstairs Community Hub

AGENDA

Item	Title	Page
1.	Commencement of Meeting, Welcome	4
2.	Apologies	6
3	Leave of Absence	8
4	Disclosures of Conflicts of Interest	10
5.	Confirmation of the Minutes of Previous Council Meetings	13
6.	Minutes of Delegated and Advisory Committees	23
7	Petitions Nil	24
8.	Officer Reports	25
8.1	Finance Report April 2022	26
8.2	Motorised Mobility Device Strategic Plan for Adoption	38
8.3	Sporting Clubs Fee Equity Report	141
9.	Notices of Motion	144

10.	Urgent Business	146
11.	Other Business	
12.	Confidential Business	148
13.	Meeting Close	151

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Commencement of Meeting

Council meeting

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Councils must, in the performance of its role, give effect to the overarching governance principles in the *Local Government Act 2020*.¹ These are included below to guide Councillor consideration of issues and Council decision making.

- a) Council decisions are to be made and actions taken in accordance with the relevant law;
- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- d) the municipal community is to be engaged in strategic planning and strategic decision making;
- e) innovation and continuous improvement is to be pursued;
- f) collaboration with other Councils and Governments and statutory bodies is to be sought;
- g) the ongoing financial viability of the Council is to be ensured;
- h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- i) the transparency of Council decisions, actions and information is to be ensured.

¹ Section 9.

Apologies

Council meeting

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Apologies

Council's Governance Rules require that the minutes of Council meetings record the names of Councillors present and the names of any Councillors who apologised in advance for their non-attendance.¹

The annual report will list councillor attendance at Council meetings.

Councillor attendance at Councillor briefings is also recorded.

¹ Chapter 2, rule 62.

Leave of Absence

Council meeting

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Leave of absence

One reason that a Councillor ceases to hold the office of Councillor (and that office becomes vacant) is if a Councillor is absent from Council meetings for a period of 4 consecutive months without leave obtained from the Council. (There are some exceptions to this – see section 35 for more information.)

A Councillor can request a leave of absence. Any reasonable request for leave must be granted.¹

Leave of absence is approved by Council. Any request will be dealt with in this item which is a standing item on the agenda. The approvals of leave of absence will be noted in the minutes of Council in which it is granted. It will also be noted in the minutes of any Council meeting held during the period of the leave of absence.

¹ See *Local Government Act 2020* s 35 (4) and s 35 (1) (e).

Disclosures of Conflicts of Interest

Council meeting

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Conflicts of interest

Conflicts of Interest must be disclosed at the commencement of a Council meeting or Councillor briefing, or as soon as a Councillor recognises that they have a conflict of interest.

The relevant provisions in the *Local Government Act 2020* include those in Part 6, Division 2 (from section 126). Failing to disclose a conflict of interest and excluding themselves from the decision making process is an offence.

Disclosures at Council meetings

Under the Governance Rules:¹

A Councillor who has a conflict of interest in a matter being considered at a Council meeting at which he or she:

1 is present must disclose that conflict of interest by explaining the nature of the conflict of interest to those present at the Council meeting immediately before the matter is considered; or

2 intends to be present must disclose that conflict of interest by providing to the Chief Executive Officer before the Council meeting commences a written notice:

2.1 advising of the conflict of interest;

2.2 explaining the nature of the conflict of interest; and

2.3 detailing, if the nature of the conflict of interest involves a Councillor's relationship with or a gift from another person, the:

(a) name of the other person;

(b) nature of the relationship with that other person or the date of receipt, value and type of gift received from the other person; and

(c) nature of that other person's interest in the matter,

and then immediately before the matter is considered at the meeting announcing to those present that he or she has a conflict of interest and that a written notice has been given to the Chief Executive Officer under this sub-Rule.

The Councillor must, in either event, leave the Council meeting immediately after giving the explanation or making the announcement (as the case may be) and not return to the meeting until after the matter has been disposed of.

¹ Chapter 5, Rule 3.

Disclosures at councillor briefings (and other meetings)

Also under the Governance Rules,² a Councillor who has a conflict of interest in a matter being considered by a meeting held under the auspices of Council at which he or she is present must:

- 1 disclose that conflict of interest by explaining the nature of the conflict of interest to those present at the meeting immediately before the matter is considered;
- 2 absent himself or herself from any discussion of the matter; and
- 3 as soon as practicable after the meeting concludes provide to the Chief Executive Officer a written notice recording that the disclosure was made and accurately summarising the explanation given to those present at the meeting.

Councillor form to disclose conflicts of interest

Name: _____

Date: _____

Meeting type:

- Briefing
- Meeting
- Other _____

Nature of the conflict of interest (describe):

If the nature of the conflict of interest involves a Councillor's relationship with or a gift from another person:

- name of the other person (gift giver): _____
- nature of the relationship with that other person or the date of receipt, value and type of gift received from the other person: _____
- nature of that other person's interest in the matter: _____

² Chapter 5, Rule 4.

Confirmation of minutes of previous Council meeting

Council meeting

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MEETING OF COUNCIL MINUTES

Tuesday 26 April 2022

6:00pm

Meeting held in person

MEMBERSHIP

Councillors

Liesbeth Long

Gerard Murphy

Wayne Sproull

Geoff Lovett

Grace La Vella

Chris Meddows-Taylor (Mayor)

Anna de Villiers

draft unconfirmed

To be confirmed at the Council Meeting
scheduled for 24 May 2022

UNCONFIRMED MINUTES

1. COMMENCEMENT OF MEETING AND WELCOME

The meeting commenced at 6.00pm

The Mayor, Cr Meddows-Taylor welcomed everybody.

PRESENT

Councillors

Chris Meddows-Taylor (Mayor)

Liesbeth Long

Wayne Sproull

Grace La Vella

Geoff Lovett

Anna de Villiers

IN ATTENDANCE

Officers

General Manager Corporate Performance, Mick Smith

Acting General Manager Infrastructure Assets and Planning, Philip Schier

2. APOLOGIES

Cr Gerard Murphy

CEO, Lucy Roffey

General Manager Community Wellbeing, Martin Collins

3. LEAVE OF ABSENCE

Nil

4. DISCLOSURES OF CONFLICTS OF INTEREST

Nil

5. CONFIRMATION OF THE MINUTES OF PREVIOUS COUNCIL MEETINGS

To present for confirmation the minutes of the Council Meeting held on 29 March 2022.

Mayor declared minutes are confirmed.

6. REPORTS FROM COMMITTEES

Nil

7. PETITIONS

Nil

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UNCONFIRMED MINUTES

8. OFFICER REPORTS

8.1. COUNCIL ANNUAL ACTION PLAN PROGRESS REPORT

The purpose of this report is to provide Council with an update on the status of the projects identified in the 2021-22 Action Plan.

Council Resolution

That Council note as detailed in the report an update on the status of the projects identified in the 2021-22 Action Plan

Moved Cr Long
Seconded Cr Sproull

Cr Long spoke to the motion. Cr Meddows-Taylor asked Mr Smith to pass deep appreciation to the staff.

CARRIED

8.2. MARYBOROUGH MAJOR RESERVES MASTER PLANS REPORT

The purpose of this report is to seek Council's endorsement for the public exhibition of the Draft Maryborough Major Reserves Master Plans.

Council Resolution

That Council endorse the Draft Maryborough Major Reserves Master Plans for a public exhibition period of four (4) weeks commencing 2 May 2022 closing on 29 May 2022.

Moved Cr Lovett
Seconded Cr La Vella

Cr Lovett and La Vella spoke to the motion.

CARRIED

8.3. MARCH FINANCIAL REPORT

The purpose of this report is to advise Council on its financial performance for the year to date, how it is tracking against the adopted budget as well as updated forecast. As

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UNCONFIRMED MINUTES

part of the March financial report and budget process, a review and update to the 2021/22 forecast has been undertaken.

Council Resolution

That Council:

- 1. Receives and notes the attached Finance Report for the period to 31 March 2022.*
- 2. Council notes an update to the year end forecast, an operating surplus of \$7.6m and capital works program of \$15.4m.*

Moved **Cr Lovett**
Seconded **Cr De Villiers**

Cr Lovett spoke to the motion.

CARRIED

8.4. TRANSFER STATION SERVICE CONTRACT EXTENSION

The purpose of this report is to request Council to approve an extension of the transfer station contract for one (1) year. The current contract expires in October 2022. A one (1) year extension is available under the contract. The Contract G1019-15 is currently held by Veolia Environmental (Australia) Pty Ltd and expires on the 5th of October 2022. This extension would push the expiry out to 5th of October 2023. The extension would then align with the expiry of the Waste Collection Contract which expires in October 2023. The implementation of the four waste streams is targeted during October 2023. The annual increase in contract management payment is expected to be an increase of around \$15,000.

Council Resolution

That Council exercise the option under the contract for the additional year, Council grant Veolia Environmental (Australia) Pty Ltd the extension to the G1019-15 contract for the period of 5th October 2022 to 5th of October 2023 for the estimated annual value of \$722,326 and Council authorises the CEO to execute the variation on behalf of Council.

Moved **Cr Sproull**
Seconded **Cr Long**

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Cr Sproull spoke to the motion.

CARRIED

8.5. REVIEW OF INTERNAL AUDITORS

The purpose of this report is to present the Evaluation of Internal Auditor Performance survey responses to the Council

Council Resolution

That Council note the report 'Internal Audit Evaluation' of Manager Governance Property and Risk.

Moved Cr Lovett
Seconded Cr La Vella

Cr Lovett and La Vella spoke to the motion.

CARRIED

8.6. CONTRACT AWARD - G1577-21 ANNUAL SUPPLY CRUSHED ROCK AND AGGREGATE

The purpose of this report is for Council to consider awarding G1577-21 Annual Supply Crushed Rock and Aggregate Panel contract.

This contract is required to be awarded by Council as the combined spend over the duration of the contract is outside the financial delegation of the Chief Executive Officer.

Council Resolution

That Council award contract G1577-21 Annual Supply Crushed Rock and Aggregate to:

- Allstone Quarries Pty Ltd
- Hampstead Gravel Pty Ltd
- Hanson Construction Materials Pty Ltd
- Industrial Sands and Gravel Pty Ltd trading as Palladium Quarries.

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And that Council authorises the CEO to execute the contracts.

Moved Cr Sproull
Seconded Cr De Villiers

Cr Sproull spoke to the motion.

CARRIED

8.7. CONTRACT AWARD - G1579-21 SUPPLY OF WEED, PEST CONTROL, SLASHING AND ENVIRONMENTAL LAND SERVICE

The purpose of this report is for Council to consider the awarding of G1579-21 Supply of Weed, Pest Control, Slashing and Environmental Land Services Panel Contract.

This contract is required to be awarded by Council as the combined spend over the duration of the contract is outside the financial delegation of the Chief Executive Officer.

Council Resolution

That Council award contract G1579-21 Supply of Weed, Pest Control, Slashing and Environmental Land Services Panel to:

- Landlinks Environmental Services Pty Ltd
- Tailored Ecology Pty Ltd trading as TREC Land Services
- S.H.A.E Enterprises Pty Ltd
- Recon Forestry Pty Ltd

And that Council authorises the CEO to execute the contracts.

Moved Cr De Villiers
Seconded Cr La Vella

Cr De Villiers spoke to the motion.

CARRIED

UNCONFIRMED MINUTES

8.8. CENTRAL GOLDFIELDS SHIRE COUNCIL DRAFT BUDGET 2022/23

The purpose of this report is to provide Council with a Draft Budget for the 2022/23 financial year for public consultation prior to finalisation.

Council Resolution

That Council:

1. Receives and notes the attached Proposed Budget for Central Goldfields Shire Council for the 2022/23 financial year.
2. Council notes an operating surplus of \$10.3m and capital works program of \$18.9m, of which \$7.8m is considered carry forward projects.
3. In accordance with the Local Government Act 2020, and Central Goldfields Shire's Engagement Policy, make the proposed budget available for public comment.
4. Display the proposed budget on the Shire's website
5. Receive comment/submissions on the proposed Budget until close of business on 13 May 2022

Moved Cr De Villiers
Seconded Cr La Vella

Cr De Villiers, La Vella, Lovett and Meddows-Taylor spoke to the motion.

CARRIED

8.9. DRAFT MOTORISED MOBILITY DEVICE STRATEGIC PLAN

The purpose of this report is to present to Council the updated Draft Motorised Mobility Device Strategic Plan 2022-2027 for public exhibition.

Council Resolution

That Council endorse the Draft Motorised Mobility Device Strategic Plan 2022-2027 for public exhibition from 27 April 2022 to 13 May 2022.

Moved Cr La Vella

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Seconded Cr De Villiers

Cr La Vella and De Villiers spoke to the motion.

CARRIED

8.10. CHIEF EXECUTIVE OFFICER PERFORMANCE REVIEW

This matter is referred to below in the confidential session.

9 NOTICES OF MOTION

Nil

10 URGENT BUSINESS

Nil

11 OTHER BUSINESS

ANZAC Day events were well attended and appreciated.

Martin Collins was leaving CGSC to join State Government and the Council thanked him for his contribution.

12. CONFIDENTIAL BUSINESS

12.1. CHIEF EXECUTIVE OFFICER PERFORMANCE REVIEW

Continuation of item 8.10.

Council Resolution

That Council enter into an in-camera session to discuss matters of a confidential nature.

Moved Cr Lovett

Seconded Cr La Vella

Cr Lovett spoke to the motion.

CARRIED

A separate confidential minute records a resolution of Council.

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UNCONFIRMED MINUTES

Council Resolution

That Council go out of camera.

Moved Cr Lovett

Seconded Cr Sproull

Cr Lovett spoke to the motion.

CARRIED

13 MEETING CLOSURE

The meeting closed at 6.46pm.

To be confirmed at the Council Meeting
to be held on 24 May 2022.

draft unconfirmed

Minutes of Delegated and Advisory Committees

Council meeting

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Petitions

Council meeting

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Officer Reports

Council meeting

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8.1 APRIL FINANCIAL REPORT

Author: Manager Finance

Responsible Officer: General Manager Corporate Performance

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is to advise Council on its financial performance for the year to date, how it is tracking against the adopted budget as well as updated forecast.

RECOMMENDATION

That Council:

1. Receives and notes the attached Finance Report for the period to 30 April 2022.
2. Council notes an update to the year end forecast, an operating surplus of \$7.5m and capital works program of \$15.4m

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2021-2025 - Our Growing Economy

The Community's vision 4. Effective and sustainable financial management.

Initiative: Review budget and financial reporting processes to improve monitoring of financial performance

BACKGROUND INFORMATION

This finance report is provided for the period to 30 April 2022.

The report compares year to date results against both adopted budget and mid year forecast.

REPORT

The monthly financial report comprises the following:

- Income Statement;
- Balance Sheet;
- Statement of Capital Works
- Cash Flow Statement

Income Statement

The operating result for the period to 30 April 2022 is a surplus of \$17.2 million reflecting the rates and charges for the full year have already been brought to account.

An updated forecast has been undertaken with an expected operating result at 30 June 2022 of \$7.5m.

Total income in the ten months to date is greater than budget however the timing of capital and operating grant receipt has influenced this position. Balances which were moved to the balance sheet at year end (30 June 2021) have all been accounted for as revenue in the current Income Statement (30 April 2022). The updated forecast reduces the anticipated recognised revenue, particularly for capital grants, to reflect the fact that a number of grants are anticipated to be carried forward into 2022/23 in line with Accounting Standards and revenue recognition.

This income will be offset over the course of the financial year as Council meets its funding obligations delivering these services and projects. This is reflected in the Cash Flow statement.

Rates notices have been issued for the financial year. These are slightly higher than budget due to various supplementary rates charged which is the only increase in total rates revenue beyond the rate cap.

User charges are currently \$130k behind anticipated budget. This reflects a number of fees waived for individual applicants. Council has not adopted a blanket waiver policy for various user fees and charges as it did in the previous financial year. Each request for waiver through the hardship policy are assessed on application. Animal registrations were raised in April which increases this balance on prior months.

Expenditure year to date is marginally ahead of anticipated budget. Depreciation and employee costs are tracking ahead of budget however this is offset by a \$764k decrease in expected contractor and materials costs, notably Energy Breakthrough, timing of insurance premiums and contractor payments which will be carried forward into 2022/23 year, notably Talbot Futures project.

Depreciation has been reforecast during the mid year review and is anticipated to be \$543k greater than budget. This is a non-cash transaction and while this impacts Council's budgeted surplus, this has no bearing on the ability of Council to pay its debts

as and when they fall due. The increase in annual depreciation is most notably in Buildings with a review of the asset register identifying inappropriate useful lives on a number of assets. An asset revaluation is underway which may in fact offset some of this additional cost.

The updated forecast has brought the operating surplus to \$7.5m. The major drivers for this is the revenue recognition of capital grants continuing into 2022/23, and an increase in the Federal Assistance Grant (this was previously assumed to receive 50% in advance, however have been notified this will increase to 75%).

Capital Works Statement

The 2021/22 budget included a capital works program of \$20.9m across property, plant and equipment and infrastructure asset classes.

The updated forecast is anticipating a spend of \$15.4m. This is a \$5m reduction on prior forecast and reflects the progress through a number of major projects in line with accounting standards.

At 30 April 2022, Council had expended \$10.4 million on capital works including \$3.7m of carry forward spend.

When reviewing the Capital Works statement, it is important to note that there are numerous projects which have no budget but spend attached. These projects are either carryover projects or allocated projects. Where possible, there is commentary included on these projects.

Carry over projects were expected to be finished by 30 June 2021 when preparing the budget, however were not and will now be completed in the 2021/22 financial year. This will in effect increase the Capital Works spend for the year with an offsetting reduction in the prior year.

Allocated projects are items such as seals or road designs which were budgeted as bulk amounts to be allocated. These too will be reforecast during the mid year review. This reallocation to the appropriate projects is not expected to result in an increased spend.

Balance Sheet

Council's rates debtors have increased in line with expectation. Rates notices have been issued, with many ratepayers opting for the full payment option (payable in February). The rates debtor balance as at the end of April 2022 was \$4.2m (reflected in an increase in cash and a decrease in trade receivables). For comparison, the rates debt in February

2021 was \$4.69m, and \$4.42m in February 2020. Two rates reminder notices have been sent to ratepayers in both March and April. Reminder letters were not sent in the previous year as part of the COVID-19 Hardship Policy. Issuing these letters has resulted in a number of ratepayers with overdue balances getting in contact with Council to pay or arrange payment plans.

Cash flow is monitored to enable completion of scheduled works and meet recurrent obligations, as well as ensuring surplus funds are invested to generate maximum interest revenue. The invested cash is spread across numerous options to ensure risk and diversity are balanced. A cash flow statement has now been included in the finance report which notes the cash in and outflows.

Council liabilities at the reporting date include the Fire Services Property Levy (FSPL of \$0.6m), employee benefits (\$2.6m) and loans and borrowings (\$2.8m split between current and non current).

Employee benefits provision is \$2.6m and of this \$1.6m is long service leave. Probability of employee entitlement provisions is reviewed on an annual basis currently however with continued improvements in processes and month end processing this is anticipated to be done on a more regular basis.

Summary

The Income Statement is tracking ahead of budget for the ten months to 30 April 2022. This relates to the recognition of previously received grants as well as the rate notices being issued. This is forecast to reduce with the end of year accounts.

The balance sheet remains strong with a strong cash position. This cash is anticipated to be drawn down on as the Capital Works program ramps up. An asset revaluation is currently underway which will impact asset written down values.

The Capital Works statement is showing a spend of \$10.4m. \$5m of capital works has been reduced in the updated forecast and carried forward into the 2022/23 financial year. The updated Capital Works forecast is a spend of \$15.4m.

CONSULTATION/COMMUNICATION

Internal only required for this report.

FINANCIAL & RESOURCE IMPLICATIONS

The financial statements were prepared internally by Council officers.

RISK MANAGEMENT

This report addresses Council's strategic risk Financial sustainability - Failure to maintain our long term financial sustainability . Any risks in relation to this report have been discussed in the report above.

CONCLUSION

Council's financial position at the end of April 2022 is sound with cash and cash equivalents totalling \$20.5 million and no major issues of concern in either the operating or capital budgets, noting the carry forward of capital works projects.

The mid year forecast completed in January has been updated again in March and this highlights a number of variations from original budget, notably capital grants to be carried forward offset by an increase in the Federal Assistance Grants.

Surplus funds have been invested to ensure interest earnings are maximised, and cash flows continue to be monitored closely.

ATTACHMENTS

1. April Finance Report

Income Statement Period to 30 April 2022

	2020/21 Actuals	2021/22 Total Budget	2021/22 YTD Budget April	2021/22 YTD Actuals April	2021/22 YTD Variance +ve (-ve)	2021/22 Forecast
Income						
Rates and service charges	(15,715,509)	(16,056,222)	(16,043,392)	(16,167,020)	123,628	(16,142,143)
Contributions - monetary	(130,700)	(121,250)	(108,540)	(426,887)	318,347	(257,560)
Grants - capital	(1,588,518)	(10,183,882)	(8,255,382)	(11,839,152)	3,583,770	(7,991,356)
Grants - Operating	(10,401,401)	(11,267,432)	(9,400,878)	(11,664,693)	2,263,815	(11,983,294)
Other Income	(287,413)	(523,050)	(435,870)	(101,429)	(334,441)	(61,494)
Statutory fees and fines	(421,719)	(515,800)	(455,940)	(436,882)	(19,058)	(533,545)
User Charges	(1,646,661)	(2,019,174)	(1,702,205)	(1,571,988)	(130,217)	(1,723,908)
Total Income	(30,191,921)	(40,686,810)	(36,402,207)	(42,208,051)	5,805,844	(38,693,300)
Expenses						
Bad and doubtful debts	(23,855)	10,000	8,330	0	8,330	5,000
Borrowing costs	49,728	25,271	21,060	11,477	9,583	25,271
Depreciation	6,517,926	6,186,900	5,152,900	5,608,138	(455,238)	6,729,766
Employee costs	15,209,911	14,248,318	11,873,246	12,374,960	(501,714)	11,394,983
Materials and services	9,670,575	8,836,571	7,446,056	6,682,255	763,801	12,767,078
Net loss on disposal of property, infrastructure, plant and equipment	9,802	(90,000)	(68,330)	0	(68,330)	(90,000)
Other Expenses	360,219	331,000	271,830	250,977	20,853	340,000
Total Expenses	31,794,306	29,548,060	24,705,092	24,927,807	(222,715)	31,172,098
(Surplus) Deficit	1,602,385	(11,138,750)	(11,697,115)	(17,280,244)	5,583,129	(7,521,202)

Balance Sheet Period to 30 April 2022

	2020/21 Actuals	2021/22 YTD April
Assets	\$	\$
Current Assets		
Cash and cash equivalents	21,104,130	20,544,801
Inventories	9,472	21,645
Non-current assets classified as held for sale	245,223	245,223
Other financial assets	693,278	946,444
Trade and other receivables	3,220,882	5,863,991
Total Current Assets	25,272,985	27,622,103
Non-current assets		
Property, infrastructure, plant and equipment	308,955,042	310,473,296
Total Non-Current Assets	308,955,042	310,473,296
Total Assets	334,228,027	338,095,399
Liabilities		
Current Liabilities		
Interest-bearing loans and borrowings	(668,000)	(668,000)
Provisions	(2,560,129)	(2,593,596)
Trade & other payables	(15,091,856)	(1,411,727)
Trust funds & deposits	(520,161)	(747,901)
Total Current Liabilities	(18,840,146)	(5,421,224)
Non Current Liabilities		
Other NC Liabilities	(2,236,253)	(2,089,000)
Prepaid Revenue	0	
Provisions NC	0	(147,252)
Total Non-Current Liabilities	(2,236,253)	(2,236,252)
Total Liabilities	(21,076,398)	(7,657,476)
Net Assets	313,151,629	330,437,923
Equity		
Accumulated Surplus	(124,998,452)	(142,278,697)
Reserves		
Asset Revaluation Reserve	(187,675,327)	(187,578,876)
Open Space Reserve	(27,850)	(130,350)
Other Reserves	(450,000)	(450,000)
Total Equity	(313,151,629)	(330,437,923)

Capital Works Statement Period to 30 April 2022

Project	2021/22 Total Budget	2021/22 YTD Budgets April	2021/22 YTD Actual April	2021/22 Forecast	Comments
Infrastructure					
Bridges and major culverts	95,500	79,590	12,573	95,500	
63241.01. Minor Culverts Renewal	15,500	12,920	12,288	15,500	Complete
63330.622. Major Culvert Renewal Program	65,000	54,170	285	65,000	Construction May/June depending on delivery of pipes, project may C/F into 22/23
63340.01. Minor Culverts New	15,000	12,500	-	15,000	
	95,500	79,590	12,573	95,500	
Drainage	1,047,434	364,530	1,650,484	1,352,424	
63271.01. Kerb & Channel Renewal	68,000	56,660	60,090	68,000	Complete
63271.52. Kerb & Chanel Nightingale Street (Park to Clarendon)	8,000	6,670	-	8,000	Nightingale part of road construction, Carrick St kerb replacement to be considered
63271.53. Kerb & Chanel Broadway (8 Orme Street to Orme Street)	11,434	9,530	-	11,434	Orme St previous year project, budget to go towards K&C renewals
63370.01. Kerb & Channel New	51,000	42,500	5,859	51,000	No current expenditure
64306.21. Drainage Renewal	200,000	166,670	1,443	200,000	Construction May/June depending on delivery of pipes, project may C/F into 22/23
64306.25. Tabledrain Renewals	56,000	46,670	-	56,000	Reactive capital - no current expenditure
64306.34. Carisbrook Drainage Mitigation-Consultation & Design	-	-	185,631	-	Completed
64306.341. Carisbrook Drainage Mitigation-Creek Clearing	43,000	35,830	100,142	43,000	Works complete, final funding claim & aquital required
64306.344. Carisbrook Drainage Mitigation - Stg 3 North Pyrenees Hwy	-	-	1,192,164	304,990	Main project works complete, minor works remain (Pleasant St drainage), funding still to be claimed
64306.345. Carisbrook Drainage Mitigation - Stg 4 South Pyrenees Hwy	610,000	-	83,832	610,000	Contract awarded - Construction timing expected 1st/ 2rd quarter 22/23 FY
Maryborough Flood Study	-	-	21,323	-	Contractor delays, project may C/F 22/23 FY
	1,047,434	364,530	1,650,484	1,352,424	
Other Infrastructure	185,000	154,160	111,215	188,729	
63251.01. Street Furniture Renewal	15,000	12,500	17,900	15,000	Reactive capital
63251.03. Furniture Renewal Urban	10,000	8,330	-	10,000	Reactive capital - no current expenditure
63251.04. Furniture Renewal / Rural	5,000	4,170	-	5,000	Reactive capital - no current expenditure
63261.01. Signs Renewal	15,000	12,500	28,111	18,729	Complete
63281.01. Traffic Control Facilities Renewal	10,000	8,330	-	10,000	Reactive capital - no current expenditure
63360.01. Signs New	10,000	8,330	9,334	10,000	Reactive capital
63410.01. (LRCl) Shire Wide Upgrades	120,000	100,000	53,748	120,000	Part of LRCl 2 - remaining works to be completed by June
63510.02. Aerodrome Fence Renewal	-	-	2,122	-	Complete
	185,000	154,160	111,215	188,729	
Parks, Open Space & Streetscapes	665,000	554,170	734,542	724,865	
62461.06. (DJCS) Lighting Lake Victoria	150,000	125,000	153,541	150,000	Complete
63352.01. Streetscape Renewal	15,000	12,500	-	15,000	Reactive capital - no current expenditure
63291.01. Pathways Renewal	100,000	83,340	163,242	130,000	Project complete (Derby Road footpath)
63390.01. Pathways New Dunolly \$100K	400,000	333,330	106,803	106,804	Complete
63390.02. (LRCl 2) Pathways New/Upgrade \$300K	-	-	307,895	320,000	Complete
63390.34. Pathways New/Upgrade Carisbrook	-	-	3,061	3,061	Completed. Carry-over project
	665,000	554,170	734,542	724,865	
Roads	3,738,000	3,198,320	2,645,602	4,323,480	
63200.01. Design Capital Works	150,000	125,000	14,694	150,000	Designs currently in progress
63200.02. Design Main Street Bealiba (Davies to Grant)	-	-	20,027	-	Completed. Carry-over project
63200.03. Design Pascoe Avenue (Park Road to End of Court)	-	-	15,657	1,812	Completed. Carry-over project
63200.05. Design Nightingale Street (Park to Clarendon)	-	-	24,878	539	Completed. Carry-over project
63210.112. Goldsmith Street (Newton to Wills)	-	-	339,339	113,699	Completed. Carry-over project
63210.113. (LRCl 2) Gillies Street (Sutton to Layton) \$452,982	500,000	500,000	639,268	500,000	Complete
63210.115. Rogers Street (Railway Street to Gillies Street)	-	-	165,252	148,710	Completed. Carry-over project
63210.117. Dunolly Avoca Road (Racecourse Road to Shaw Track) (Agrilinks)	-	-	373,557	339,041	Completed. Carry-over project
63210.118. Middle road (Wild Dog Lane to Stiegmeiers Road)	-	-	15,046	4,441	Completed. Carry-over project
63210.120. Middle Road (Freemantles Rd to Bendigo Maryborough Rd)	-	-	7,205	-	Completed. Carry-over project
63210.124. Prince Alfred Street, Talbot (Chapman Street to Rowe Street)	-	-	53,017	-	Completed. Carry-over project
63210.125. Picnic Point Road (Joyces Creek Baringhup to Picnic Point Reserve)	-	-	48,716	9,012	Completed. Carry-over project
63210.127. Main Street - Davies Street to Grant Street (R1412) R2R \$350,000	380,000	316,670	1,848	380,000	Construction in progress, completion by June

Capital Works Statement Period to 30 April 2022

Project	2021/22 Total Budget	2021/22 YTD Budgets April	2021/22 YTD Actual April	2021/22 Forecast	Comments
63210.128. Pascoe Avenue - Park Road to End of Court (R0484)	250,000	208,330	220,999	250,000	Complete
63210.129. Nightingale Street - Park Road to Florence Street Lane (R0214 & R0215) R2R \$4	500,000	416,660	18,517	500,000	Construction underway, May completion
63210.130. Prince Alfred Street - Ballarat Street to Rowe Street (R1147 & R1145)	400,000	333,330	73	400,000	Works part of Rowe St construction
63210.131. Rowe Street - Chapman Street to Barkly Street (R1216 & R1217)	270,000	225,000	221,552	270,000	Rowe St / Prince Alfred St Talbot - Construction in progress May completion
63210.4. Major Patches RG	90,000	75,000	30,960	90,000	Reactive capital
63210.85. Queen St Renewal/Upgrade Smith St to Birch St	-	-	12,134	-	Completed. Carry-over project
63210.9. Gillies Street Renewal and Upgrade Street to Majorca Road	-	-	-	363	Completed. Carry-over project
63210.97. Design Stabilisation Goldsmith Street (Newton to Wills) & Wills Street	-	-	6,491	-	Completed. Carry-over project
63210.981. Dunolly Avoca Road - Renewal Racecourse Track to Shaw Track	-	-	18,745	-	Completed. Carry-over project
63210.99. Gillies Street Renewal & Upgrade Fraser Street to Sutton Road	-	-	18,973	-	Completed. Carry-over project
63212.01. Sealed Road Shoulders Renewal	60,000	50,000	18,319	60,000	Reactive capital
63215.01. Unsealed Roads Renewal	438,000	365,010	315,344	438,000	Resheeting program completed
63220.01. Seals Renewal Reseals	564,000	469,990	16,480	531,863	Sealing to be undertaken in May
63220.011. Seals Renewal Asphalt	66,000	55,000	-	66,000	Quotes to be obtained
63221.01. Seals Renewal Final Seals	70,000	58,330	-	70,000	Sealing to be undertaken in May
63271.3. Ballarat Street - Heales to Scandinavian St Talbot	-	-	28,511	-	Completed. Carry-over project
	3,738,000	3,198,320	2,645,602	4,323,480	
Infrastructure Total	5,730,934	4,350,770	5,154,416	6,684,998	
Plant and equipment					
Fixtures, fittings and furniture	369,500	290,000	58,334	369,500	
61170.01. Childcare Centre			3,525		
61175.01. Immunisation Fridge			10,136		
64751.04. PC Network/Hardware	85,000	70,830	14,823	85,000	
64751.36. IT Strategy Initiatives - Disaster Recovery	215,000	161,250	-	35,000	
64751.361. IT Strategy Initiatives - Security Key Review, System and Key Replacement	-	-	-	51,300	
64751.362. IT Strategy Initiatives - Human Resources Information System	-	-	-	49,500	
64751.363. IT Strategy Initiatives - Financial Management System and Payroll	-	-	29,850	79,200	
64751.37. Customer Service and Mobility Module	69,500	57,920	-	69,500	
	369,500	290,000	58,334	369,500	
Plant, machinery and equipment	670,000	532,500	449,113	1,240,000	
63820.91. Operating Plant WIP	470,000	352,500	449,113	920,000	Carry over Flocon. Specifications being undertaken for mowers and other items
63820.93. Vehicles Cars WIP	80,000	60,000	-	200,000	Vehicle upgrades to be done as part of fleet review in Q3/Q4
63820.94. Vehicles Utes WIP	120,000	120,000	-	120,000	Vehicle upgrades to be done as part of fleet review in Q3/Q4
	670,000	532,500	449,113	1,240,000	
Plant and equipment Total	1,039,500	822,500	507,447	1,609,500	
Property					
Buildings	10,125,582	8,337,970	2,899,023	5,362,208	
60217.24. Worsley Cottage - Internal and external wall repairs	148,000	123,330	13,369	0	Works retendered & over budget, Additona 2022/23 budget allocation to be approved
60217.26. Maryborough Railway Station Activation Project	2,000,000	1,666,660	314,574	500,000	Currently design underway. Construction tender to be awarded in May. Carry forward to 2022/23
61511.18. (LRCI) Hall Improvements - Timor/Wareek	0	0	42,080	9,458	Completed
61511.19. (LRCI) Hall Improvements - Bealiba	55,000	45,830	64,350	64,350	Completed
61511.2. (LRCI) Hall Improvements - Talbot	225,000	187,500	37,003	167,000	Staged project - LRCI 1 expenditure to be completed by June, remaining part of project to be part of LRCI 3
61511.21. (LRCI) Hall Improvements - Bet Bet	15,000	12,500	1,734	15,000	Tender/construction delays -Part of LRCI 1 may be moved to LRCI 3
61511.22. (LRCI) Hall Improvements - Dunolly	0	0	27	27	Completed
61511.23. (LRCI) Hall Improvements - Majorca	5,136	4,280	16,399	5,136	Completed
61511.24. (LRCI) Hall Improvements - Carisbrook	113,882	94,900	196,469	113,882	Completed
61565.01. Essential Safety Measures Buildings Upgrade	5,000	4,170	822	5,000	Reactive capital
61565.12. Building Insurance Risk Reduction Upgrades	21,000	17,500	11,170	21,000	Reactive capital
61565.13. Building Structural Condition Assessments & Management Plan	0	0	153,870	94,549	Carry-over project

Capital Works Statement Period to 30 April 2022

Project	2021/22 Total Budget	2021/22 YTD Budgets April	2021/22 YTD Actual April	2021/22 Forecast	Comments
61575.02. Living Libraries - Capital Expenditure	0	0	57,513	145,000	Previously classified as opex
61575.05. Dunolly Library Works	0	0	5,856	5,856	Completed. Carry-over project
61611.16. Art Gallery Revitalisation Project - Design			0		
61611.17. Art Gallery Expansion	663,000	552,500	457,941	663,000	Expecting a portion to carry forward. Waiting on updated building program
61611.18. Art Gallery Development (Phases 2 and 3)	1,200,000	900,000	37,699	400,000	Carrying forward a portion into 2022/23
62121.09. Maryborough Sports & Leisure Centre (MSLC) Upgrade Project	0	0	66,681	66,386	Carry-over project
62121.11. Community Sports Infrastructure (MSLC) Grant	0	0	150,091	0	Carry-over project
62470.28. Carisbrook Recreation Reserve Upgrades Stage 1 Project	2,329,000	1,940,830	1,002,278	2,329,000	Phases 1 & 2 complete, phase 3 underway, phase 4 out to tender. Phases 3/4 due for completion in August 2022
62470.29. Carisbrook Recreation Reserve Building Project Management	50,000	41,670	66,572	50,000	Phases 1 & 2 complete, phase 3 underway, phase 4 out to tender. Phases 3/4 due for completion in August 2022
62470.291. Carisbrook Recreation Reserve Upgrades Stage 2	2,377,900	1,981,580	87,982	89,900	Phases 1 & 2 complete, phase 3 underway, phase 4 out to tender. Phases 3/4 due for completion in August 2022
63713.31. Depot - Administration Block	0	0	4,206	0	Reactive capital
64110.31. Carisbrook Transfer Station - Bin Roofs	400,510	333,760	91,526	100,510	New timelines negotiated. Carrying forward \$300k into 2022/23
64110.32. Carisbrook Transfer Station - Compost Roof	131,573	109,640	0	131,573	New timelines negotiated. Anticipated to begin but not complete in 2021/22
64225.02. Rene Fox Gardens Dunolly - Design Public Toilets	15,000	12,500	6,433	15,000	
64751.011. Council Administration Building Upgrades			3,455		
64751.014. Building Upgrades Civic Centre	369,181	307,650	8,922	369,181	Electrical works at Town Hall. Not anticipated to be completed in 2021/22
607710.02. Dunolly Senior Citz Cleaning	1,400	1,170	0	1,400	
	10,125,582	8,337,970	2,899,023	5,362,208	
Land Improvements	4,022,811	2,936,510	1,794,083	1,766,028	
60180.055. Healthy Hearts Infrastructure - Gordon Gardens Pump Track	-	-	1,818	1,818	Completed. Carry-over project
60180.056. Healthy Hearts Infrastructure - Talbot Outdoor Fitness Equipment	-	-	59,500	59,500	Carry-over project
60180.057. Healthy Hearts - Talbot Infrastructure and Activation Stream 3	-	-	457	20,000	Carry-over project
60180.058. Healthy Hearts - Jamie's Ministry of Food Program Stream 3	-	-	-	10,000	
60180.059. Healthy Hearts - Go & Play Activation and Infrastructure Stream 3	-	-	7,319	30,000	
60180.06. Healthy Hearts Infrastructure Grant - Carisbrook Market Reserve Fitness Equipmen	-	-	-	41,985	
60181.01. Energy Breakthrough (EBT) Land Improvements	500,000	-	546,540	450,000	Part carry forward project to 2022/23
60216.21. Bike Racks New	5,000	5,000	-	-	Carry forward to 2022/23
60216.22. (LRCI) Town Entrance Signage	50,000	41,670	6,077	50,000	Draft wayfinder signs out for public comment - Signage installation may be part of LRCI 3
60360.07. (LRCI) Shade Structures Towns by 6	154,311	128,590	156,652	154,311	Complete
61016.07. Dunolly Dump Point Installation	18,000	15,000	47,862	41,724	Complete
62121.62. Carisbrook Bowls Club Synthetic Green Upgrade	-	-	-	19,994	
62121.69. Recreation Open Space Strategy Implementation	-	-	57,225	12,804	
62121.71. Recreation Planning - Unallocated	-	-	-	20,000	
62316.03. Maryborough Outdoor Pool - Living Heritage	1,987,500	1,656,240	189,730	-	Approval from grant authority for scope change. All works anticipated to be complete by Dec 2022
62316.04. (LRCI 3) Pool Upgrades	-	-	6,364	-	
62316.13. Maryborough Indoor Pool Capital Works	-	-	3,380	-	Carry-over project
62316.14. Maryborough Outdoor Pool Works	-	-	341,023	-	Carry-over project
62316.15. Swimming Pool Renewal	15,000	12,500	-	15,000	Reactive capital
62400.16. Parks Renewal	52,000	43,330	55,668	52,000	Derby Rd beautification
62400.17. (LRCI) Community Hall Projects	75,000	62,500	30,968	75,000	Part of LRCI 1
62410.01. Renewal Surrounds	50,000	41,670	227	50,000	
62410.05. Phillips Gardens - Implement Strategy(Entrances & Lights)	-	-	-	883	
62410.08. Growing Victoria Botanic Gardens Phillips Gardens Round one	200,000	166,670	-	-	Carry forward to 2022/23
62411.03. Gordon Gardens Master Plan Works	82,000	68,330	5,618	-	Carry forward to 2022/23
62421.01. Princes Park Improvements	-	-	1,700	1,700	Carry-over project
62421.21. Rubbish Bins Renewal General	10,000	8,340	-	10,000	Reactive capital
62430.01. Renewal Playgrounds	15,000	12,500	11	15,000	Reactive capital
62470.09. Carisbrook Rec Reserve Lighting	-	-	-	-	To be carried forward into 2022/23
62470.3. Maryborough Skate and Scooter Park	619,000	515,830	143,903	80,557	
62470.31. Goldfields Reservoir Dam Stabilisation	-	-	-	316,000	Project retendered due to no responses received
62492.71. Deledio Reserve Messaging and Scoreboard	-	-	-	22,500	

Capital Works Statement Period to 30 April 2022

Project	2021/22 Total Budget	2021/22 YTD Budgets April	2021/22 YTD Actual April	2021/22 Forecast	Comments
62492.72. (RIF) Princes Park Outdoor Gym	-	-	10,620	-	Carry-over project
62495.25. Princes Park Grandstand - Cultural Management Plan	-	-	34,764	17,300	
62671.08. (LRCI) Playground Improvements	5,000	4,170	43,903	12,952	Complete
64110.35. Carisbrook Transfer Station Pavement Rehabilitation	140,000	116,670	30,240	140,000	Reactive capital
64110.76. Bealiba Landfill Rehabilitation	15,000	12,500	-	15,000	Reactive capital
64110.77. Dunolly Landfill Rehabilitation	15,000	12,500	-	15,000	Reactive capital
64150.02. Recycled Watermain Replacement	15,000	12,500	-	15,000	
64150.05. Central Highlands Water Integrated Water Management (IWM) Station Domain Pr	-	-	12,513	-	Carry-over project
	4,022,811	2,936,510	1,794,083	1,766,028	
Property Total	14,148,393	11,274,480	4,693,106	7,128,236	
Capital Works Total	20,918,827	16,447,750	10,354,969	15,422,734	

Cash Flow Period to 30 April 2022

	2020/21 Actuals	2021/22 YTD Apr
	\$'000	\$'000
Cash Flows from Operating Activities		
Rates and charges	15,516	14,266
User fees, statutory fees and fines	1,786	1,267
Grants - operating	10,401	11,665
Grants - capital	12,194	2,693
Contributions - monetary	131	427
Interest received	75	33
Trust funds and deposits taken	(45)	(81)
Other receipts	26	68
Net GST refund/(payment)	(1,712)	0
Employee costs	(14,856)	(12,375)
Materials and services	(11,159)	(7,188)
Other payments	(360)	(251)
Net cash provided by/(used in) operating activities	11,997	10,524
Cash flows from investing activities		
Payments for property, infrastructure, plant and equipment	(7,071)	(10,355)
Proceeds from sale of property, infrastructure, plant and equipment	10	0
Payments for other financial assets	(2,477)	0
Net cash provided by/(used in) investing activities	(9,538)	(10,355)
Cash flows from financing activities		
Finance costs	(39)	(25)
Repayment of borrowings	(564)	0
Net cash provided by/(used in) financing activities	(603)	(25)
Net increase (decrease) in cash and cash equivalents	1,856	144
Cash and cash equivalents at the beginning of the financial year	1,999	3,855
Cash and cash equivalents at the end of the financial year	3,855	3,999

8.2 MOTORISED MOBILITY DEVICE STRATEGIC PLAN FOR ADOPTION

Author: Strategic Planner

Responsible Officer: General Manager Community Wellbeing

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of the report is to present the *Motorised Mobility Device Strategic Plan 2022-2027* to Council for adoption.

The purpose of this Strategy is to better understand the needs of the motorised scooter community within Maryborough and provide better connections to priority destinations.

RECOMMENDATION

That Council adopts the Motorised Mobility Device Strategic Plan 2022-2027.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2021-2025 - Our Community's Wellbeing

The Community's vision 1. Socially connected, creative, inclusive, healthy, and safe 'all ages' friendly communities

Initiative: Support positive life opportunities for people living with a disability

Implement the priorities of the Positive Ageing Strategy

Work together with key partners and the community to promote and enhance community safety

BACKGROUND INFORMATION

In early 2021, Central Goldfields Shire Council received funding from Transport Accident Commission (TAC) to prepare a scooter strategy and action plan for safe motorised mobility aid in Maryborough.

The need for a motorised scooter strategy was first identified by the Walking and Cycling Strategy 2017-2026 noting that a number of older people and people with

mobility issues in the Shire are using motorised scooters for transportation. It is important to maintain the safety of the footpaths in a way that is convenient for the scooter users for their independent movements around the key destinations. The strategy also pointed out the need for developing a safer area for scooter users supported by local health professionals.

The Positive Ageing Strategy 2021-2026 noted the success that the funding was granted for this project. One of the recommended actions of the Positive Ageing Strategy is to evaluate the number, access and location of recharge points for mobility scooter users.

Central Goldfields Shire appointed suitably qualified consultants, CommunityVibe and Cardno to produce the Motorised Mobility Device Strategic Plan (the Strategy). The Project Steering Group (PCG) for the Strategy included Council staff from Community Care, Strategic Planning, Engineering and Statutory Services. There are also representatives from Maryborough District Health Service (MDHS) and Asteria in the Group.

REPORT

The aim of this Strategy is to better understand the needs of people who use motorised mobility devices in Maryborough and to identify actions that will improve connections to key destinations such as shops, medical precincts, aged care facilities, recreational areas, schools and places of employment.

This strategy primarily focuses on motorised mobility device usage in the town of Maryborough as the majority of motorised mobility device users in the Shire are known to live, work and study in Maryborough.

Based on the community engagement and findings from the fieldworks, the vision developed for this Strategy is:

"Motorised mobility devices, supported by well-designed infrastructure, enable members of the Maryborough community to safely and actively participate in community life and retain their independence."

The planning principles developed to support this vision include:

- Safety
- Connectivity
- Independence
- Awareness
- Integration
- Partnerships

Information about 'hot spots', infrastructure improvements, education, training, information, etc was gleaned from interviews with local services such as aged care and disability, government agencies and personal interviews with people who use motorised

mobility devices. Council staff also provided valuable data. Each of the 'hot spots' was assessed by an independent traffic engineering firm. A series of prioritised actions have been identified focussing on:

- Information
- Assessment
- Education
- Public toilets
- Council owned and leased buildings
- Markers
- Policy
- Planning
- Implementation
- Charging stations
- Public transport
- Signage
- Parking of motorised mobility devices
- Council communications
- Infrastructure.

The Action Plan categorises priorities in terms of High (1-2 years), Medium (3-4 years) and Low (5+ years).

CONSULTATION/COMMUNICATION

The appointed consultants conducted an extensive engagement with community and stakeholders to identify issues related to mobility device uses in Maryborough. Scooter users were engaged through small group and one on one meetings at services that they attend, at home and other locations. Key stakeholders were consulted in three workshops with council staff; Community organisations - Maryborough District Health Service, Maryborough Education Centre, Highview College, Asteria, Committee for Maryborough, Go Goldfields, and other relevant community groups; State government- transport and economic development departments.

The Draft Motorised Mobility Device Strategic Plan went on public exhibition from 27 April to 13 May to seek community feedback. The exhibition period was promoted through the usual Council communication channels and, additionally, all stakeholders engaged at the initial stage were individually notified and a notification of exhibition was included in the Community Update Autumn 2022 publication.

The following table summarises the feedback received from the exhibition with corresponding comments provided by project consultant.

No.	Date received	Comments	Relevant section of strategy	Consultant response
1	27/4/22	Query about whether or not works related to both Harkness Street and Palmerston Street. Wants to know if there is adequate signage warning that elderly / frail people use the roads.	<p>Strategy notes (re Harkness St):</p> <ul style="list-style-type: none"> • One of the Havilah Hostel sites is located at 11 Harkness St. There is one motorised scooter user currently residing here. • Residents travel along Holyrood and cross into Princes Park at the fire track (near Coronation Park Playground), past the netball courts and the oval and come out on Park Road (which eventually becomes High Street) near the Park Hotel • There are 110 residents at present, but an extension to the northern end of this facility will result in 135 beds. <p>Strategy recommends (re Harkness St):</p> <ul style="list-style-type: none"> • Need to flatten crest on bridge over creek. No footpath required along the horseshoe shaped bend. The surface is only utilised for Energy Breakthrough HPV racing in November. • Crossing proposed over Holyrood St into Princes Park area. Extend footpath 	<p>Both Havilah Hostel sites have been assessed as part of this project, with recommendations made.</p> <p>Recommend that Council reviews signage at each site as per signage action in strategy.</p> <p>No change to strategy.</p>

No.	Date received	Comments	Relevant section of strategy	Consultant response
			<p>from corner of Park Rd to horseshoe bend east corner. Pram ramps required where appropriate.</p> <p>Strategy notes (re Palmerston St):</p> <ul style="list-style-type: none"> • One of the Havilah Hostel sites is located in Palmerston St. There are currently five motorised scooter users who live there. • Wattle Rise Nursing Home is situated on the corner of Palmerston and Nightingale Streets - it has 40 beds. <p>Strategy recommends (re Palmerston St):</p> <ul style="list-style-type: none"> • Continue footpath north on Palmerston beyond Newton St. • Pram ramps required at Wattle Rising Nursing Home roundabout. 	

No.	Date received	Comments	Relevant section of strategy	Consultant response
			<p>General recommendation re signage contained within the strategy:</p> <p>"Undertake an audit of street signs to identify non-compliant signage and include recommendations in the scheduled program of works."</p>	
2	28/4/22	<p>Rail commuters who need to be hoisted in an out of wheelchairs are not accommodated at all. Whilst the apparatus required is already located at the hospital, disabled people are not welcome to use it.</p> <p>Ararat does have a public disability toilet for visitors who have their own career.</p>	<p>There is a recommendation within the Strategy re improving accessibility for people on public transport:</p> <p>"Investigate the opportunity to improve wheelchair lifters and fixing points for electric wheelchairs on public and community transport."</p>	<p>Recommend that the Access and Inclusion Committee advocates to public transport providers to improve access for users of motorised mobility devices as per action in the strategy.</p> <p>Separate to the Strategy, agree that a Changing Places toilet is appropriate in Maryborough.</p>

No.	Date received	Comments	Relevant section of strategy	Consultant response
		This would benefit our shire and our shires reputation also.		No change to strategy.
3	28/4/22	The outside entrance to the Library needs to be bigger. It is very hard to get to the public toilets and to turn the corner from the single door to get to the Library. It was much better when the resource centre was properly open. Lots of confusion now.	<p>The strategy contains two relevant actions related to accessing public toilets and Council buildings:</p> <p>"Review accessible public toilets in Maryborough (including their access doors) to ensure that they are compliant and meet the needs of users of motorised mobility devices."</p> <p>"Ensure that Council owned and leased buildings in Maryborough enable easy manoeuvrability of motorised mobility devices."</p>	<p>Audit and review public toilets and Council owned and leased buildings as per the Strategy. This action should identify any access issues.</p> <p>No change to the strategy.</p>
4	29/4/22	Teach people how to use motorised mobility devices properly, i.e. don't drive close to shops or doorways and don't speed.	<p>The relevant actions contained within the Strategy that relate to education of motorised mobility device users are:</p> <p>Information: "Encourage local suppliers of motorised mobility devices to provide purchasers with a copy of the</p>	Education, information and assessment actions already contained within the Strategy should have a positive impact on better understanding of road rules, obligations and etiquette by people who use motorised mobility devices.

The 'Comic Sans' font and background colour are being used in this report to improve accessibility.

No.	Date received	Comments	Relevant section of strategy	Consultant response
		Training by professionals is essential.	<p>VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered wheelchairs</i> and associated fact sheets."</p> <p>"Advocate to VicRoads for the VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered wheelchairs</i> and associated fact sheets to be translated into various community languages and to produce a video that highlights the key considerations related to owning and using a motorised mobility device."</p> <p>Assessment:</p> <p>"Develop a promotional campaign with Maryborough District Health Service to increase community awareness of the importance of being properly assessed and to undertake training prior to purchasing a motorised mobility device."</p>	No change to strategy.

No.	Date received	Comments	Relevant section of strategy	Consultant response
			<p>Education:</p> <p>"Work in partnership with occupational therapists and allied health assistants from Maryborough to run an annual workshop on motorised mobility devices designed for aged and disability care workers, carers and those considering purchasing a device."</p>	
5 and 6	<p>29/4/22 - 1st submission</p> <p>10/5/22 - 2nd submission</p>	<p><u>1st submission:</u></p> <p>Maryborough Schoolhouse Village in Gillies St has a significant number of residents that enter Argyle St from the intersection with Gillies St to take a shorter routed into town via the underpass path. The high curb on Gillies St into Argyle</p>	<p>Strategy notes:</p> <ul style="list-style-type: none"> Residents travel via scooter into the CBD by turning right down Gillies Street, turning left at Argyle Road (there is a rough grass section between Gillies Street and Argyle Road that needs a concrete path and a depressed kerb), then need a crossing over McKean 	<p>Suggestion from MSV not supported due to the following:</p> <ul style="list-style-type: none"> Council is currently (as observed on site inspection), in the process of upgrading the footpath infrastructure on Gilles St and Fraser St. Argyle

The 'Comic Sans' font and background colour are being used in this report to improve accessibility.

No.	Date received	Comments	Relevant section of strategy	Consultant response
		<p>Road makes it very difficult. It if was a spoon entry it would be a lot safer and easier.</p> <p><u>2nd submission:</u></p> <p>Does not believe that the proposed works to Fraser St will solve access for residents of the village. Stated that residents will always take the shortest route (via Argyle St from Gillies St) and that a depressed kerb and short path to the bitumen bowl at the beginning of Argyle St is required.</p>	<p>Street, and then go under the railway bridge into the CBD area.</p> <p>Strategy recommends:</p> <ul style="list-style-type: none"> Re-route residents. Implement path on Fraser St and match into existing path. Require supporting infrastructure. 	<p>Rd currently has no existing footpath on either kerbside.</p> <ul style="list-style-type: none"> Implementing a pram ramp to the court bowl end in Argyle Rd would encourage scooter users to travel down the road. This poses a safety risk as it encourages users to utilise the roadway rather than the footpath. The difference in distance in comparing the Fraser St and Argyle Rd routes to access the underpass is approx. 50m - 80m. Recommend communicating with residents to advise them of the new, safer route.
7	10/5/22	<p>Cobblestone gutters are dangerous for scooters. Talbot is a nightmare to move around in. So are the cobblestone crossings in Maryborough.</p>	<p>No mention of cobblestone crossings, although chapter in the strategy about design notes the need to creating accessible pathways and civil works to alter pavement imperfections.</p>	<p>Agree that cobblestone crossings are inappropriate. Suggest re-routing people wherever possible away from the cobblestone area.</p>

No.	Date received	Comments	Relevant section of strategy	Consultant response
				<p>Note in Council's design guidelines (separate to this Strategy) that cobblestone streets are not appropriate for people with mobility issues.</p> <p>No change to strategy.</p>
8	14/5/22	Believe that the drain ways around Maryborough could be considered for separated pathways for mobility vehicles, bikes and pedestrians as they all converge on the shopping area of the town.	The strategy did not explore this option.	<p>Noted for further investigation in the future, including the next update of the walking and cycling strategy and the integrated transport management plan.</p> <p>No change to the strategy.</p>

FINANCIAL & RESOURCE IMPLICATIONS

This Strategy has been funded by a grant of \$30,000 + GST from the TAC. The consultant fees are contained precisely within the grant amount. Staff time from Community Care, Statutory Services, Strategic Planning, Engineering and Communications is additional to the grant allocation but covered within Councils existing budget.

RISK MANAGEMENT

This report addresses Council's strategic risk Community Well-being - Failure to recognise and manage the impact of changing social and economic conditions on the community by ensuring Council develops and implements a strategies and actions to improve community health and wellbeing.

This report further addresses Council's strategic risk Community engagement - Inadequate stakeholder management or engagement impacting brand reputation and community satisfaction in Council decision making by including a broad community and stakeholder consultation process during the development of the project.

CONCLUSION

The Motorised Mobility Device Strategic Plan 2022-2027 has been prepared by suitably qualified consultants with substantial evidence and inputs from relevant stakeholders and community members of the Shire. The Strategy identifies the needs of people who use motorised mobility devices in Maryborough and develops actions to provide better connections and safety of the users.

It is recommended that the Motorised Mobility Device Strategic Plan 2022-2027 is adopted by Council.

ATTACHMENTS

1. Motorised Mobility Device Strategic Plan 2022-2027

Central Goldfields Shire

Motorised Mobility Device Strategic Plan



2022-2027

DISCLAIMER

The information contained in this report is intended for the specific use of the within named party to which it is addressed ("the communityvibe and Stantec client") only. All recommendations by communityvibe and Stantec are based on information provided by or on behalf of the communityvibe and Stantec client and communityvibe has relied on such information being correct at the time this report is prepared. communityvibe and Stantec shall take no responsibility for any loss or damage caused to the communityvibe and Stantec client or to any third party whether direct or consequential as a result of or in any way arising from any unauthorised use of this report or any recommendations contained within.

FINAL REPORT: May 2022

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Contents

DISCLAIMER.....	2
EXECUTIVE SUMMARY	1
INTRODUCTION.....	3
Why have we undertaken this plan?	3
How does this plan integrate with other Council planning?	3
What is a motorised mobility device?	5
What is our vision for motorised mobility devices in Maryborough?	6
What type of planning principles need to guide our decision making and investment in relation to motorised mobility devices?	6
MOTORISED MOBILITY DEVICE USERS.....	8
Who uses motorised mobility devices in Maryborough?	8
Why do people use motorised mobility devices?.....	9
What are some of the challenges that motorised mobility device users face?.....	10
Where do people buy motorised mobility devices?	11
What is future demand for motorised mobility devices likely to look like in Maryborough?.....	11
ASSESSMENT AND TRAINING	13
What type of assessment and training do users of motorised mobility devices receive?	13
What type of things need to be assessed to determine whether or not someone should use a motorised mobility device?	14
What should a training program include?	16
DESTINATIONS	18
Where do people travel to in Maryborough using motorised mobility devices?.....	18
Where are the key 'hot spots' / issues in Maryborough for users of motorised mobility devices?.	19
RULES AND REGULATIONS.....	22
What are the rules around usage of motorised mobility devices?.....	22
What type of regulatory or planning reforms may be required to improve the experience for motorised mobility devices users?	26
OTHER FORMS OF TRANSPORT.....	27
What are the alternative forms of travel to motorised mobility devices in Maryborough for people with mobility issues?.....	27
INFORMATION	29
What type of information is available in the public realm for users of motorised mobility devices?	29
RISK MANAGEMENT.....	30

What are the risks associated with motorised mobility devices?	30
SUPPORT	32
What type of support is required to improve the experience of motorised mobility device users?32	
TRENDS.....	33
What are the trends and best practice elsewhere relating to motorised mobility devices?	33
DESIGN	37
What are the infrastructure guidelines that we need to consider around motorised mobility devices?.....	37
Pedestrian Access & Safety	37
Findings Overview.....	37
ACTIONS	38

EXECUTIVE SUMMARY

Motorised mobility devices such as motorised scooters and electric wheelchairs have the potential to greatly increase the independence and quality of life of people with disabilities or mobility issues.

Commissioned by Central Goldfields Shire and the Transport Accident Commission (TAC), the aim of this strategy is to better understand the needs of people who use motorised mobility devices in Maryborough and to identify actions that will improve connections to key destinations such as shops, medical precincts, aged care facilities, recreational areas, schools and places of employment.

This strategy focuses primarily on motorised mobility device usage in the town of Maryborough. The rationale behind selecting just one town within the Shire to focus our energies on, rather than the entire Shire, is that the majority of motorised mobility device users in the Shire are known to live, work and study in Maryborough and that the majority of destinations that these users wish to access are based in Maryborough. There is, however, potential that some of the more general actions identified within this strategy could be rolled out in smaller towns in the Shire in the future.

Although the exact number of users in Maryborough is not known, usage of these devices appears to be higher than it is in many other towns, primarily due to the ageing community and the higher than State average levels of disability. Other factors such as relatively flat topography, compact central business district and lack of alternative transportation contribute to the high use in Maryborough. With the additional aged care facilities planned in Maryborough, as well as the continuing ageing of the community, demand for motorised mobility devices is likely to increase in Maryborough in coming years. Hence planning for a connected network of safe paths for motorised mobility users is paramount.

In order to provide a framework for future planning and investment decisions related to motorised mobility devices in the Shire, the following vision has been developed:

“Motorised mobility devices, supported by well-designed infrastructure, enable members of the Maryborough community to safely and actively participate in community life and retain their independence.”

The planning principles developed to support this vision include:

- Safety
- Awareness
- Connectivity
- Integration
- Independence
- Partnerships

Information about ‘hot spots’, infrastructure improvements, education, training, information, etc was gleaned from interviews with local services (aged care, disability, etc), government agencies and personal interviews with people who use motorised mobility devices. Council staff also provided valuable data. Each of the ‘hot spots’ was assessed by an independent traffic engineering firm. A series of prioritised actions have been identified focussing on:









- Information
- Education
- Council owned and leased buildings
- Policy
- Assessment
- Public toilets
- Markers
- Planning

- Implementation
- Public transport
- Parking of motorised mobility devices
- Infrastructure.
- Charging stations
- Signage
- Council communications

INTRODUCTION

Why have we undertaken this plan?

The purpose of this strategy is to understand the needs of people who live in Maryborough who use motorised mobility devices and to set in place a strategy that outlines objectives and directions for improved connections for the community. It specifically focuses on the following eight areas:

	The number of and profile of motorised scooter users in Maryborough, including their issues and needs		Existing situation – routes frequently used, gaps in the network, problem areas, proposed road / footpath works
	Rationale and motivation for people to use scooters, e.g. mobility issues, affordable form of transportation and inability to drive a car		Issues and barriers, e.g. lack of paths, kerb design, lack of lighting, cost of scooters and lack of skills.
	Potential future demand for motorised scooter use		Opportunities and enablers, e.g. provision of chargers, education training programs, information about safe routes and policy / planning regulation changes
	Health and wellbeing benefits of motorised scooter use, e.g. community connections, independence		Risks and injury data

Funding has been received from the Transport Accident Commission to undertake this strategy.

How does this plan integrate with other Council planning?

Safe access for people of all ages and abilities to key community destinations is an underlying theme throughout many of the Council and regional strategies developed. Specific recommendations regarding motorised mobility device usage have been incorporated into several other Council plans, as detailed below. Note that a more extensive literature review is included in the Background Report to help understand the context.

Council Plan

The vision contained within the Shire's Council Plan relates to the general intent of the Motorised mobility device strategic plan, i.e.: "To be an engaged, flourishing, lively and inclusive community."

Under the 'Community Wellbeing' strategic objective of the Council Plan, Council will:

- Support positive life opportunities for people living with a disability
- Implement the priorities of the Positive Ageing Strategy
- Work together with key partners and the community to promote and enhance community safety.

Under the 'Our places and spaces' strategic objective, Council has committed to:

- Improve and maintain our townships 'high streets' to be attractive, engaging, inclusive and safe.
- Increase the quality and number of walking and cycling paths and trails
- Plan for age friendly infrastructure such as footpaths, seating with a focus on main streets, near schools, aged care facilities, key services and high pedestrian routes.

Walking and cycling strategy

In 2017 Central Goldfields Shire undertook a walking and cycling strategy¹. This strategy noted:

“A key issue is the number of older people and people with mobility issues in the Shire who use motorised scooters for transportation. The need for clearly defined safe paths to the centre of towns is particularly important for this group to enable them to continue to maintain their independence. A link from aged care facilities to the centre of towns is therefore another priority of the Strategy. Further, given that a number of people who use motorised scooters for transportation may not be familiar with road rules; there may be an opportunity to develop a safe area for training sessions to be held at the proposed urban bike park, supported by local health professionals”. (pg. 7)

Disability Action Plan

Central Goldfields Shire also recently completed a Disability Action Plan which identifies the safe use of motorised scooters in the community as an outcome. Key strategies of relevance from this plan include:

- Provide an accessible Mobility Map that includes information about the location of accessible toilets, playgrounds, services, car parks and accessible businesses
- Meet standards for access into and within Council owned and leased buildings
- Provide accessible paths of travel into and within Council owned facilities
- Accessible public and community transport
- Enable safe use of mobility scooters

Integrated Transport Strategy

Although the Central Goldfields Shire Integrated Transport Strategy does not specifically mention motorised mobility devices, it does refer to actions that will make movement by pedestrians easier and safer (motorised mobility device users are considered to be pedestrians and the Australian Road Rules). Relevant actions from this strategy that would benefit motorised mobility device users include:

- Prioritise pedestrian movements at intersections using raised crossings and narrow pavement widths that make it easier for older residents to cross roads
- Prioritise traffic calming measures and improved crossings in areas of high risk to pedestrians and bicycle riders
- Engage with the community to close small sections of roadway to improve public open space and make pedestrian links
- Install automated sensors to monitor the number of people accessing town centres and the mode of transport they are using to access Maryborough
- Develop an ‘all-access’ footpath network which links the shops, transport hubs, parks and recreational facilities in each town centre
- Prioritise construction of footpaths, raised pedestrian crossings and planting of street trees within 1km of town centres
- Amend the Planning Scheme to include objectives for walkability and accessibility, facilitating 20-minute and sustainable transport options
- Initiate an integrated planning team to focus on in achieving higher levels of walkability and accessibility through better co-ordination of land use and infrastructure (capital works) decisions.

¹ Central Goldfields Shire Council (2017) Walking and Cycling Strategy 2017-2026

What is a motorised mobility device?

A motorised mobility device is defined by the Australian Road Rules as a mobility scooter or a motorised wheelchair. To meet the definition of a motorised mobility device, these three or four wheeled scooters and wheelchairs, which are designed to travel on footpaths, must not be able to travel over 10km per hour on level ground and must not weigh over 110kg unladen. These devices are propelled by a battery-operated electric motor. Motorised mobility scooters are also sometimes referred to as gophers, buggies or powered scooters.

For the purpose of this strategy, we refer to motorised mobility scooters and power or electric wheelchairs as motorised mobility devices.



Motorised mobility scooter



Source: Country Care:
<https://www.countrycaregroup.com.au/product/peak-care-pioneer-scooter-range>



Power Wheelchairs



Source: Country Care:
<https://www.countrycaregroup.com.au/product/merits-maverick-14-wheelchair>

There are other types of scooters and motorised scooters used by people, however, these are not considered within the scope of this strategy. These include:

X

Electric moped / scooter



Source: EMOS: <https://emos.com.au/>

X

Electric scooter



Source: Amazon:
<https://www.amazon.com.au/Segway-Ninebot-E45-KickScooter>

What is our vision for motorised mobility devices in Maryborough?

Our vision for motorised mobility devices in Maryborough is:

“Motorised mobility devices, supported by well-designed infrastructure, enable members of the Maryborough community to safely and actively participate in community life and retain their independence.”

What type of planning principles need to guide our decision making and investment in relation to motorised mobility devices?

Six planning principles, which have been adapted from a number of local, regional and state strategies, have been developed in order to guide any infrastructure works or actions related to information and education. These planning principles are as follows:

Planning principle **What we mean by this...**

<i>Safety</i>	The paths used by motorised mobility devices users are designed and maintained to meet relevant safety regulations and guidelines. Motorised mobility devices in usage meet relevant safety standards. The people who use these devices operate them in a safe manner so as not to cause harm to themselves, others or property.
<i>Connectivity</i>	Paths in Maryborough connect key locations where people who use motorised mobility devices live to key destinations users wish to visit including retail, medical, support services, employment / training, social and recreational venues.
<i>Independence</i>	Motorised mobility devices enable people with mobility issues to retain their independence by enabling them to travel un-aided to key destinations in Maryborough.
<i>Awareness</i>	There is an increased awareness of and acceptance of motorised mobility devices by the broader community as a legitimate mode of transport in Maryborough and motorised mobility device users are aware of safe, designated routes to utilise.
<i>Integration</i>	Infrastructure and services which support the safe use of motorised mobility devices are integrated into Council's planning processes, public transportation and major projects within the community.
<i>Partnerships</i>	The responsibility for promoting safe use of motorised mobility devices is shared between various community organisations and government agencies.

MOTORISED MOBILITY DEVICE USERS

Who uses motorised mobility devices in Maryborough?

Motorised mobility devices are used by members of the community of all ages and abilities who may have limited mobility due to age, disability, chronic illness / disease, injury or surgery recovery. These devices provide an alternative form of transport rather than relying on taxis, public transport or lifts from family, friends or carers to key destinations.

The Australian Government's Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018) report² defines a disability as "any limitation, restriction or impairment which restricts everyday activities and has lasted, or is likely to last, for at least six months." The report notes that in 2018 there were 4.4 million Australians with a disability (17.7%). It also noted that 11.6% of people aged 0-64 years of age had a disability and that this percentage increased to 49.6% for people over 65 years of age.

According to the National Transport Commission³, research undertaken by Australian Competition and Consumer Commission (ACCC) reveals that just over half (51%) of motorised mobility devices users are aged 60 years or less. It notes that this is inconsistent with the perception that motorised mobility devices are only used by older people.

The National Transport Commission (2019) estimates that there are approximately 156,000 motorised mobility device users in Australia⁴. Data from the Australian Government's Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018) report⁵ estimates that in 2018 there were approximately 23,500 users of electric wheelchairs and motorised scooters in Victoria.

Type of mobility aid used	Lives alone in a household	Lives with others in a household	Lives in cared accommodation	Total
Electric wheelchair	900	5,000	1,700	6,400
Scooter	6,200	8,900	800	13,300
Total	7,100	13,900	2,500	23,500

² Australian Government Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018): <https://www.abs.gov.au/statistics/health/disability/disability-ageing-and-carers-australia-summary-findings/2018#data-download>

³ National Transport Commission Issues Paper – Barriers to the safe use of innovative vehicles and motorised mobility devices (2019): <https://www.ntc.gov.au/sites/default/files/assets/files/NTC%20Issues%20paper%20-Barrier%20to%20the%20safe%20use%20of%20innovative%20vehicles%20and%20motorised%20mobility%20devices.pdf>

⁴ Ibid

⁵ Australian Government Survey of Disability, Ageing and Carers, Australia: Summary of Findings (2018): <https://www.abs.gov.au/statistics/health/disability/disability-ageing-and-carers-australia-summary-findings/2018#data-download>

The township of Maryborough was estimated to have a population of 8,006 in 2020.⁶ Of these people:

- 30% of residents were over 65 (2,419) compared with 15.8% of Victorians⁷
- 1,944 (24%) of the population receive an aged care pension compared with 9.1% of Victorians⁸
- 29.5% of local residents (2,339) had some form of disability (compared with 18.4% of Victorians⁹) – of these 10.7% had profound or severe core activity limitation (847) compared with 5.1% Victorians¹⁰ and 15.8% had moderate or mild core activity limitation (1,249).

Although the exact number of motorised mobility device users in Maryborough is unknown as the devices do not need to be registered, what we do know is that:

- each of the major aged and disability services currently has a number of residents who use motorised mobility devices (Havilah Hostel has at least six users, for example)
- there were three young people at Maryborough Education Centre who used motorised mobility devices in 2021
- Maryborough District Health Services occupational therapists estimate that there are 20 assessments undertaken each year of local residents of all ages and abilities not connected to schools or services wishing to use motorised mobility devices
- a number of motorised mobility device users purchase a motorised scooter or electric wheelchair through a mobility device specialist, regular shop or second hand without ever being assessed or being linked to schools or services.

If the figures provided for Victoria (population of 5.93 million in 2016) are extrapolated against the population of Maryborough (population of 7,921 in 2016), we could feasibly expect to see 29 users of electric wheelchairs or motorised scooters in Maryborough. However, given the higher percentage of older adults and people with disabilities in Maryborough compared with Victoria, it is likely that the number of users well exceeds 29.

Why do people use motorised mobility devices?

People living in Maryborough use motorised mobility devices for a range of different reasons including:

- Retaining, or gaining, independence and not having to rely on others for transportation
- Being able to visit family and friends and take part in community life
- Visiting shops and businesses such as supermarkets, pharmacies, banks and the post office
- Visiting services such as doctors, podiatrists and Centrelink

⁶ Australian Bureau of Statistics: <https://dbr.abs.gov.au/region.html?lyr=sa2&rgn=201031016>

⁷ Australian Bureau of Statistics (2020) Region summary: Victoria: <https://dbr.abs.gov.au/region.html?lyr=ste&rgn=2>

⁸ Ibid

⁹ Department of Families, Fairness and Housing: <https://providers.dffh.vic.gov.au/people-disability-victoria>

¹⁰ Australian Bureau of Statistics (2020) Region summary: Victoria: <https://dbr.abs.gov.au/region.html?lyr=ste&rgn=2>

- Visiting recreational spaces such as Princes Park, Lake Victoria, Goldfields Reservoir, Leisure Centre and bushland
- Going to school
- Travelling to a place of employment or training
- As a cheaper form of transportation than a motor vehicle
- As an alternative to using a car, particularly if the person does not have, or is not able to obtain, a licence
- Walking pets
- Towing trailers.

What are some of the challenges that motorised mobility device users face?

Whilst motorised mobility devices can provide users with independence and freedom, some users of these devices will experience challenges such as:

Personal issues:

- lack of confidence in using the motorised mobility device due to changes in physical or cognitive abilities or due to unfamiliarity with road rules or using a motorised device
- over-confidence – skill and ability don't correlate; or thinking that 'I can do what I want'
- long distances to travel if they live on the outskirts of Maryborough
- perception of the general community that motorised mobility devices are for older people only
- inability to carry much (e.g. supermarket shopping) on a motorised mobility device

Traffic issues:

- fear of injury from vehicles at crossings and reversing from driveways in particular
- risk associated with lack of road rule knowledge
- towing trailers
- utilising motorised mobility devices on roadways as a motor vehicle

Footpath / public space / business design issues:

- fear of falling off the motorised mobility device due to steep curves or uneven footpaths
- potential danger from having to ride a section of the desired route on road where there are no footpaths
- lack of accessible toilets (heavy doors, narrow doorways, lack of space to manoeuvre, etc) for motorised mobility devices in Maryborough to utilise when out and about
- the wide check out at the supermarket is not always open, hence it is difficult for motorised mobility device users to undertake their grocery shopping with confidence
- narrow paths, therefore potential for conflict with other path users
- some pedestrian devices, e.g. textured strips used for the vision impaired at a road crossing or loose tiles on the pavement can cause sensory issues for users of motorised mobility devices
- footpaths with vegetation growing over them

Cost issues:

- insufficient funds to purchase and / or maintain a motorised mobility device

Public transport

- insufficient wheelchair lifters and fixing points for electric wheelchairs on public and community transport

Storage / parking issues:

- lack of a suitable space to store the motorised mobility device (as is the case with some of the aged care facilities in Maryborough)

Support, education and awareness issues:

- lack of awareness of the different types of devices available
- lack of awareness of what constitutes a quality device
- lack of awareness of the type of support that is available for education and training from occupational therapists
- lack of awareness of charging stations in Maryborough
- lack of awareness of accessible routes in Maryborough to key destinations
- uncertainty about appropriate place to park a motorised mobility device
- information about motorised mobility device usage takes the form of a long booklet – there is no information provided in video format or other languages for people with literacy, language and comprehension issues
- Inadequate consideration of road rule requirements

Where do people buy motorised mobility devices?

Motorised mobility devices can be purchased or hired from healthcare and disability equipment suppliers in Maryborough, Bendigo and Ballarat. Some people purchase their device from shops / online shops, or alternatively buy their device second hand. The devices need to be serviced regularly. This service is offered by most specialised companies / businesses that specialise in the supply of motorised mobility aids, but not mainstream businesses.

Prices range from under \$1,000 to in excess of \$10,000 for a new motorised mobility device, depending on features. Some people under 65 years of age on a National Disability Insurance Scheme (NDIS) package, can have a motorised mobility device supplied for them, if recommended by their provider following an assessment of their needs.

What is future demand for motorised mobility devices likely to look like in Maryborough?

Globally the mobility scooter market size was approximately AUD \$1.81 billion in 2019, according to Fortune Business Insights¹¹ and is projected to reach AUD \$2.58 billion by 2027. This equates to an increase of 42.5%. If this figure is extrapolated against the Australian Government's estimation of

¹¹ Fortune Business Insights: <https://www.fortunebusinessinsights.com/mobility-scooter-market-102079>

current motorised mobility device usage in Victoria, this would equate to an additional 12 users in Maryborough by 2027.

However, as more aged and disability facilities are established in Maryborough (e.g. the new units being established by Havilah near Maryborough District Health Services), and as the population continues to age, the number of people wishing to use motorised mobility devices is likely to continue to increase beyond 12 additional users.

ASSESSMENT AND TRAINING

What type of assessment and training do users of motorised mobility devices receive?

According to the National Transport Commission¹², research undertaken by Australian Competition and Consumer Commission (ACCC) indicates that:

- “Very few motorised mobility devices users receive safety training or advice.
- At the time of purchasing, only about half (51 per cent) of motorised mobility devices users sought advice or assessment from specialists.
- A quarter (25 per cent) had safety training with their current device.
- Occupational therapists, other health professionals, and retailers such as sales persons and suppliers were the key providers of safety training and tuition (RRATRC, 2018).”

Discussions with services and users of motorised mobility devices in Maryborough indicates that assessment and training varies considerably from person to person. Occupational therapists at Maryborough District Health Service undertake assessments and training of their local clients to determine whether or not a motorised mobility device is suitable for a potential user. However, it is not compulsory to be assessed or to have participated in training in order to utilise a motorised mobility device.

Similarly, other aged care or disability services such as Havilah Hostel may require residents to seek permission to bring their device on site with them or be assessed by an Occupational Therapist prior to gaining permission to acquire a motorised mobility device and obtaining their ‘licence’. Residents may be reassessed at a later stage. Training is provided with the assessment e.g. how to use the device, how to charge it, etiquette / rules, information about safe routes to the CBD and observation of use.

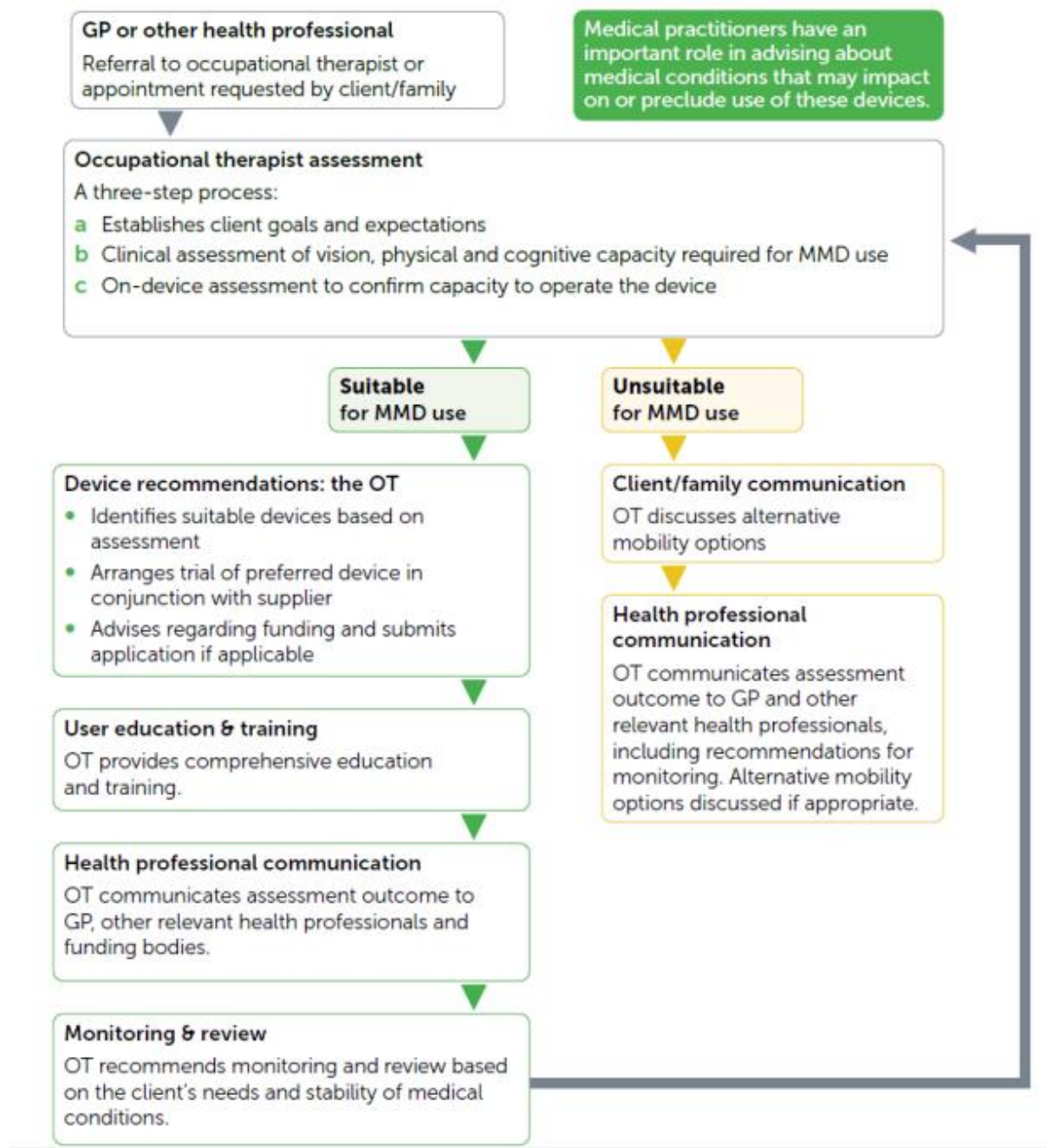
Retailers of motorised mobility devices may provide some education and training of motorised mobility devices and may provide advice as to which model may best suit their needs. Where someone has purchased a motorised mobility device second hand or from a mainstream business that does not specialise in such devices, it is assumed that no assessment nor training has occurred.

Some users acquire the VicRoads booklet, *A guide for choosing and using mobility scooters and powered wheelchairs* and the various fact sheets produced by VicRoads. This information is very comprehensive, however for people with literacy, language or comprehension issues, consideration could be given to producing this information in video format and in other languages.

In order to ensure a safe and enjoyable experience for motorised mobility device users, pedestrians and motorists, there is a need for more assessment and training. There are currently funding programs available from VicRoads for one-hour motorised mobility aid sessions – ideally suited to occupational therapists and aged care assessors.

¹² National Transport Commission Issues Paper – Barriers to the safe use of innovative vehicles and motorised mobility devices (2019): <https://www.ntc.gov.au/sites/default/files/assets/files/NTC%20Issues%20paper%20-Barrier%20to%20the%20safe%20use%20of%20innovative%20vehicles%20and%20motorised%20mobility%20devices.pdf>

The following diagram shows the clinical pathway for motorised mobility device assessment, device recommendation and training.



What type of things need to be assessed to determine whether or not someone should use a motorised mobility device?

Ideally a qualified professional such as an occupational therapist will assess a person's need for a motorised mobility device. The occupational therapist will assess the proposed user's physical, cognitive, perceptual and behavioural capacity in standardised environments such as a hospital corridor or set obstacle course as well as their performance in variable environments such as the home, shopping centre, school or workplace. This assessment will provide the therapist with an understanding of whether or not the potential user has understood their training and has practiced certain techniques and can operate the devices in an efficient and safe manner. Other key factors to consider include the need for additional equipment to be carried on the wheelchair or scooter, such

as carry bags, mobile phone, water bottle and large capacity urine bag; storage space and charging options at the residence; as well as the resources needed to maintain the wheelchair or scooter and specific transport issues that the device may or may not address.

Key components of an assessment should also include:

Physical Capacity Assessment	Decision Making Capacity
<ul style="list-style-type: none"> • Diagnosis • Medical history, treatment and complications • Physical attributes (e.g. muscle strength, balance, muscle tone and spasm, range of motion) • Body anthropometrics (e.g. weight, height, limb length, symmetry) • Physical complications that particularly affect function (e.g. fixed deformities, loss of sensation, ossification, hypotension) • Bowel and bladder function • Cardiovascular, respiratory function and swallowing. 	<ul style="list-style-type: none"> • Understand the facts • Understand the main choices • Express themselves • Weigh up the consequences of the choices • Understand how the consequences affect them • Communicate the decision • Road rule identification and understanding
Cognition and Perception	Specific abilities
<ul style="list-style-type: none"> • The user needs to be sufficiently alert • Able to maintain attention • Make judgments, including those concerning spatial requirements and predicting environmental changes (e.g. a person walking nearby changing direction) • Process information • Attend to detail • Make decisions • Plan • Problem solve • Remember and recall (visual and verbal) • Learn from errors. 	<ul style="list-style-type: none"> • The ability to manipulate controls, e.g. turn a key, adjust dials, use the accelerator • The ability to steer and turn, even in tight corners • The ability to turn the head to look to the side or behind if reversing • The ability to maintain balance when travelling across uneven or rough terrain • The ability to adjust body position when travelling up or down inclines • The ability to handle different weather conditions and long distances • The ability to be seated for extended periods • The ability to stand and walk short distances if required to leave the scooter.

What should a training program include?

A training program should include the following topics and skill assessments:

The wheelchair and user interface:

- Set up, components and adjustments, including joystick
- Use of the controller/drive modes and speeds, tilt and recline function, battery and charging
- User limits, protecting yourself and assistance
- Relieving pressure
- Reaching, bending and lifting
- Transfers

Safe practices:

- Planning, preparation and precautions
- Emergency skills (falling and recovery to seated position, evacuation, stairs, power breakdown)
- Wheelchair or scooter maintenance Inclement weather and night time safety
- Transport
- Road safety principles and rules
- Speed testing
- Night driving
- Towing
- Pets

Navigation skills:

- Thresholds, obstacles, ramps and slopes, cross slopes
- Manoeuvres: turning, doorways, tight environments and congested areas
- Crossing streets/intersections, curb cuts and curbs
- Smooth and rough terrain, tracks and grates
- Stairs, elevators and platform lifts, escalators
- Reversing

Physical skills:

- Driving on a flat surface
- Driving on a sloped or angled surface
- Driving on uneven terrain
- Using doors
- Using elevators
- Parking the mobility scooter
- Turning left
- Turning right
- Completing a U-Turn
- Completing a 3-point turn
- Appropriate speed selection and acceleration
- Driving backwards
- Manipulating the mobility scooter

- Manoeuvring obstacles
- Weave test/Zig-Zag /Figure 8's test
- Avoiding pedestrians
- Driving on footpaths
- Going up or down curbs.

DESTINATIONS

Where do people travel to in Maryborough using motorised mobility devices?

People using motorised mobility devices live in all parts of Maryborough and access many different parts of the town. They tend to visit shops, medical services, family / friends, employment, clubs/ organisations and recreational facilities. There does, however, appear to be a higher percentage of local residents living in aged care or disability facilities as compared with the general community. These key facilities are listed below. From conversations with motorised mobility users and services where they reside, a list of common destinations has also been identified (see below):

Common starting destination	Common end destination
Alma Street Public Housing	<ul style="list-style-type: none"> • Aldi – 111 Burke St • Bushland
Asteria Services – 20 Christian Street	<ul style="list-style-type: none"> • Central Goldfields Shire Council Offices – Nolan St • Centrelink – 16 Campbell St
Havilah (3 sites) – 11 Harkness Street; Palmerston Street; and Raglan Street	<ul style="list-style-type: none"> • Clarendon Medical Centre – 4 Neill St • Coles - in Goldfields Shopping Centre - 92/96 Burke St • Goldfields Reservoir – Reservoir Road • Hearing Australia 95-97 Nolan St • K-Mart - in Goldfields Shopping Centre - 92/96 Burke St • Library / Resource Centre – 91 Nolan St • Maggie’s Café - 141 High Street
Schoolhouse Village (retirement village) – 60-62 Gillies Street	<ul style="list-style-type: none"> • Maryborough Community House – 88-90 Burke St • Maryborough District Health Service – 75/87 Clarendon St • Maryborough Education Centre – Balaclava Rd • Maryborough Highland Society - 35 High St
Wattle Rise Nursing Home – 75-85 Clarendon Street	<ul style="list-style-type: none"> • Maryborough Hospital – 6 Neill St • Maryborough Sports and Leisure Centre – 40 Gillies St • Pharmacies: Priceline - 101 High St and Guardian Pharmacy Maryborough - 131 High Streets
Wintringham Supported Accommodation – 14 and 19 Campbell Street	<ul style="list-style-type: none"> • Phillips Gardens - corner Inkerman and Alma Streets • Podiatrist - 97 Nolan St • Post Office – 69a Clarendon St • Princes Park and Lake Victoria – bounded by Lake Rd, Holyrood St, Park Rd and Earl St
People’s homes throughout the town	<ul style="list-style-type: none"> • Shops in CBD – High St, Nolan St • Supported employment centre - 64-68 Nelson Street • Woolworths – 34-36 Tuaggra St

Where are the key ‘hot spots’ / issues in Maryborough for users of motorised mobility devices?

The following locations have been identified by users of motorised mobility devices and key stakeholders, as well as through observations by the project team, as ‘hot spots’ in Maryborough that should be addressed if possible to improve safety and accessibility:

Location	Details
Albert Street	<ul style="list-style-type: none"> Lack of footpaths on Albert St
Burns Street	<ul style="list-style-type: none"> Need more paths from Havilah Hostel in Burns Street into CBD area Need a safe crossing over Burns St from McDonalds (5-7 Tuaggra St) to Goldfields Shopping Centre (92/96 Burke St) between Sutton Rd and Mark Twain Drive Vegetation growing over the footpath.
Christian Street	<ul style="list-style-type: none"> Need a clear path into the CBD from Asteria site. Currently clients travel down Christian Street, cross over Napier Street, travel through the Woolworths car park, travel down Tuaggra Street to the pedestrian crossing in front of the craft shop (between Alma Street and Nolan Lane), then along Tuaggra Street, turning left into High Street. Ideally should travel along Christian Street, turn left in Napier Street, cross near the roundabout (currently no crossing there) and then travel along the south side of Tuaggra Street to High Street.
Clarendon Street	<ul style="list-style-type: none"> The area around the post office – cars coming in and out constantly – hard for scooter users to cross here.
Derby (Ballarat) Road	<ul style="list-style-type: none"> Difficult to cross as there are dual lanes on both sides and no crossings, hence users need to cross 4 lanes at once. Derby Road – rail crossing.
Gillies Street	<ul style="list-style-type: none"> Maryborough Schoolhouse Village is located at 60-62 Gillies Street Residents travel via scooter into the CBD by turning right down Gillies Street, turning left at Argyle Road (there is a rough grass section between Gillies Street and Argyle Road that needs a concrete path and a depressed kerb), then need a crossing over McKean Street, and then go under the railway bridge into the CBD area Residents also walk left from the Village along Gillies Street to the milk bar on Majorca Road. They need a crossing from the south side to the north side of Gillies Street and then a footpath from that crossing point to the Majorca Road intersection. Need accessible paths to the Leisure Centre.
Golden Wattle Drive	<ul style="list-style-type: none"> Need a crossing over Golden Wattle Drive from Taylor Street to Giddings Street where people cross the train line to enter Princes Park.

Location	Details
Harkness Street	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located at 11 Harkness St. There is one motorised scooter user currently residing here. • Residents travel along Holyrood and cross into Princes Park at the fire track (near Coronation Park Playground), past the netball courts and the oval and come out on Park Road (which eventually becomes High Street) near the Park Hotel • There are 110 residents at present, but an extension to the northern end of this facility will result in 135 beds.
High Street	<ul style="list-style-type: none"> • Difficult to see motorised scooter users as they enter the pedestrian crossing areas due to the position of parked cars and due to the fact that motorists often don't stop • High Street shopping area foot paths are cluttered by store merchandise and eateries now on foot paths, some places not enough room for pedestrians let alone scooters. Consider use of metal disks on footpath showing businesses the limitation of their goods on the footpath • Uneven footpath that slopes downwards near the corner of High St and Tuaggra St.
Holyrood Street	<ul style="list-style-type: none"> • Need footpath from Havilah in Harkness Street to Holyrood Street (via the horseshoe shaped lane), a crossing across Holyrood St, a footpath to the corner of Holyrood Street and Park Road (which will lead into High Street).
Inkerman Street	<ul style="list-style-type: none"> • Need a safe crossing over Inkerman Street near the Coles Fuel Station (53-55 High St) • The roundabout at the Coles Fuel station (53-55 High St) - dangerous • Footpaths on Inkerman St are in poor condition • There are overgrown gardens on Inkerman Street and raised concrete near the school crossing • The Inkerman/Majorca Road railway crossing is not able to cater for large or wide scooters. The right-angle turn is too sharp and narrow for such vehicles to pass through. Therefore, users of larger scooters have to use the road, and often end up waiting a long time before it is cleared of motorised traffic. Recognise that this is a Department of Transport issue.
Lake Victoria – Lake Road	<ul style="list-style-type: none"> • Path needs improvement on grandstand side • Safe access to Lake Victoria from Wills St, flatten walking track around lake (in some places on the grandstand side it becomes narrow and slopes dangerously downhill towards oval).
Majorca Road	<ul style="list-style-type: none"> • This road is used by scooter users and will be an access route to the Nelson Street Asteria supported employment / training site.
Neill Street	<ul style="list-style-type: none"> • May need to include additional pedestrian crossings or access for scooters/parking in new hospital precinct planning.

Location	Details
Nelson Street	<ul style="list-style-type: none"> • Need footpaths for clients to access Asteria supported employment centre (64-68 Nelson Street - right next to McPhersons).
Nolan Street	<ul style="list-style-type: none"> • Some of the tiles in front of the library / resource centre are loose and can be heard and felt moving under scooters. • Nolan Street crossing near the car dealership (35 Nolan St) does not align, therefore have to drive motorised mobility devices on the road a little • The first crossing ramp just up from the Shire Offices (12-22 Nolan St) and the Cambrian Hotel (26 Nolan St) does not have a ramp at the pub kerb, hence you have to ride on the road a bit. • A crossing on Nolan St (on the way to Coles – Goldfields Shopping Centre) has holes right near the kerb and the only way to safely navigate this section is to approach it at the right angle, otherwise you may fall off your scooter.
Palmerston Street	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located in Palmerston St. There are currently five motorised scooter users who live there. • Wattle Rise Nursing Home is situated on the corner of Palmerston and Nightingale Streets - it has 40 beds.
Raglan Street	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located in Raglan St. There are nine independent living units there and some residents may have motorised scooters. These residents travel down Havelock into town, or along Palmerston and then into Neill Street to visit the doctor and the hospital. • There is a large empty block on corner of Raglan and Neill Streets that will be turned into a 2-storey 26 bed facility with 4 independent units.
Tuaggra Street	<ul style="list-style-type: none"> • Need a safe crossing from Goldfields Shopping Centre to Mitre 10 (20 Tuaggra St) - in the section between Burke and Burns Streets) • Need a safe crossing from Park View Bakery (21 Tuaggra St) to ALDI (111 Burke St) between Napier and Burke Streets • Vegetation over footpath on south side of Tuaggra St (directly opposite Woolworths) • Footpath is sloped on corner of Tuaggra St (south side) and Alma St (west side).
General	<ul style="list-style-type: none"> • Need footpaths on streets with no footpaths (between Inkerman St and Dundas St, for example) • Deep guttering when crossing roads makes riding the scooter very stressful.

RULES AND REGULATIONS

What are the rules around usage of motorised mobility devices?

People who use motorised mobility devices are considered under the Road Safety Act and Victorian Road Safety Road Rules (2017) to be pedestrians.

This means that motorised mobility device users must:

- travel on the footpath unless impractical to do so
- face oncoming traffic if they have to travel on the road
- use the shortest possible route to cross roads
- give way to cars entering or exiting a roundabout
- give way to cyclists when crossing a bicycle path
- not obstruct the path of a driver or another pedestrian
- not park in an area that blocks the path of other pedestrians.

Further, motorised mobility devices must have a maximum speed of 10km/h on level ground and weigh no more than 110kg without the user or luggage on board.

Such devices are only permitted to be used if a person has an injury, disability or other medical condition that affects their ability to walk.

Australian Standards for the design, manufacture and testing of motorised mobility devices have also been developed to ensure high quality and safety (AS / NZ 3695 and AS / NZ 3696). No registrations or driver licences are required in Victoria for motorised mobility use. However, in Queensland, users are required to be registered (but don't need a licence).

A discussion paper was released by Austroads in 2019¹³ to seek stakeholder views on:

- options for the adoption of Australian Standard's Technical Specification for Motorised Mobility Devices
- considerations associated with a national registration and licensing system for motorised mobility devices and their users.

As a follow up to the Discussion Paper, Austroads released its Stakeholder feedback and Project Finalisation report¹⁴ in 2020 which indicated opposition to a national registration and licence arrangement for motorised mobility devices, primarily because many stakeholders believed such a practice would be discriminatory towards users. It also recommended that the Technical Specifications not be adopted due to a number of other reviews that were underway at the time (which may have impacted the specifications), e.g. the national Transport Commission's review of the Australian Road Rules to identify regulatory barriers to the safe and legal use of motorised mobility devices. In relation to third party insurance, it recommended that each state consider it at

¹³ Austroads (2019): Motorised Mobility Devices Discussion Paper:
https://austroads.com.au/__data/assets/pdf_file/0021/228054/AP-C107-19_Motorised_Mobility_Devices_Discussion_Paper.pdf

¹⁴ Austroads (2020) Stakeholder feedback and project finalisation report:
https://austroads.com.au/publications/registration-and-licensing/ap-r622-20/media/AP-R622-20_Motorised_Mobility_Devices.pdf

their discretion. Currently Victoria does not provide compulsory third party insurance for uses of motorised mobility devices, however Queensland and South Australia do provide free coverage and NSW and ACT cover users under the Nominal Defendant Scheme.

Wheeled recreational devices



Skateboard (source: wikihow.com)



Rollerblader (source: rollerblade.com)

Wheeled recreational devices, such as scooters, skateboards, rollerblades and roller skates can be used on footpaths, but cannot be used on:

- the pedestrian side of separated paths
- roads with dividing lines or median strips
- roads with a speed limit of more than 50 km per hour
- the road at night, except to cross the road, e.g. at an intersection (this rule does not apply to scooters with lights)

Further, they cannot be towed or used in the slipstream of another vehicle, nor used where there is a 'No Wheeled Recreational Devices or Toys' sign.

Motorised skateboards cannot be used on public roads or road related areas including footpaths or nature strips.

Scooters



Electric scooter / e-scooter (source: electrive.com)

Foot scooters have 2-3 wheels, a footboard between the front and back wheels, are steered via handlebars, may or may not have a seat and are moved by pushing one foot against the ground. Motorised scooters have the same features as a

foot scooter, however they can be propelled by an electric motor (with a maximum power output of 200 watts) and are not able to travel faster than 10km per hour when ridden on level ground. If the motorised scooter is powered by petrol motor, exceeds 200 watt power output or can travel at a

speed of more than 10km per hour, it cannot be used on roads or any road related areas such as footpaths, share paths or public areas.

Users of scooters must follow the same rules as for wheeled recreational devices. In addition, they must wear an Australian Standards approved bicycle helmet, ride with at least one effective brake on their scooter, have a bell or horn fitted to their scooter and at night use appropriate lights, i.e. white light on the front, red light on the back and a red reflector on the back.

Innovative vehicles and personal mobility devices

There are various other innovative vehicles or personal mobility devices such as segways, hoverboards, YikeBikes, monowheels, solowheels and other self-balancing motorised devices that are used for transportation. Motorised scooters are not included in this list. These motorised personal mobility devices:

- have at least 1 wheel
- are designed to be used by 1 person
- are propelled by an electric motor or motors;
- are not capable of travelling over 25km/h on level ground when propelled only by the motor or motors
- are fitted with an effective stopping system controlled by using brakes, gears or motor control
- meet certain size and weight requirements
- do not include a bicycle, motorised scooter, motorised wheelchair or wheeled recreational device



Off road electric powered skateboard (Source: bajaboard.com.au)



Yikebike (Source: autoevolution.com)



Solowheel (Source: youtube.com)



Segway (Source: adrenaline.com.au)

Unless specifically exempted under the 1986 Road Safety Act¹⁵, VicRoads states that the majority of these devices don't meet the Australian Design Rules or the standards required to register a vehicle, and therefore cannot be used on roads or footpaths – only private property¹⁶. However an amendment to the Australian Road Rules in 2021¹⁷ states a person using a personal mobility device:

- must keep as far to the left side of the road as is practicable
- must not travel alongside more than 1 other pedestrian or vehicle travelling on the road in the same direction as the PMD user unless the PMD user is overtaking other pedestrians or vehicles
- must give way to a pedestrian who is on the crossing, footpath or shared path
- must travel a sufficient distance from a pedestrian so that the PMD user can, if necessary, stop safely to avoid a collision with the pedestrian
- must not travel on: (a) a road with a dividing line or median strip; or (b) a road on which the speed-limit is greater than 50 kilometres per hour; or (c) a one-way road with more than 1 marked lane.
- must keep to the left of the crossing, footpath or shared path unless it is impracticable to do
- must not travel on the part of a separated footpath designated for the use of pedestrians unless the PMD user: (a) is crossing the separated footpath by the shortest safest route; and (b) does not stay on the separated footpath for longer than is necessary to cross the separated footpath safely
- must keep to the left of oncoming bicycle riders or other PMD users on a bicycle path, footpath, separated footpath or shared path
- must not travel in or on a personal mobility device that is being towed by a vehicle.
- must not hold onto a vehicle while the vehicle is moving.
- must not travel within 2 metres of the rear of a moving motor vehicle continuously for more than 200 metres.
- must wear an approved bicycle helmet securely fitted and fastened on the PMD user's head, unless the PMD user is exempt from wearing a bicycle helmet under another law of this jurisdiction.
- must not carry another person or animal while using the personal mobility device
- must be 16 years old or older.
- must not travel at a speed over the speed specified by another law of this jurisdiction as the maximum speed for the road or path on which the PMD user is travelling.
- must not travel at night, or in hazardous weather conditions causing reduced visibility, unless the personal mobility device, or the PMD user, displays: (a) a flashing or steady white light that is clearly visible for at least 200 metres from the front of the personal mobility device; and (b) a flashing or steady red light that is clearly visible for at least 200 metres

¹⁵ VicRoads: <https://www.vicroads.vic.gov.au/safety-and-road-rules/road-rules/a-to-z-of-road-rules/scooters-and-wheeled-recreational-devices>

¹⁶ VicRoads: <https://www.vicroads.vic.gov.au/safety-and-road-rules/road-rules/a-to-z-of-road-rules/scooters-and-wheeled-recreational-devices>

¹⁷ Australian Road Rules (Personal Mobility Devices) Amendment 2021: <https://pcc.gov.au/uniform/2020/pcc-567-d14.pdf>

from the rear of the personal mobility device; and (c) a red reflector that is clearly visible for at least 50 metres from the rear of the personal mobility device when light is projected onto it by a vehicle's headlight on low-beam.

- must not have their personal mobility device fitted with any object or fitting that, because it is pointed or has a sharp edge, is likely to increase the risk of bodily harm or injury to a person.
- must not use a mobile phone that the person is holding in the person's hands while the person is using a personal mobility device.

What type of regulatory or planning reforms may be required to improve the experience for motorised mobility devices users?

At a Council level, there are numerous things that Central Goldfields Shire could do to improve the experience for motorised mobility device users, i.e.:

- Strategic planning – review Council's strategic plans to ensure that the needs of motorised mobility devices are considered, and their needs met and ensure that future plans consider the needs of motorised mobility device users.
- Planning regulations – review the Planning Scheme and consider introducing an amendment to ensure that all new residential developments incorporate a 2.5 metre wide shared path and that gutters, intersections, etc are accessible and designed to ensure a safe experience for all pedestrians including motorised mobility device users.
- Provide education programs.

OTHER FORMS OF TRANSPORT

What are the alternative forms of travel to motorised mobility devices in Maryborough for people with mobility issues?

Transportation opportunities for people with walking difficulties in Maryborough, other than motorised mobility devices include:

Cars – some people with mobility issues are able to drive a car, but a considerable number are likely to get a lift to medical appointments, events or shops with family, friends or carers. Some will have recently surrendered their licence as they have been deemed unable to safely operate a car any longer. Others may technically be able to drive a car, but may not be able to afford, maintain and operate it.

Some people with mobility issues many never have held a licence, so are unable to drive a car. This group may find it more challenging to learn how to use a motorised mobility aid. Others may have lost their license for various traffic or substance issues, and therefore see a motorised mobility device as an alternate form of transport.

Taxi – there are a number of taxis in Maryborough including a maxi taxi. The Victorian Government's Multi-Purpose Taxi Program (MPTP)¹⁸ subsidises half of the total taxi fare (up to a maximum of \$30 per trip) for people with severe and permanent disabilities and who can demonstrate financial hardship. There is no limit on the number of taxi journeys a person with severe disabilities can take under this scheme. Some people with disabilities still find this service expensive and tend to use it sparingly, e.g. when they need to transport their groceries.

Ride share programs – note that there are no ride share programs such as uber in Maryborough as yet.

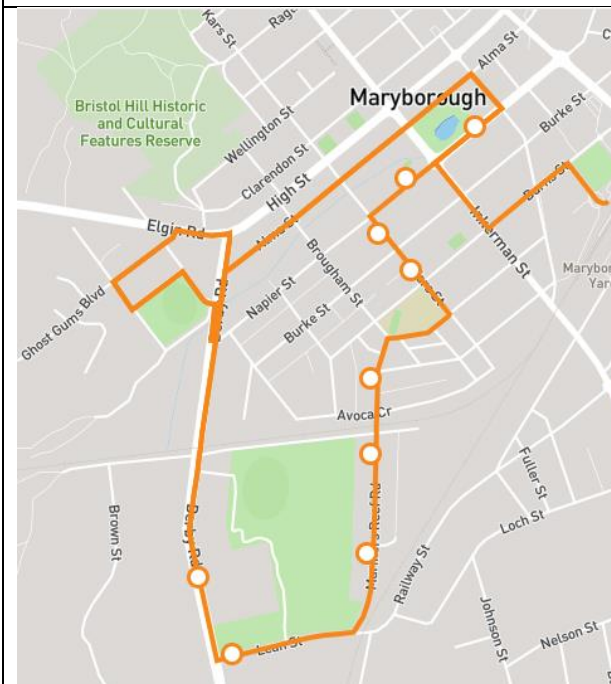
Public bus – there are four different bus routes operated by Public Transport Victoria within Maryborough¹⁹. Most of these services run on an hourly basis for much of the day from between 7am and 8am (depending on the route) through to just after 6pm. Some of these services do not operate between 2pm to 5pm. None of these buses are listed as wheelchair accessible services.

The routes for each of these services follows:

¹⁸ Commercial Passenger Vehicles Victoria: <https://cpv.vic.gov.au/passengers/mptp/how-to-apply>

¹⁹ Public Transport Victoria: <https://www.ptv.vic.gov.au/timetables/>

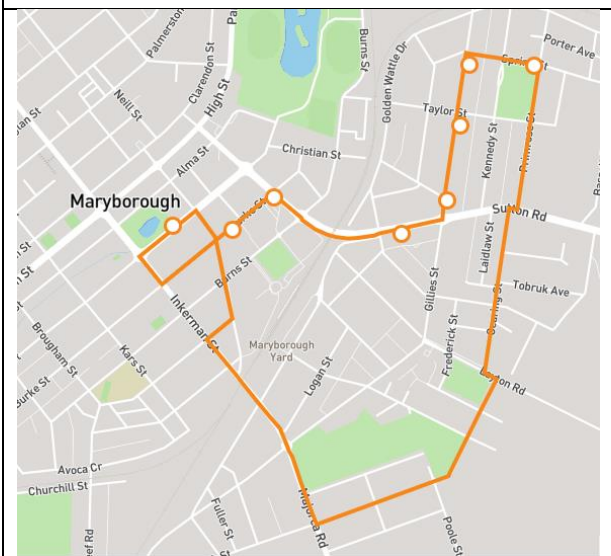
Maryborough – Hedges



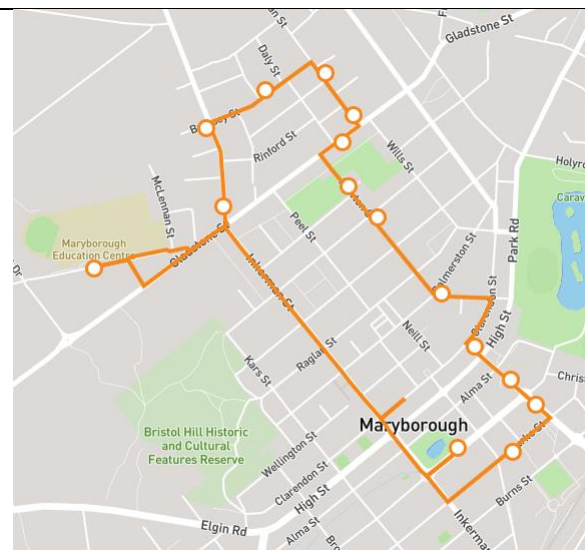
Maryborough – Princes Park



Maryborough – Pascoe



Maryborough Education Centre



INFORMATION

What type of information is available in the public realm for users of motorised mobility devices?

The most well-known source of information about motorised mobility devices is a brochure produced by VicRoads titled *A guide for choosing and using mobility scooters and powered wheelchairs*. This brochure includes information about:

- Deciding whether a motorised mobility device is right for you
- Choosing a device best suited to your needs
- Using the device effectively and safely
- Accessing public transport
- Knowing where to go to get more information

This brochure is available at all VicRoads offices, including the Maryborough VicRoads office.

There are also a number of fact sheets produced by VicRoads to complement the guide, i.e.:

- Fact Sheet 1 - Is a motorised mobility device right for you?
- Fact Sheet 2 - Choosing the right device
- Fact Sheet 3 - Occupational therapist assessment for use of a mobility scooter or powered wheelchair
- Fact Sheet 4 - Safe use of your motorised mobility device
- Fact Sheet 5 - Using your motorised mobility device on public transport in Victoria
- Fact Sheet for GP Practices - Motorised Mobility Devices

Some Councils, such as City of Greater Bendigo, produce Mobility Maps which identify the safest routes around a CBD area for all people, including those who use motorised mobility aids. These maps also highlight the location of disabled parking, accessible toilets and charging stations for motorised mobility aids.

From discussions with users of motorised mobility devices, not everyone is aware of the VicRoads guide and some distributors do not supply this booklet when someone purchases a motorised mobility device.

RISK MANAGEMENT

What are the risks associated with motorised mobility devices?

The Australian Institute of Health and Welfare, in partnership with Flinders University published a paper in May 2019 titled *Mobility scooter-related injuries and deaths*²⁰. The authors found that in the five-year period between 2011-2016, 4,613 people were admitted to hospital for an injury possibly sustained from use of a mobility scooter. 97% of these injuries were fall-related. The remaining 3% were pedestrians injured in a collision with a mobility scooter.

It also noted that in the 10-year period from 2006 to 2016, a total of 69 people aged 60 and over died from a mobility scooter-related incident. These deaths were most likely to occur when the person was crossing the road (45%). It stated that in the previous decade there were around 200 fall injuries most likely from a mobility scooter. This figure rose to about 500 per year from 2006 to 2016.

Unfortunately, there has been one death reported in Maryborough in 2019 when a person using a motorised mobility device was struck by a car when trying to cross the road. As motorised mobility users are classified as pedestrians (and therefore accident results are combined with those of pedestrians), it is difficult to determine how many other motorised mobility device users may have sustained injuries in other minor accidents or near misses.

A number of comments were received from both motorised mobility device users and members of the community in Maryborough regarding potential safety issues. Motorised mobility device users frequently mentioned their concern that cars would not give way to them on the pedestrian crossings in High Street. Of concern was also the lack of understanding of the road rules by some motorised mobility device users – some of whom believe that their device is a vehicle and therefore subjected to the same road rules as a car (as opposed to being considered a pedestrian in the road rules).

Another risk to consider is the purchase of a sub-standard motorised mobility device either from a non-specialist retailer or second hand. Such devices may cause considerable inconvenience, costs or even injury to the user if they break down or fall apart.

Several community members voiced their concerns about some motorised mobility device users travelling too fast along footpaths and the potential for an injury to a pedestrian. They were also concerned about the potential safety of motorised mobility users who travelled along the road (rather than on a footpath or shared trail) and the potential for a major collision with a car or truck.

Some key actions that motorised mobility device users can take to reduce the likelihood of having an accident include:

- Understanding and abiding by the road rules (i.e. adhering to the same road rules as pedestrians, not motorised vehicles)
- Having the motorised mobility aid regularly serviced

²⁰ Australian Institute of Health and Welfare and Flinders University (May 2019) *Mobility scooter-related injuries and deaths*: <https://www.aihw.gov.au/getmedia/61abe614-d7b8-41c3-ba9a-0215f77a7c89/aihw-injcat-201.pdf.aspx?inline=true>

- Leaving home with a fully charged battery
- Choosing to use safe routes
- Alerting motorists and pedestrians to their presence through the use of lights, flags and reflective clothing
- Consider wearing a helmet
- Utilise footpaths and shared trails wherever possible
- Only cross the road at designated crossings or where approaching cars are clearly visible

SUPPORT

What type of support is required to improve the experience of motorised mobility device users?

Users of motorised mobility devices spoke about the need for accessible toilets in public spaces as one of the key types of support required to enable them to more frequently utilise their devices. Many of the accessible toilets in Maryborough have doors that are too heavy or awkward to use, and limited space within the cubicle.

Similarly, some users spoke about the need for dedicated parking spaces, particularly in High Street and near supermarkets / major retailers. Within supermarkets they were keen for the wide check out aisle to be open consistently to enable them to more confidently go out shopping.

Access to maxi taxis is also important as required. A number of motorised scooter users mentioned that they are unable to carry all of their groceries on their device, so need the services of a maxi taxi to help with large shops. Similarly, maxi taxis are the preferred form of transportation in the evenings or on days of inclement weather for a number of motorised mobility device users.

When a motorised scooter stops working, there is also a need for a roadside assist program. RACV provides such a service – the Emergency Wheelchair and Scooter Assist program²¹ at an annual cost of \$30 (minus member discounts), but this does not appear to be widely known amongst motorised mobility device users.

Information about safe and accessible routes within Maryborough to key destinations would also be highly advantageous. A number of municipalities have produced accessibility maps and provide these maps online and as hard copy printed maps.

Education regarding road rules and how to utilise motorised mobility devices is also a very important type of support.

²¹ RACV: <https://www.racv.com.au/on-the-road/roadside-assistance/wheelchair-scooter-assist/mobility-device-safety-tips.html>

TRENDS

What are the trends and best practice elsewhere relating to motorised mobility devices?

Mobility maps

Numerous Councils around Victoria have developed mobility maps featuring a map of an area or areas within the municipality, incorporating information such as gradients, accessible and non-accessible toilets, accessible and regular parking bays, accessible ATMs, taxi ranks, TTY phones, audible pedestrian crossings, scooter / wheelchair charging points, infant feeding rooms, public phones, seating, baby change, storage lockers, drinking fountains, areas of heat respite (air conditioned buildings and shaded parks with seating) and supermarkets.



1: Mobility Map - City of Greater Bendigo

Charging stations



2: Image of charging station. Source: City of Greater Bendigo

A number of Local Government Authorities around Victoria have installed charging devices for motorised mobility devices in accessible central locations. Central Goldfields Shire Council has a charging point at its library / resource centre.

The City of Greater Geelong has partnered with Recharge Scheme Australia and businesses across the municipality to enable users of motorised mobility aids to recharge their battery for free at numerous locations throughout the City, such as:

libraries, shopping centres, pharmacies, Council offices, neighbourhood houses, community centres, universities, railway stations, arts centres, disability services, mobility equipment suppliers, etc.

Light weight motorised scooters



Earlier versions of motorised scooters were relatively heavy and more cumbersome to operate, compared with some of the newer, lighter motorised scooters on the market. These lighter motorised scooters are generally more affordable than the heavier versions.

3: Light weight motorised scooter. Source: Sharkey Mobility Aids: https://www.sharkeymobility.com/store/p537/Trek_Zippy.html

All terrain power wheelchairs



One of the trends from a manufacturing point of view is the development of more off-road and rugged motorised mobility aids that can be used on a variety of terrains such as gravel, sand, mud and snow. One of the motorised mobility aid users interviewed as part of this strategy regularly travels to the bush to spend time in nature and watch horses in paddocks.

4: Terrain power wheelchair (Source: Sharkey Mobility Aids: https://www.sharkeymobility.com/store/p550/Terrain_Hopper_-_Overlander_4ZS.html)

Standing wheelchairs



Standing wheelchairs have been developed in order to allow people who are normally confined to a seated position, to stand up, supported by a harness belt, head rest and leg support.

5: Standing wheelchairs (Source: Sharkey Mobility Aids: https://www.sharkeymobility.com/store/p521/ANGEL_Standing_Wheelchair.html)

Growth in use of electric wheelchairs



A report by Allied Market Research²² indicates that there is likely to be increased demand in electric wheelchairs of around 8.4% per annum globally, due to the ageing of the population (and therefore increased number of people experiencing some form of chronic disease or disability) and the increasing number of accidents whereby people are temporarily or permanently physically disabled. It also notes that there will be demand for more sturdy and robust devices to cater for the increasing number of people with obesity in the community.

6: Robust and heavy duty design electric wheelchair. Source: <https://www.pridemobility.com/jazzy-power-chairs/jazzy-1450/>

²² Allied Market Research (2021): <https://www.alliedmarketresearch.com/electric-wheelchair-market>

Development of automated movement systems



7: Automated movement system

Allied Market Research²³ also notes that there has been growth in the development of automated movement systems and the use of artificial intelligence in relation to electric wheelchairs. These technological advancements mean that the user can control their wheelchair through various facial expressions such as raising eyebrows or sticking out their tongue. This in turn reduces the manual intervention of caregivers and creates greater levels of control by the users.

A German company called Munevo²⁴ has developed a system that uses movement sensors that are present in Google's smart glasses (i.e. gyroscopes and accelerometers) which then allow the user to steer and control their wheelchair using delicate head movements which are tracked by the glasses. There is an adapter installed in the wheelchair drive that receives communication from the glasses wirelessly via Bluetooth.

Wider shared paths



8: Example of shared pathway (photo courtesy of Camden Courier)

There has been a greater focus by Local Government Authorities to ensure that shared paths in popular areas are sufficiently wide for a variety of different users, including users of motorised mobility devices. Whereas previously paths may have been 1.5 metres wide, many municipalities are constructing shared paths 2.8m-3.0m wide.

²³ Allied Market Research (2021): <https://www.alliedmarketresearch.com/electric-wheelchair-market>

²⁴ Forbes – Gus Alexiou (2020): Munevo: A Novel Way to Operate An Electric Wheelchair Using Google Smart Glasses: <https://www.forbes.com/sites/gusalexioiu/2020/11/30/munevo-a-novel-way-to-operate-an-electric-wheelchair-using-google-smart-glasses/?sh=c6f7df729bf8>

DESIGN

What are the infrastructure guidelines that we need to consider around motorised mobility devices?

Pedestrian Access & Safety

All proposed safety measures relating to pedestrian paths and / or mobility access must adhere to the following standards and guidelines:

- Central Goldfields Shire Council (CGSC): Outdoor Dining and Trading – Code of Practice;
- AS 1428.1:2021;
- Austroads Guides to Road Design (ARGD) Part 6A: Paths for Walking & Cycling; and
- ARGD Part 4A: Unsignalised & Signalised Intersections.

Findings Overview

Cardno has developed in-depth plans along with detailed site inspection findings to be reviewed in conjunction with this strategy. All detailed findings for specific locations can be found in Appendix A while the detailed plans can be found in Appendix B.

From the inspections undertaken by Cardno now Stantec, the following generic measures are proposed:

- Installation / realignment of pram ramps including tactiles;
- Installation / upgrades to pedestrian paths;
- Installation / widening of pedestrian refuges;
- Installation of pedestrian crossings;
- Kerbing realignment works; and
- Civil works to alter pavement imperfections.

Upon review, the following findings can be concluded:

- A nominated mobility route should be developed to service the residential areas of Maryborough. The aim of the nominated route is to provide general access to all users. A nominated route can be observed on *V210647-SK-012*. This route must include pram ramps, widened paths, widened pedestrian refuges and appropriate wayfinding signage.
- The nominated mobility route must be regularly maintained. Paths must be kept to a serviceable standard so as users aren't at risk of injury. Paths must also be kept free from vegetation overgrowth.
- Existing paths must be inspected for cracks / raised bumps / uneven surfaces / vegetation overgrowth.
- All pedestrian crossings along High Street to be inspected to ensure crossing sight distance requirements are currently fulfilled.
- All pedestrian paths within the CBD area need to provide users with a clear path in compliance with CGSC guidelines to ensure retailers aren't encroaching on the designated pedestrian zones. Please refer to Section 4.2 in CGSC: Outdoor Dining and Trading – Code of Practice.

ACTIONS

The following actions have been identified to better meet the needs of users of motorised mobility devices and to provide better connections to key places and spaces in Maryborough.

Priority: High – 1-2 years; Medium 3-4 years; Low 5 years+

Focus area	Action	Responsibility	Council role	Resources	Priority
Information	Develop an accessible mobility map that includes information about safe routes into the CBD, gradients, accessible toilets, car parks, taxi ranks, charging stations, TTY phones, public phones, drinking fountains, shaded seats, ATMs, services, recreational areas, accessible businesses, etc. This accessibility map should be made available as a hard copy and also online.	Community Services unit	Deliver	\$10k for design and printing	High
Information	Encourage local suppliers of motorised mobility devices to provide purchasers with a copy of the VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered wheelchairs</i> and associated fact sheets.	Community Services unit	Partner	Staff time	High
Assessment	Develop a promotional campaign with Maryborough District Health Service to increase community awareness of the importance of being properly assessed and to undertake training prior to purchasing a motorised mobility device.	Community Services unit	Partner	Staff time \$5k for project implementation	High
Education	Apply for funding from VicRoads to run one-hour motorised mobility aid sessions.	Community Services unit	Deliver	Staff time	High
Public toilets	Review accessible public toilets in Maryborough (including their access doors) to ensure that they are	Strategic planning unit	Deliver	Staff time	High

Focus area	Action	Responsibility	Council role	Resources	Priority
	compliant and meet the needs of users of motorised mobility devices.			Additional cost to remedy toilets as required	
Council owned and leased buildings	Ensure that Council owned and leased buildings in Maryborough enable easy manoeuvrability of motorised mobility devices.	Strategic planning unit	Deliver	Staff time Additional cost to remedy as required	High
Markers	Clearly define safe routes around the Maryborough CBD area by providing a coloured marker on the pavement that is recognisable by the community.	Engineering unit	Deliver	\$10k	High
Policy	Reduce obstructions on footpaths (including outside shops on High Street) by developing a Safe Street Policy and program of works.	Strategic planning unit	Deliver	Staff time Additional cost to remedy as required	High
Planning	Amend the Planning Scheme in the Municipal Planning Strategy (MPS) section (or Vision and Purpose section) to include walkability and accessibility as objectives in: Clause 02.3-1 Settlement and ensure that there is a focus on creating accessible pathways in new developments suitable for motorised mobility device users.	Strategic planning unit	Deliver	Staff time	High
Implementation	Seek to include a user of a motorised mobility device on Council's Access and Inclusion Committee.	Community services unit	Deliver	Staff time	High
Policy	Develop a new policy on the safe use of electric wheelchairs and motorised scooters in Council facilities and provide training about this policy to Council staff.	Community services unit	Deliver	Staff time	Medium

Focus area	Action	Responsibility	Council role	Resources	Priority
Charging stations	Install charging stations for motorised mobility devices at Central Goldfields Shire Office (Nolan St), Goldfields Shopping Centre (Tuaggra Street) and Maryborough Post Office (Clarendon Street) to complement the existing charging station at Maryborough Library (Nolan Street).	Engineering unit	Partner and Deliver	\$30k	Medium
Planning	Install automated sensors to monitor the number of people accessing town centres and the mode of transport they are using to access Maryborough.	Engineering unit	Deliver	\$20k	Medium
Public transport	Investigate the opportunity to improve wheelchair lifters and fixing points for electric wheelchairs on public and community transport.	Strategic planning unit	Partner and Deliver	Staff time	Low
Information	Advocate to VicRoads for the VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered wheelchairs</i> and associated fact sheets to be translated into various community languages and to produce a video that highlights the key considerations related to owning and using a motorised mobility device.	Community Services unit	Advocate	Staff time	Low
Signage	Undertake an audit of street signs to identify non-compliant signage and include recommendations in the scheduled program of works.	Engineering unit	Deliver	Staff time Additional cost to remedy as required	Low
Parking of motorised mobility devices	Work in partnership with the retail sector in Maryborough to designate parking spaces outside businesses for users of motorised mobility devices.	Strategic planning unit	Partner and Deliver	Staff time \$3k grants for signage	Low
Information	Ensure that copies of the VicRoads booklet, <i>A guide for choosing and using mobility scooters and powered</i>	Community Services unit	Partner and Deliver	Staff time	Ongoing

Focus area	Action	Responsibility	Council role	Resources	Priority
	<i>wheelchairs</i> and associated fact sheets are available in the foyer of Central Goldfields Shire.				
Council communications	Ensure that images of people using motorised mobility devices are included in Council promotional and communications materials and on Council's website to normalise and legitimise usage of motorised mobility devices by residents.	Communications unit	Deliver	Staff time	Ongoing
Planning	Review Council's strategic plans to ensure that the needs of motorised mobility devices are considered and their needs met and ensure that future plans consider the needs of motorised mobility device users.	Strategic planning	Deliver	Staff time	Ongoing
Education	Work in partnership with occupational therapists and allied health assistants from Maryborough to run an annual workshop on motorised mobility devices designed for aged and disability care workers, carers and those considering purchasing a device.	Community Services unit	Partner and Deliver	Staff time \$1k project costs	Ongoing
Implementation	Ensure that the implementation of the Motorised Mobility Device Strategic Plan is monitored by Council's Community Services unit and the Access and Inclusion Committee.	Community services unit	Deliver	Staff time	Ongoing
Infrastructure	Review Stantec findings and recommendations (see Appendix A and B) and develop an implementation plan.	Engineering unit	Deliver	Not costed	High to low

Central Goldfields Shire

Motorised Mobility Device Strategic Plan 2022-2027

Appendix A – Infrastructure Findings



INFRASTRUCTURE FINDINGS

This table provides an overview of the infrastructure works required from 2022-2027 to enable safe access for people who use motorised mobility devices in Maryborough. Recommendations have been made based on community engagement findings, information from other reports and a visual assessment of footpaths and roads.

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Albert Street	Point	Residential	<ul style="list-style-type: none"> Lack of footpaths on Albert St. 	<ul style="list-style-type: none"> Footpath to be implemented on South side of the street. Pram ramps and supporting infrastructure needed. 	Aerials only.	Deliver	4
Alma Street Public housing	Origin	Residential	<ul style="list-style-type: none"> Accommodation origin point. 	<ul style="list-style-type: none"> Upgrade pram ramps. 	053	Deliver	3
Asteria Services – 20 Christian Street	Origin	Residential	<ul style="list-style-type: none"> Need a clear path into the CBD from Asteria site 	<ul style="list-style-type: none"> Proposed pedestrian crossing near Asteria site towards Aldi. 	014-015	Deliver	4
Barkly Street				<ul style="list-style-type: none"> Existing pram ramps do not comply with standards. Need pram ramps installed. 	035	Deliver	2
Burns Street	Point	Residential	<ul style="list-style-type: none"> Need more paths from Havilah Hostel in Burns Street into CBD area Need a safe crossing over Burns St from McDonalds (5-7 Tuaggra St) to Goldfields Shopping Centre (92/96 Burke 	<ul style="list-style-type: none"> New paths being proposed within Lake Victoria precinct (Princes Park Masterplan). Negates need for path along Burns St, will need 	010 011 - 013 023 & 024 025 - 027	Deliver	4 1 2 1

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
			<p>St) between Sutton Rd and Mark Twain Drive</p> <ul style="list-style-type: none"> Vegetation growing over the footpath. 	<p>links to/from proposed paths.</p> <ul style="list-style-type: none"> Pedestrian crossing needed across driveway entry/exit to SC car park. New pedestrian crossing near Giddings St intersection to link near footpath on Burns St w/ link to Taylor Rd across level crossing. 	028 & 029		
Campbell Street	Origin	Residential	<ul style="list-style-type: none"> Accommodation origin point. 	<ul style="list-style-type: none"> No comment 	Aerials only	N/A	N/A
Clarendon Street	Point	CBD	<ul style="list-style-type: none"> The area around the post office – cars coming in and out constantly – hard for scooter users to cross here. Area around Wattle Rising Nursing Home. 	<ul style="list-style-type: none"> Introduce new pedestrian crossing at entry and exits of car park to Post Office area. Widen footpath in area. 	046	Deliver	1
Derby (Ballarat) Road	Point	Residential	<ul style="list-style-type: none"> Difficult to cross as there are dual lanes on both sides and no crossings, hence users need to cross 4 lanes at once. 	<ul style="list-style-type: none"> Extend kerbing from along High St and around corner into Derby Rd to reduce southbound exit lanes on Derby Rd to 1 instead of two. Will reduce carriageway width and thus crossing width. Need SPA to determine kerbing arrangement based on vehicle size. 	051 & 052	Advocate to DoT	5

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Dundas Street				<ul style="list-style-type: none"> Existing pram ramps do not comply with standards. Need pram ramps installed. Existing path may require re-levelling. 	036 & 037	Deliver	2
Golden Wattle Drive	Point	Residential	<ul style="list-style-type: none"> Need a crossing over Golden Wattle Drive from Taylor Street to Giddings Street where people cross the train line to enter Princes Park. 	<ul style="list-style-type: none"> Crossing facilities already present to cross Golden Wattle Drive. New footpath to connect level crossing path to existing path off Burns St. 	021 & 022	Deliver	3 4
Havilah – 11 Harkness Street	Origin	Residential	<ul style="list-style-type: none"> Residents travel along Holyrood and cross into Princes Park at the fire track (near Coronation Park Playground), past the netball courts and the oval and come out on Park Road (which eventually becomes High Street) near the Park Hotel. Need footpath from Havilah in Harkness Street to Holyrood Street (via the horseshoe shaped lane), a crossing across Holyrood St, a footpath to the corner of Holyrood Street and Park Road (which will lead into High Street). 	<ul style="list-style-type: none"> Need to flatten crest on bridge over creek. No footpath required along the horseshoe shaped bend. The surface is only utilised for Energy Breakthrough HPV racing in November. Crossing proposed over Holyrood St into Princes Park area. Extend footpath from corner of Park Rd to horseshoe bend east corner. Pram ramps required where appropriate. 	031 032 033 & 034	Deliver	5 2

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
High Street	Length	CBD	<ul style="list-style-type: none"> • Difficult to see motorised scooter users as they enter the pedestrian crossing areas due to the position of parked cars and due to the fact that motorists often don't stop • High Street shopping area foot paths are cluttered by store merchandise and eateries now on foot paths, some places not enough room for pedestrians let alone scooters. Consider use of metal disks on footpath showing businesses the limitation of their goods on the footpath 	<ul style="list-style-type: none"> • Recommend CSD checks be undertaken for pedestrian crossings. • Agree footpaths are congested in areas, metal disks suggestion supported. • No pavement issues observed. 		Deliver	1
Inkerman Street	Length	CBD / Residential	<ul style="list-style-type: none"> • Need a safe crossing over Inkerman Street near the Coles Fuel Station (53-55 High St) • The roundabout at the Coles Fuel station (53-55 High St) – needs to be addressed as a safety issue • Footpaths on Inkerman St are in poor condition 	<ul style="list-style-type: none"> • Pedestrian refuges to be widened at High St intersection. Pedestrian crossings proposed on eastern and southern legs of roundabout. • Pavement issues should be raised as a separate overarching item - common around CBD area – raise with Council. As a strategy item, this should be included in Council auditing and maintenance. 	016 & 017 047 - 050	Advocate to DoT (int. with High St) Deliver	2 1

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Lake Victoria – Lake Road	Point	Residential	<ul style="list-style-type: none"> Path needs improvement on grandstand side Safe access to Lake Victoria from Wills St, flatten walking track around lake (in some places on the grandstand side it becomes narrow and slopes steeply downhill towards oval). 	<ul style="list-style-type: none"> Comments regarding pavements as per Inkerman St. Didn't observe steep pavement. 	N/A	Deliver	1 N/A
Majorca Road	Point	Residential	<ul style="list-style-type: none"> This road is used by scooter users and will be an access route to the Nelson Street Asteria supported employment / training site. 	<ul style="list-style-type: none"> Paths required and new crossing infrastructure needed to link new path on Nelson St with existing network. 	006-009; 016-017	Deliver	3
Neill Street	Point	Residential	<ul style="list-style-type: none"> May need to include additional pedestrian crossings or access for scooters/parking in new hospital precinct planning. 	<ul style="list-style-type: none"> New footpath on eastern side near new development. Supporting infrastructure needed. 	040 & 041	Deliver	2
Nelson Street	Destination	Industrial	<ul style="list-style-type: none"> Need footpaths for clients to access Asteria supported employment centre (64-68 Nelson Street - right next to McPhersons). 	<ul style="list-style-type: none"> New footpath on north side of street. 	Aerial photos	Deliver	3
Newton Street				<ul style="list-style-type: none"> New footpath on western side of street. Supporting infrastructure needed. 	044	Deliver	4
Nolan Street	Destination	CBD	<ul style="list-style-type: none"> Some of the tiles in front of the library / resource centre are loose and can be heard 	<ul style="list-style-type: none"> Comments regarding pavements as per Inkerman St. 	018 - 020 054 - 058	Deliver	1 1 2

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
			<p>and felt moving under scooters.</p> <ul style="list-style-type: none"> • Nolan Street crossing near the car dealership (35 Nolan St) does not align, therefore have to drive motorised mobility devices on the road a little • The first crossing ramp just up from the Shire Offices (12-22 Nolan St) and the Cambrian Hotel (26 Nolan St) does not have a ramp at the pub kerb, hence you have to ride on the road a bit. • A crossing on Nolan St (on the way to Coles – Goldfields Shopping Centre) has holes right near the kerb and the only way to safely navigate this section is to approach it at the right angle, otherwise you may fall off your scooter. 	<ul style="list-style-type: none"> • New pram ramps needed near car dealer. New kerbing required as there is a lack of separation between path and road. No formalised footpath around car dealer, cars parked over pavement force pedestrians onto the road. Issue needs addressing. • New pram ramps needed near Cambrian Hotel. • Unable to locate crossing with holes as mentioned. 			2
Palmerston Street (Havilah)	Origin	Residential	<ul style="list-style-type: none"> • One of the Havilah Hostel sites is located in Palmerston St. There are currently five motorised scooter users who live there. • Wattle Rise Nursing Home is situated on the corner of Palmerston and Nightingale Streets - it has 40 beds. 	<ul style="list-style-type: none"> • Continue footpath north on Palmerston beyond Newton St. • Pram ramps required at Wattle Rising Nursing Home roundabout. 	042 043 045	Deliver	3 1

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
Raglan Street (Havilah)	Origin	Residential	<ul style="list-style-type: none"> One of the Havilah Hostel sites is located in Raglan St. There are nine independent living units there and some residents may have motorised scooters. These residents travel down Havelock into town, or along Palmerston and then into Neill Street to visit the doctor and the hospital. There is a large empty block on corner of Raglan and Neill Streets that will be turned into a 2-storey 26 bed facility with 4 independent units. 	<ul style="list-style-type: none"> Need to fix laneway ramps and pavements. Implement path on south side of Raglan St with supporting infrastructure. 	038 & 039	Deliver	2 4
Schoolhouse Village – 60-62 Gillies Street	Origin	Residential	<ul style="list-style-type: none"> Residents travel via scooter into the CBD by turning right down Gillies Street, turning left at Argyle Road (there is a rough grass section between Gillies Street and Argyle Road that needs a concrete path and a depressed kerb), then need a crossing over McKean Street, and then go under the railway bridge into the CBD area Residents also walk left from the Village along Gillies Street to the milk bar on Majorca 	<ul style="list-style-type: none"> Re-route residents. Implement path on Fraser St and match into existing path. Require supporting infrastructure. Vegetation issues should be raised as a separate overarching item - common around CBD area - raise with Council. As a strategy item, this should be included in Council auditing and maintenance. 	001 & 002 003 004 & 005 006 & 007 008 009	Deliver	4 1 N/A 2

Location	Location type	Area	Community engagement findings	Stantec / Cardno findings	Image no.	Council's role	Priority Year
			<p>Road. They need a crossing from the south side to the north side of Gillies Street and then a footpath from that crossing point to the Majorca Road intersection.</p> <ul style="list-style-type: none"> • Need accessible paths to the Leisure Centre. 	<ul style="list-style-type: none"> • Leisure centre has a path through car park. • Widen pedestrian refuge at roundabout intersection with Majorca St. Pedestrians to use existing path on south of Gilles and cross at roundabout. 			
Tuaggra Street	Destination	CBD	<ul style="list-style-type: none"> • Need a safe crossing from Goldfields Shopping Centre to Mitre 10 (20 Tuaggra St) - in the section between Burke and Burns Streets) • Need a safe crossing from Park View Bakery (21 Tuaggra St) to ALDI (111 Burke St) between Napier and Burke Streets • Vegetation over footpath on south side of Tuaggra St (directly opposite Woolworths) • Footpath is sloped on corner of Tuaggra St (south side) and Alma St (west side). 	<ul style="list-style-type: none"> • Crossing proposed near bus stop to Mitre 10 on Tuaggra St. One crossing along Tuaggra St should be sufficient. • Vegetation issues should be raised as a separate overarching item - common around CBD area - raise with Council. As a strategy item, this should be included in Council auditing and maintenance. • No pavement issues observed. 	059 - 060	Advocate to DoT	1 2 N/A 3

Central Goldfields Shire Motorised Mobility Device Strategic Plan 2022-2027

Appendix B – Infrastructure Analysis



PIC REF:
001 – 005





PIC REF:
006 - 009
016 & 017

WIDEN FENCING AT
LEVEL CROSSING

NEW PED PATH ALREADY
IMPLEMENTED

VEGETATION OVER PATH

WIDEN PED REFUGE

AERIALS ONLY



PIC REF:
011 – 015
021 – 024



NEW FOOTPATH/S
PROPOSED IN
PRINCES PARK
MASTERPLAN

CROSSING FACILITIES
ALREADY PRESENT

IMPLEMENT NEW PED CROSSING
& PATH TO LINK WITH TAYLOR
RD OVER TRAIN LINE. LINK TO
PATH OVER BURNS ST.

UPGRADE FOOTPATH/S TO
LINK TO PATH/S IN
PROPOSED PRINCES PARK
MASTERPLAN

NEW FOOTPATH/S

IMPLEMENT NEW PED CROSSING
& PRAM RAMP TO LINK WITH
PATH OVER THE ROAD

NEW PRAM RAMP

PIC REF:
025 – 029
031 – 039

PRAM RAMP DOESN'T MATCH INTO NETWORK. INSTALL NEW PRAM RAMP

PRAM RAMP DOESN'T MATCH INTO NETWORK. INSTALL NEW PRAM RAMP & FOOTPATH ON SOUTH SIDE. FOOTPATH QUALITY NEEDS REVIEWING

FLATTEN CREST OF BRIDGE

NEW FOOTPATH

IMPLEMENT NEW PED CROSSING & PRAM RAMP TO LINK WITH PATH OVER THE ROAD

NEW PRAM RAMP

NEW FOOTPATH/S

UPGRADE FOOTPATH/S IN PRINCES PARK MASTERPLAN

NEW FOOTPATH/S TO LINK TO PATH/S IN PROPOSED PRINCES PARK MASTERPLAN



PIC REF:
040 - 045



PIC REF:
046 - 050



PIC REF:
010
018 – 020
054 – 058



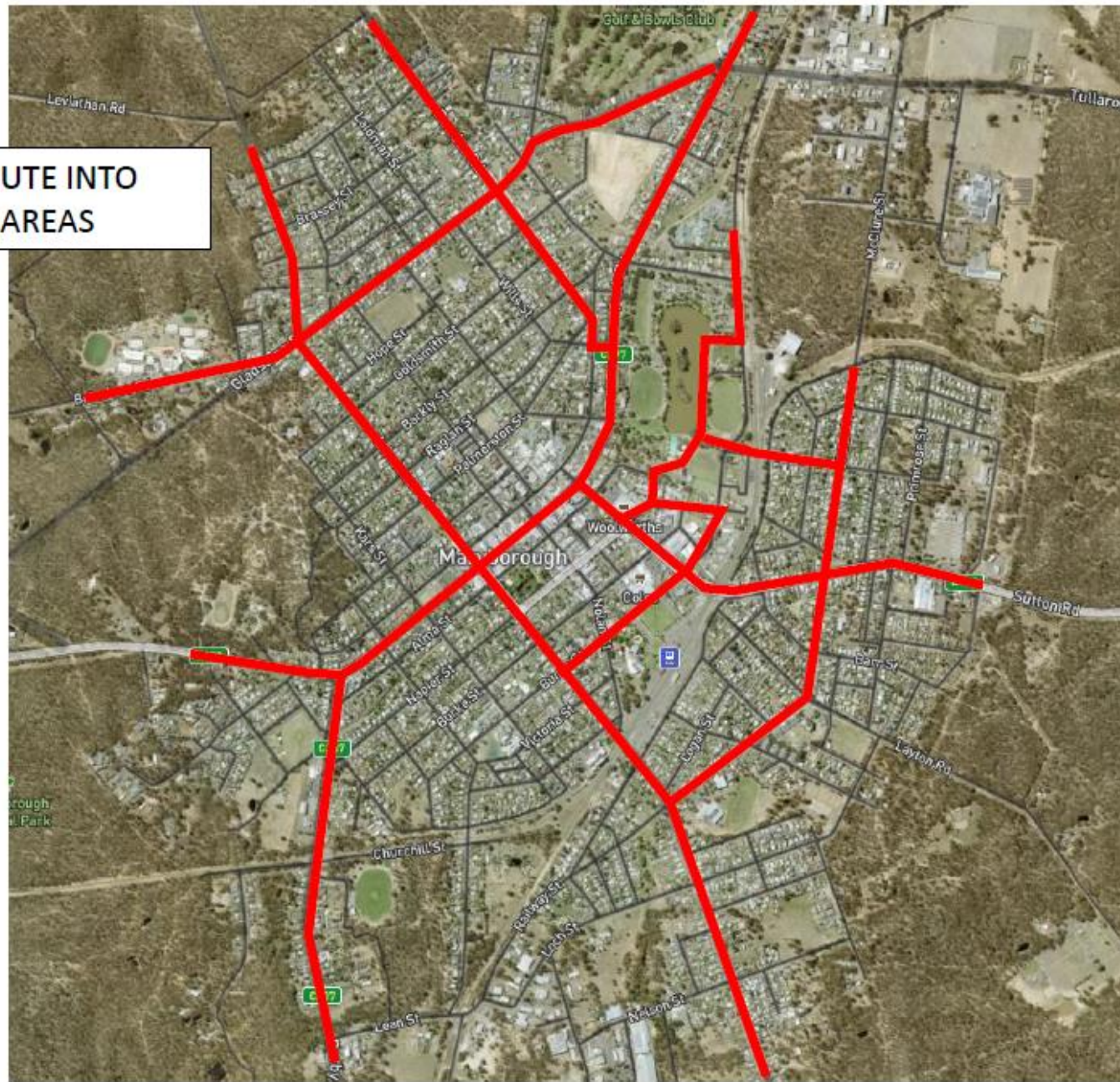
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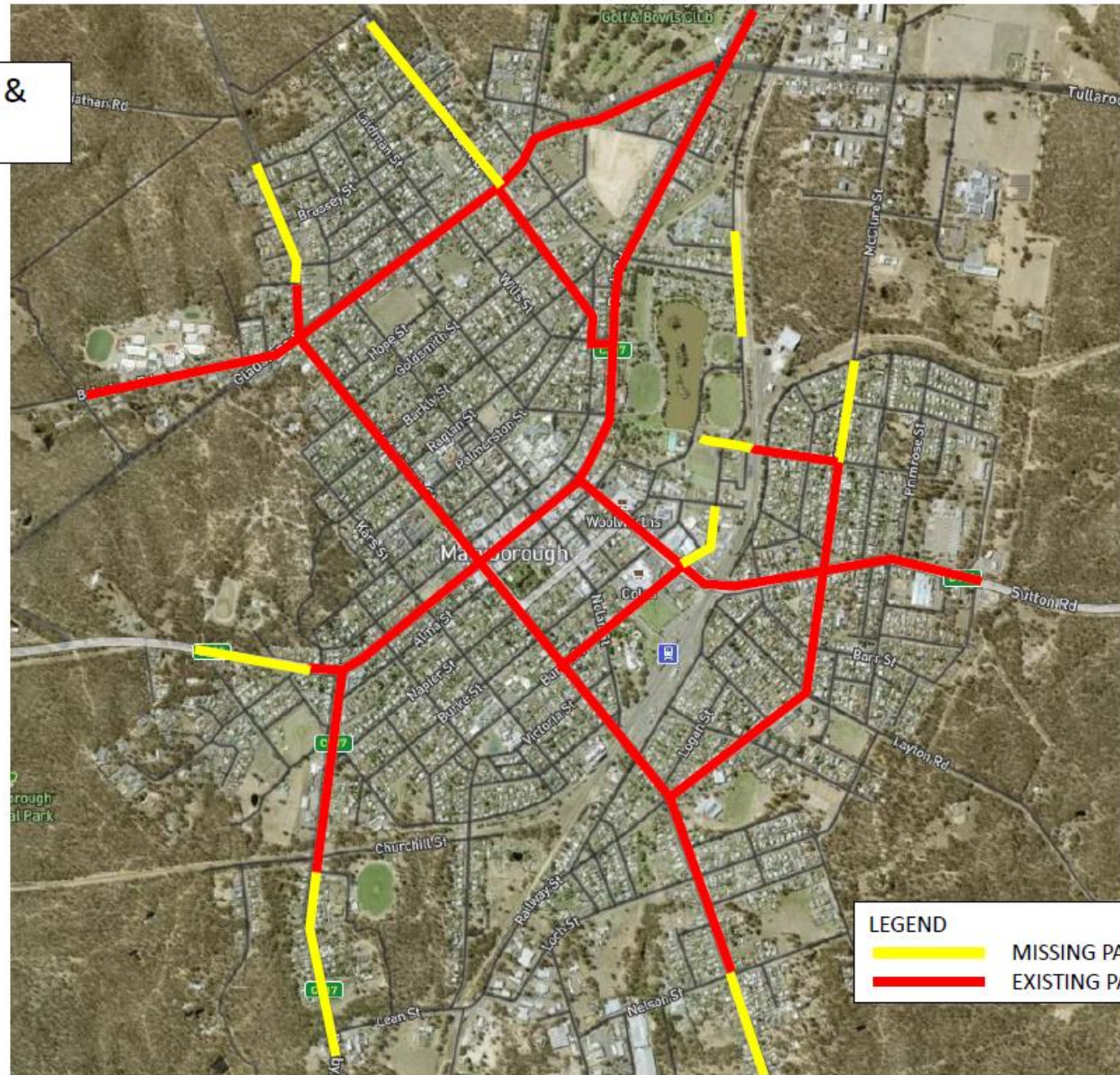
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059 - 060



IDEAL PEDESTRIAN ROUTE INTO
CBD FROM EXTERNAL AREAS



**EXISTING NETWORK &
MISSING LINKS**



LEGEND

- MISSING PATH/S
- EXISTING PATH/S

Central Goldfields Shire
Motorised Mobility Device Strategic Plan
Appendix C – Literature Review



2022-2027

LITERATURE REVIEW

Strategy	Relevance
<p>Connecting Regional Victoria - Regional Network Development Plan 2016</p>	<p>The 'Connecting Regional Victoria – Regional Network Development Plan 2016' document lists six strategic directions:</p> <ol style="list-style-type: none"> 1. Service and network reforms that take advantage of an \$80 billion investment in transport infrastructure 2. Enable new travel patterns 3. Promote the transition to environmentally sustainable transport 4. Maximise the opportunities created by new and evolving technologies 5. Support the many different journeys people take every day and meet a diverse range of needs 6. Test, trial and rapidly deploy improvements to transport. <p>In short, The Regional Network Development Plan guides the short, medium and long term priorities needed to modernise the network with more track, more trains, better facilities, and more services.</p> <p><u>In community consultation conducted for the Plan, it was found that the people (with relevance to motorised scooters):</u></p> <ul style="list-style-type: none"> • want innovative solutions to transport, tailored to the specific needs of their communities. • want a modern regional transport network that gets them where they need to go. • With an aging population in regional Victoria, many people emphasized the importance of providing universal access to the public transport system and encouraging independence among older people and people who are socially disadvantaged or living with a disability. <p>The government want to make sure that transport services match the changing travel needs of regional centres and towns. The new plan for public transport services in regional Victoria will ensure that, together with the road network, people have access to a well-functioning and complete transport network</p>

Strategy	Relevance
	<p><u>(With relevance to motorised scooters) - the plan aims to:</u></p> <ul style="list-style-type: none"> • Support the trial of innovative and more flexible transport services, and make better use of existing assets and infrastructure • Develop tailored public transport priorities and actions for each region that respond to changing local travel needs and support local infrastructure and services plans <p><u>KEY PRINCIPLES OF THE PLAN</u></p> <ul style="list-style-type: none"> • Passenger-first approach • Safe, efficient and reliable trips • Supporting social and economic inclusion through good local transport • Growing the regional transport network to meet demand • Connecting communities with opportunities for people to get to work, socialise and access services • Integrated regional public transport network • Efficient use of existing transport assets and resources <p><u>The Plan contains Strategic Network Wide Priorities – Developing local transport solutions. These involve (with relevance to motorised scooters):</u></p> <ul style="list-style-type: none"> • Improving local transport • Making new connections • Encouraging active transport • Supporting tourism <p><u>How does The Plan propose to respond to change in Regional Victoria (with relevance to motorised scooters)? It recognises that we need :</u></p> <ul style="list-style-type: none"> • Good public transport services within our regional cities will be vital to supporting and managing regional growth • In places with ageing populations, reliable and accessible public and local transport will be vital to help older Victorians remain independent, mobile and active in their local communities.

Strategy	Relevance												
	<ul style="list-style-type: none"> • This means our transport system will need to cater for more local public transport trips to employment hubs and retail centres. <p>Relevant Outcomes:</p> <p><u>Different services for different needs:</u></p> <p>The aim is to provide a clearly defined regional public transport network, with different types of services that are tailored to meet the specific needs of local communities.</p> <p><u>Strategy Priority – Putting Passengers First:</u></p> <p>Making Public Transport Accessible -</p> <p>Travelling independently is important to older people and mobility-impaired Victorians. Equally important is providing access to public transport for families using prams. Being able to use buses, coaches and trains opens up opportunities for people to move about and participate fully in community life. Access to public transport services will become increasingly important in places with ageing populations. Full accessibility across the regional public transport network means upgrading stations, bus stops and coach interchanges, as well as the vehicles that provide public transport. In the short term, bus and coach stops will be upgraded to ensure they are fully accessible and the regional train station accessibility program with major interchanges given priority initially will be rolled out.</p> <table border="1" data-bbox="582 1332 1348 1697"> <thead> <tr> <th data-bbox="582 1332 837 1400">SHORT TERM UP TO 5 YEARS</th> <th data-bbox="837 1332 1093 1400">MEDIUM TERM 5 TO 10 YEARS</th> <th data-bbox="1093 1332 1348 1400">LONG TERM 10+ YEARS</th> </tr> </thead> <tbody> <tr> <td data-bbox="582 1400 837 1534">Upgrade bus and coach stops with disability compliant access</td> <td data-bbox="837 1400 1093 1534">Continue the roll out of accessible buses and coaches and enable mobility-impaired passengers to use the in-built lift on coaches</td> <td data-bbox="1093 1400 1348 1534"></td> </tr> <tr> <td data-bbox="582 1534 837 1624">Continue to implement a regional rail station accessibility program</td> <td data-bbox="837 1534 1093 1624"></td> <td data-bbox="1093 1534 1348 1624"></td> </tr> <tr> <td data-bbox="582 1624 837 1697">Work with the Public Transport Access Committee on accessibility issues in regional Victoria</td> <td data-bbox="837 1624 1093 1697"></td> <td data-bbox="1093 1624 1348 1697"></td> </tr> </tbody> </table>	SHORT TERM UP TO 5 YEARS	MEDIUM TERM 5 TO 10 YEARS	LONG TERM 10+ YEARS	Upgrade bus and coach stops with disability compliant access	Continue the roll out of accessible buses and coaches and enable mobility-impaired passengers to use the in-built lift on coaches		Continue to implement a regional rail station accessibility program			Work with the Public Transport Access Committee on accessibility issues in regional Victoria		
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Victorian Cycling Strategy 2018	<p>This strategy, prepared by Transport Victoria, aims to increase cycling for transport.</p> <p>The first goal contained within this strategy is: “Invest in a safer, lower-stress, better connected network.”</p>												

Strategy	Relevance
	<p>To achieve this goal, there are seven key objectives:</p> <ol style="list-style-type: none"> 1. Provide a lower-stress cycling experience 2. Prioritise strategic cycling corridors for investment 3. Update guidelines for strategic cycling corridors 4. Integrate cycling and public transport 5. Work with local councils to address gaps in strategic cycling corridors 6. Incorporate new cycling infrastructure in major transport projects 7. Improve outcomes for cyclists in planning <p>The second goal is: “Make cycling a more inclusive experience”</p> <p>The five key objectives to achieve this goal are:</p> <ol style="list-style-type: none"> 1. Improve awareness and acceptance of cycling as a mode of transport 2. Increase the participation of under-represented groups 3. Support cycling to school 4. Plan for emerging technologies 5. Support recreational cycling, sport, tourism and community events. <p>Some of the key points noted for consideration in the motorized scooter strategy are:</p> <ul style="list-style-type: none"> • Pedestrians and cyclists often feel safer using active transport when separated from motor vehicles • Integrated networks that take a ‘whole-of-route’ approach create a lower-stress cycling network • People want a network of continuous, low-stress routes that connect directly and conveniently to other local and regional routes • Strategic cycling corridors are the arterials of the bicycle network, which join up important destinations: the central city, national employment and innovation clusters, major activity centres and other destinations • Safe System approach to safety views safety as a shared responsibility between all road users and focuses on safe roads, safe vehicles, safe speeds and safe people (comply with road rules avoid and reject behaviours that are dangerous or unsafe) • Cycle stress is mostly caused by motor vehicles, but also by lack of information and hills • Major transport projects offer a valuable opportunity to improve strategic cycling corridors.

Strategy	Relevance
	<ul style="list-style-type: none"> • Victorian Government encourages Local Government to support the 20-minute neighbourhood concept, especially for cycling to schools, train stations and activity areas. • Victorian Planning Provisions need to be amended to recognise strategic cycling corridors so that Government, developers and others give due consideration to the value of these corridors. • Educating new drivers to drive safely is key to encouraging a positive road safety culture. • Educating cyclists about how to ride safely and the importance of obeying road rules is important. • To improve cyclist comfort, consideration needs to be given to: <ul style="list-style-type: none"> ○ separating cyclists from motor vehicles ○ placing routes through attractive and safe locations ○ providing wider and smoother paths that allow for side-by-side cycling and overtaking in comfort ○ keeping existing paths well-maintained ○ minimising delays for cyclists, particularly at intersections and crossings ○ providing good lighting and foot rests. • Evaluation of cycling and cyclists enable us to prioritise investments and identify economic and other benefits in business cases for investments. <p>Benefits of active transport noted in this strategy includes:</p> <ul style="list-style-type: none"> • better health and environmental outcomes than motorised transport • growth of the cycling economy (businesses that service the cycling community) creation of a sense of place • improve the mobility of people • affordable form of transport • health benefits from being physically active • creates less greenhouse gas emissions than motorized vehicles • reduces the need to build, service and dispose of cars • neighbourhoods become more vibrant. <p>Whilst this strategy does not specifically mention motorized scooters, many of the goals and actions are of relevance.</p>
<p>Loddon Mallee South Regional Growth Plan 2014</p>	<p>The regional land use framework within the Loddon Mallee South Regional Growth Plan contains the key directions for growth in four key sections:</p> <ol style="list-style-type: none"> 1. Regional economy 2. Environment and heritage 3. Living in the region 4. Regional infrastructure

Strategy	Relevance
	<p>In the Loddon Mallee South region there will be more people in all age ranges; however, there is much higher growth in the older age ranges across the region.</p> <p><u>Challenges for growth:</u></p> <p>These include (with relevance to motorised scooters): the uneven distribution of both population and economic growth across the region, and the need to support smaller communities.</p> <p><u>Principles to achieve the vision for the region (with relevance to motorised scooters):</u></p> <ul style="list-style-type: none"> • Target new growth to settlements including Bendigo, Maryborough, Castlemaine, Gisborne and Kyneton • Favour development proposals that maximise existing infrastructure and provide significant economic or community benefit • Value the region’s unique and connected communities • Invest in liveability, infrastructure and urban design initiatives to make the region’s towns great places to live • Build community connectedness and reduce areas of social disadvantage. <p>Along with much of Victoria the Loddon Mallee South region has an ageing population. This will have an impact on service provision</p> <p>The aim of this plan and the Strategic Plan 2010 is to support equitable access to services that provide social support, education and employment, as well as cultural and social activities. This relies on both strong transport and communication links as well as local or regional programs focused on improving health and wellbeing.</p> <p><u>Future Directions for transport (with relevance to motorised scooters):</u></p> <p>Strong growth is planned for Maryborough. To support sustainable growth, land use planning is undertaken alongside transport planning to increase opportunities for choice in transport modes. This plan directs growth to appropriate locations that better enable sustainable transport choices. Urban land use planning supports sustainable transport choices by directing growth to key activities that enable cycling and walking... and by encouraging increased urban density to support efficient public transport networks.</p> <ul style="list-style-type: none"> • Strategically renew, maintain and develop transport infrastructure to maximise opportunities to meet anticipated need

Strategy	Relevance
	<ul style="list-style-type: none"> • Enabling or managing diverse travel choices such as walking and cycling links, shared zones and park and ride • Expanding road space via widening, sealed shoulders, duplication, clearways and cycle paths • Improve and modify the network of public transport services to better meet market needs. • Accessibility for people of all ages and abilities to public transport • Improved commuter facilities at railway stations as patronage grows • Improved intra-town commuter links such as cycle paths. • Tourist routes for all users, including cyclists • Coordinate government agencies' land and infrastructure strategies to align the provision of public and community facilities.
<p>Loddon Campaspe Regional Integrated Transport Plan 2019, including a triple bottom line prioritisation and decision-making tool</p>	<p><u>Six GOALS were developed to set the framework for developing actions and next steps to implement the strategy of the Loddon Campaspe Regional Integrated Transport Plan:</u></p> <p>Goal 1: Protect and enhance a transport system that supports regional economic development and population growth.</p> <p>Goal 2: Improve the capacity and function of the transport network, and integrate it with land use.</p> <p>Goal 3: Manage the transport system so that it is maintained to a safe and affordable level of service.</p> <p>Goal 4: Provide equitable community access and connectivity for large and small communities.</p> <p>Goal 5: Support efficient and sustainable transport of products between producers, markets and nodes within the region and with other regions.</p> <p>Goal 6: Support improved community health and environmental outcomes</p> <p><u>(Relevant) Priorities:</u></p> <p>Railway Station Access Improvement Program, encouraging active and public transport:</p> <p>The region aspires to increase the uptake of public and active transport within our communities. Simple infrastructure upgrades are needed to make it easier to walk, ride or catch public transport to commute or for social activities. This project is to undertake a program of upgrade works at and around railway stations and key transport hubs. The program includes improving pedestrian, bike and bus access networks, improved wayfinding, lighting and amenity as well as improved car parking at key stations.</p> <p><u>To ensure the ITS is a practical, robust and flexible the strategy is required to:</u></p>

Strategy	Relevance
	<ul style="list-style-type: none"> • Develop infrastructure, programs and policies to match the increasing transport demands across all modes. • Develop a consistent, structured approach to the assessment and prioritisation of transport infrastructure, maintenance and program needs within the region. • Foster a practical approach to working together as a region (e.g. pooling of resources and aligning with regional communities and authorities). • Provide the region (through its member Councils) with the tools to maintain and update the Integrated Transport Strategy as changes occur. • Provide the vision and the tools for the region and its municipalities to assess, monitor, fund and action projects that benefit the region as a whole. • Demonstrate the community/industry benefits that will be generated. <p><u>(Relevant) Applicable transport challenges in the region:</u></p> <ul style="list-style-type: none"> • Services, such as health and legal services, are increasingly focused on larger centres so access to these centres is important for communities, being accentuated by the ageing of populations in smaller settlements. Education is also being centralised and Bendigo has major regional educational role. • The aging population may require increased levels of public transport, which would not be met by the existing service provision, especially in the context of lower population density in many of the regions; services (health, education, social) disseminated across the region, or transport services are strengthened to those centres that have the services. Ageing population requires increasing levels of public, informal and community transport to ensure access to services and social networks. Small towns can have high percentages of elderly people who require access to services that are located in the major centres. <p><u>(Relevant) Strategies and Actions:</u></p> <p>Goal 4:</p> <p>Provide equitable community access and connectivity for large and small communities. Services, such as health, education and legal services, are increasingly being focused on larger centres, so access to these centres is essential for rural and semi-rural communities. As well as this the ageing population across the region requires increasing levels of public, informal and community transport to ensure access to these services and social networks.</p>

Strategy	Relevance
	<p>(Relevant) Desired Strategy and 5 year action plan S4.2 Improve non-motorised networks and facilities within small towns to support active travel.</p> <p>Action 30. Develop bicycle, mobility scooter and walking plans for small towns to provide an alternative to private car travel</p>
Central Highlands Regional Growth Plan 2014	This Growth Plan does not include Maryborough / Central Goldfields Shire
Central Highlands Regional Transport Strategy 2014	<p>The Central Highlands Regional Transport Strategy 2014 provides a vision for the Strategy and Strategy Approach. The relevant strategic points are:</p> <ul style="list-style-type: none"> • Ensure amenity and useability • Provide a safe, reliable and resilient transport network <p>The Transport Strategy has four provisional pillars of relevance:</p> <ol style="list-style-type: none"> 1. Provide infrastructure and improve opportunity for growth 2. Improve capacity of infrastructure to reduce delays 3. Improve connections within the region and to other regions 4. Promote the safety and wellbeing of the community <p>The Central Highlands Regional Transport Strategy does not provide pertinent projects, or priorities applicable to those utilizing motorized scooters.</p>
The Victorian Freight Plan	The Victorian Freight Plan is not applicable to the transportation needs of those utilizing Motorised Scooters.
Victoria's Road Safety Strategy 2013-2022 and Action Plan	<p><u>(Relevant) Challenges to Victoria's current road safety system:</u></p> <p>There are more older people. It is forecast that by 2022 Victoria will have more than half a million people over the age of 75, a 42% increase since 2011. Because older people can be more frail, they are three times as likely to die if involved in a vehicle crash.</p> <p><u>(Relevant) Vision and target:</u></p> <p>Reduce the number of deaths and injuries due to road accidents by 30%</p> <p><u>(Relevant) Strategic Directions:</u></p>

Strategy	Relevance
	<ul style="list-style-type: none"> • Provide pedestrians with improved infrastructure and safer vehicle speeds to reduce their risk and support the uptake of sustainable travel modes. • Provide cyclists with improved infrastructure and safer vehicle speeds to reduce their risk and support the uptake of sustainable travel modes. <p><u>What we will do:</u></p> <ul style="list-style-type: none"> • The Government will invest \$60 million to support safer intersections and traffic calming treatments at locations in the local street network. • Traffic calming measures will slow down vehicles in local streets, encouraging more people to walk or ride.
Loddon Campaspe Regionally Significant Trails Strategy 2018-2023	<p>The purpose of the Loddon Campaspe Regionally Significant Trails Strategy 2018-2023, is to communicate priorities and guide investment in nature trails in the Loddon Campaspe region. It also provides guidance on effective governance, management and activation arrangements that will ensure the success of each regional Nature Trail.</p> <p>From a Central Goldfields Shire perspective, the strategy notes the Dunolly mountain bike trail network and the on-road long distance cycle tourism route between Ballarat and Maryborough.</p> <p>There is no mention of motorised scooters.</p>
Rail Revival: Geelong-Ballarat-Bendigo 2013	<p>(Relevant) Directions from the Rail Revival: Geelong-Ballarat-Bendigo 2013 document -</p> <p><u>The document Investigated potential:</u></p> <p>To upgrade rail link between Ballarat and Maryborough.</p> <p>Reactivate rail line between Castlemaine and Maryborough</p> <p><u>(Applicable) Social Benefits of upgrades:</u></p> <p>Improve access of regional residents to public transport services.</p> <p>Improve mobility of regional Victorians.</p> <p>There is no specific mention of motorised scooters in the document.</p>

Strategy	Relevance
Murray Basin Region Freight Demand & Infrastructure Study 2014	There is no specific mention of motorised scooters in the document.
Murray Basin Rail Project	<p>The project includes:</p> <ul style="list-style-type: none"> • track upgrades from Ararat to Maryborough • upgraded signalling at Ararat and Maryborough junctions and the Ouyen yard • planning and assessment work for further upgrades. <p>While these changes do affect Maryborough’s transportational services, they are not directly relevant to motorised Scooters</p>
Loddon Campaspe Freight hub study	<p><u>The majority of the Hub Study is not relevant to motorised Scooters, however, the key take-aways for Maryborough are outlined below.</u></p> <p><u>Freight-Passenger Rail Separation Project:</u></p> <p>The project will separate freight and passenger trains around Ballarat through track and signalling improvements between Maryborough and Ballarat. These upgrades will provide faster and more reliable connections for the Murray Basin region to the ports and will complement the Ballarat Line Upgrade, but will not directly affect the use of motorised scooters in Maryborough.</p> <p><u>Key findings of the study:</u></p> <p>Central Goldfields Summary of the key findings from freight generators within Central Goldfields:</p> <ul style="list-style-type: none"> • Only a small amount of their outgoing freight is containerised with the majority being ambient or frozen pallets. • There is potential for a consolidated cold storage solution in the area to cope with seasonal production. • There is potential for consolidation of freight with other generators for interstate shipping as freight is currently taken outside of the region for consolidation at considerable cost. ☐ • Freight generators are open to using rail consolidation and containerisation with other generators if the time and costs are viable.

Strategy	Relevance
	<p><u>Summary of the key findings from the consultation with freight operators located and operating in Central Goldfields:</u></p> <ul style="list-style-type: none"> • They see a huge benefit in consolidation and storage of freight in Maryborough due to its central location within Victoria. ☐ • They see a benefit in a better freight network throughout regional Victoria to avoid the need to move the majority of Victorian freight through Melbourne. ☐ • Their operations are bulk transported across Victoria, South Australia and NSW so would not benefit from an intermodal terminal. <p><u>Opportunities:</u></p> <ul style="list-style-type: none"> • There is a large potential anchor tenant in town that could benefit in a shared storage facility and consolidated transport for interstate freight movements. • Some freight is currently moving through Ballarat for consolidation which has the potential to be consolidated in Maryborough. • The road has been upgraded to allow better heavy vehicle access to the indicative location. • There are existing road, rail and air connections in town and an existing containerised rail service. <p><u>Constraints:</u></p> <ul style="list-style-type: none"> • There is only a small amount of containerised freight coming out of Maryborough. • There is not a clustering of similar freight generators currently in Maryborough
<p>Central Goldfields Shire Council Action Plan 2018-2019</p>	<p>The Central Goldfields Shire Council Action Plan 2018-2019 lists the following (applicable) objectives for community :</p> <p><u>Objective 1.3 Ensure that all of our community, regardless of diversity, can live a full and healthy life by</u></p> <ul style="list-style-type: none"> • Implementing the Central Goldfields Public Health and Wellbeing Plan • Actively participating in the Healthy Hearts Project • Continuing participation with Loddon Campaspe Regional Partnership <p><u>Objective 1.6 Promote and enhance passive and active recreation by</u></p> <ul style="list-style-type: none"> • Developing a Central Goldfields Shire Recreation Plan

Strategy	Relevance
	<ul style="list-style-type: none"> • Continuing to implement priorities from Major Recreation Reserves Master Plans • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Develop a Recreation and Open Space Strategy • Develop an all-access changing places change room at the Maryborough Sports and Leisure Centre <p><u>Objective 1.7 Support positive development for residents of all ages and abilities by</u></p> <ul style="list-style-type: none"> • Developing a Municipal Early Years Plan • Facilitating the transition of service delivery models for HACC and NDIS • Implementing priorities from the Positive Ageing Strategy • Support positive life opportunities for people living with a disability <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Identify and support clients with their transition to the NDIS • Review the Disability Action Plan • Develop an interactive space at the Maryborough Regional Library for members of the community with autism, sensory disabilities and other cognitive challenges • Examine models of service delivery and viability of aged services <p><u>Objective 1.8 Maximise all forms of connectivity for the community by</u></p> <ul style="list-style-type: none"> • Advocating for enhanced passenger rail services. • Advocating for improved digital connectivity • Delivering local Community Transport Plan • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <p>Facilitate a Community Transport Forum</p> <p><u>Objective 3.1 Ensure investment in roads, footpaths and buildings meet community needs now and in the future by</u></p> <ul style="list-style-type: none"> • Undertaking service planning to establish asset requirements to deliver services • Reviewing and updating the Asset Management Plans and preparing a 10 year capital works program • Developing a plan to divest from assets that are surplus to community needs

Strategy	Relevance
	<p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Build an all access change room at the Maryborough Leisure Centre – Indoor Pool
Healthy Hearts	There is no specific mention of motorised scooters in the document.
Central Goldfields Walking and Cycling Strategy 2017-2026 (Attachment A)	<p>The aim of the Central Goldfields Shire Walking and Cycling Strategy is to provide a strategic framework to guide Council in relation to walking and cycling opportunities such as paths / trails, infrastructure, events, programs and services.</p> <p>The strategy notes the need for clearly defined safe paths to the centre of towns for older adults and people with mobility issues who use motorised scooters to enable them to continue to maintain their independence.</p> <p>It specifically identifies the need for township paths / trails to accommodate motorised scooters and for a link from Havilah Aged Care Facility, Holyrood St and Park Road to the centre of Maryborough. One specific section identified is Burns Street from Tullaroo Road to Tuaggra Street, Maryborough.</p> <p>It also acknowledges that a number of people who use motorised scooters for transportation may not be familiar with road rules; hence there may be an opportunity to develop a safe area for training sessions, supported by local health professionals, at the proposed urban bike park at Bristol Hill (which has not been developed).</p> <p>An additional recommendation is for promotional material to contain information about safe scooter routes including street gradients and crossing points. Charging station points have also been identified for consideration.</p>
Central Goldfields Integrated Transport Strategy (Attachment B)	<p>The Integrated Transport Strategy (ITS) aims to address the challenges and opportunities that the Shire’s transport network currently faces in achieving Council’s vision to be a vibrant, thriving and inclusive community.</p> <p><u>The four themes identified in this strategy are:</u></p> <ol style="list-style-type: none"> 1. An active and engaged community – people of all ages and backgrounds learning to drive, car-pooling and improving streets

Strategy	Relevance
	<p>2. Safe and healthy towns – addressing gaps in the active transport network and ensuring the network is well-integrated with public transport</p> <p>3. A vibrant and mobile economy – increasing transport cost savings for households</p> <p>4. A connected Shire – improving regional public transport linkages to and from Ballarat, Bendigo and Castlemaine.</p> <p>There is no reference to motorised scooters in this strategy.</p> <p><u>Key issues identified include:</u></p> <ul style="list-style-type: none"> • Reliance on car ownership and use, social isolation and socioeconomic disadvantages • Transport access for senior residents and young people • Obesity and other health issues • Local public transit issues • Road safety • Safe and healthy access to school • Footpath network and access for all • Parking availability and pressures on economy • Regional freight connectivity • Regional public transport connectivity. <p><u>Key opportunities identified include:</u></p> <ul style="list-style-type: none"> • Optimising community transport • Promoting sharing economy for cars, bikes rides and parking • Improving road safety • Improving safe and healthy access to school • Encouraging civic engagement in improving streets and public spaces • Transit-oriented hubs for arts tourism, industry and innovation • Transport Tourism • Capitalising on upcoming and recent infrastructure • Improving regional scheduling for tourists, students and workers. <p><u>Of the key outcomes and actions, those of most relevance are:</u></p> <ul style="list-style-type: none"> • Action 1.1. Future capital works will be designed to prioritise pedestrian movements at intersections using raised crossings and narrow pavement widths that make it easier for older residents to cross roads • Action 2.2. Develop a signage and wayfinding strategy to improve local bicycle signage around Maryborough with a

Strategy	Relevance
	<p>specific focus on directional and distance signage on the ground</p> <ul style="list-style-type: none"> • Action 5.1. Prioritise traffic calming measures and improved crossings in areas of high risk to pedestrians and bicycle riders (identified in Figure 5-9 and previously identified in the Walking and Cycling Strategy, 2017) • Action 5.2. Engage with the community to close small sections of roadway to improve public open space and make pedestrian links safer: entrance to Nolan Street on the southern side of Burns Street (at the Council Office), Maryborough and 30m section of Albert Street between Inkerman Street and Nolan Street, Maryborough • Action 6.1. Install automated sensors to monitor the number of people accessing town centres and the mode of transport they are using to access Maryborough • Action 6.2. Work with DoT and DELWP to designate a Principal Pedestrian Network (PPN) in Maryborough and measure its various impacts in assisting the delivery of 20-minute neighbourhoods. This should be developed from the 'all-access' footpath network which links the shops, transport hubs, parks and recreational facilities in each town centre proposed in the Walking and Cycling Strategy (2017) and prepare a program of works to provide pedestrian priority along that network • Action 7.1. Prioritise construction of footpaths, raised pedestrian crossings and planting of street trees within 1km of town centres • Action 7.2. Identify key streets which can be improved with integrated planning projects and other low-cost interventions which involve community participation such as in Napier Street, Maryborough • Action 8.1. Amend the Planning Scheme in the Municipal Planning Strategy (MPS) section (or Vision and Purpose section) to include walkability and accessibility as objectives in: Clause 02.3-1 Settlement; Clause 02.3-4 Built Environment and Heritage, including objectives for facilitating 20-minute neighbourhoods; and Clause 02.03-7 Transport, including objectives for facilitating 20-minute neighbourhoods and sustainable transport options • Action 8.2. Amend the Planning Scheme in the local policy section to include objectives and policies for prioritising the improvement of sustainable transport options: Clause 18.01-2L Transport Modes and Clause 18.02-1L Walking and cycling • Action 8.3. Initiate an integrated planning team to focus on in achieving higher levels of walkability and accessibility through better co-ordination of land use and infrastructure (capital works) decisions.

Strategy	Relevance
Central Goldfields Shire Disability Plan 2022-2027	<p>This plan demonstrates Council’s continuing commitment to achieve inclusive outcomes, through improving the capacity for people living with disability to fully engage in all aspects of community life.</p> <p>The vision developed as part of this plan is “an accessible and inclusive CGS, based on fairness and respect”. There are four key themes to help achieve this vision:</p> <ul style="list-style-type: none"> • Inclusive communities for all • Accessible communities • Participation • Leadership and collaboration. <p>Some of the relevant actions contained within this plan include:</p> <ul style="list-style-type: none"> • Provide an accessible Mobility Map that includes information about the location of accessible toilets, playgrounds, services, car parks and accessible businesses • Meet standards for access into and within Council owned and leased buildings • Provide accessible paths of travel into and within Council owned facilities <ul style="list-style-type: none"> ○ Undertake a review of the infrastructure surrounding council facilities and develop a program of works to address barriers to access that are identified ○ Identify deficiencies in compliance in kerb ramps, tactile ground surface indicators, continuous path of travel and audio traffic signals and develop a program of works to remedy ○ Develop and implement an audit of street signs to identify non-compliant signage and include recommendations is scheduled program of works ○ Reduce obstructions on footpaths by developing a Safe Street Policy and program of works • Accessible public and community transport <ul style="list-style-type: none"> ○ Investigate the opportunity to improve wheelchair lifters and fixing points for electric wheelchairs on public and community transport • Enable safe use of mobility scooters <ul style="list-style-type: none"> ○ Develop a new policy on the safe use of electric wheelchairs and scooters in Council facilities

Strategy	Relevance
	<ul style="list-style-type: none"> ○ Train staff in a new Electric Wheelchair (Gopher) Policy of Council ○ Conduct a community education program on safe use of self-propelled wheelchairs (electric mobility scooters) ○ Develop and implement a program of works for the provision of mobility scooter charging points throughout the Shire ● Provide equal access to recreation, arts, and culture through activities and events ● Engage people living with disability in Council planning ● Form alliances and partnerships that enable enhanced experiences for individuals living with disability <ul style="list-style-type: none"> ○ Develop in partnership an Inclusive Plan with the community advisory committee.
<p>Central Goldfields Council Plan 2017-2021</p>	<p>The Central Goldfields Council Plan 2017-2021 identifies four strategic themes, each with a specific objective to be the primary focus over the next three years:</p> <ul style="list-style-type: none"> ● Community ● Economy ● Built and Natural Environment ● Organisation <p>The Council conducted various community engagement activities in order obtain insights from the community regarding the following questions</p> <p>1. What do you imagine for the future of the Shire?</p> <p>Relevant Answers:</p> <ul style="list-style-type: none"> ● A community that sees and treats all of its demographics with the same “fair go” attitude ● Better footpaths, more options for youth <p>2. What specific results would you like to see?</p> <p>Relevant Answers:</p> <ul style="list-style-type: none"> ● More attention given to the footpaths ● Council including small towns/ areas in their future plans ● We need disabled change rooms and facilities at the indoor pool <p><u>The Central Goldfields Council Plan VISION</u></p>

Strategy	Relevance
	<p data-bbox="560 237 1139 264">“To be a vibrant, thriving, inclusive community.”</p> <p data-bbox="560 309 1102 336"><u>The Central Goldfields Council Plan PURPOSE</u></p> <p data-bbox="560 378 1366 443">“To achieve the best outcomes for the local community and having regard to the long term and cumulative effects of decisions”</p> <p data-bbox="560 486 1082 512"><u>The Central Goldfields Council Plan VALUES</u></p> <p data-bbox="560 555 1267 620">These are the behaviours that support our vision. In all our dealings we will:</p> <ul data-bbox="560 663 1366 1014" style="list-style-type: none"> • Be Innovative – Find new and creative ways; focus on future. • Work Together – Recognise collaboration and partnerships in meeting our challenges and opportunities. • Be Respectful, Inclusive and Caring – Listen, consider all viewpoints and embrace and respect diversity and inclusion, that is, bring everyone along for the journey. • Value Knowledge – As a way of realising our potential and encouraging lifelong learning. • Be Accountable – By being responsible for our actions and always acting with integrity. <p data-bbox="560 1057 1131 1084"><u>The Central Goldfields Council Plan STRENGTHS</u></p> <p data-bbox="560 1126 751 1153">Relevant points</p> <ul data-bbox="560 1196 1294 1261" style="list-style-type: none"> • Supportive communities including groups and service clubs • Whole of life stages accommodation <p data-bbox="560 1303 1145 1330"><u>The Central Goldfields Council Plan CHALLENGES</u></p> <p data-bbox="560 1373 751 1400">Relevant points</p> <ul data-bbox="560 1442 1310 1581" style="list-style-type: none"> • Demographics of the municipality – slow population growth, ageing population and levels of disadvantage • Community expectations • Revenue sources and levels <p data-bbox="560 1659 1334 1724"><u>Objectives (Same as Action Plan – however points are still listed below):</u></p> <p data-bbox="560 1767 1294 1832"><u>Objective 1.3 Ensure that all of our community, regardless of diversity, can live a full and healthy life by</u></p> <ul data-bbox="560 1874 1366 1975" style="list-style-type: none"> • Implementing the Central Goldfields Public Health and Wellbeing Plan • Actively participating in the Healthy Hearts Project

Strategy	Relevance
	<ul style="list-style-type: none"> • Continuing participation with Loddon Campaspe Regional Partnership <p><u>Objective 1.6 Promote and enhance passive and active recreation by</u></p> <ul style="list-style-type: none"> • Developing a Central Goldfields Shire Recreation Plan • Continuing to implement priorities from Major Recreation Reserves Master Plans • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Develop a Recreation and Open Space Strategy • Develop an all-access changing places change room at the Maryborough Sports and Leisure Centre <p><u>Objective 1.7 Support positive development for residents of all ages and abilities by</u></p> <ul style="list-style-type: none"> • Developing a Municipal Early Years Plan • Facilitating the transition of service delivery models for HACC and NDIS • Implementing priorities from the Positive Ageing Strategy • Support positive life opportunities for people living with a disability <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • Identify and support clients with their transition to the NDIS • Review the Disability Action Plan • Develop an interactive space at the Maryborough Regional Library for members of the community with autism, sensory disabilities and other cognitive challenges • Examine models of service delivery and viability of aged services <p><u>Objective 1.8 Maximise all forms of connectivity for the community by</u></p> <ul style="list-style-type: none"> • Advocating for enhanced passenger rail services. • Advocating for improved digital connectivity • Delivering local Community Transport Plan • Implementing priorities from the Walking and Cycling Strategy <p>Relevant Projects to achieve this objective</p> <p>Facilitate a Community Transport Forum</p> <p><u>Objective 3.1 Ensure investment in roads, footpaths and buildings meet community needs now and in the future by</u></p>

Strategy	Relevance
	<ul style="list-style-type: none"> • Undertaking service planning to establish asset requirements to deliver services • Reviewing and updating the Asset Management Plans and preparing a 10 year capital works program • Developing a plan to divest from assets that are surplus to community needs <p>Relevant Projects to achieve this objective</p> <ul style="list-style-type: none"> • <u>Build an all access change room at the Maryborough Leisure Centre – Indoor Pool</u>

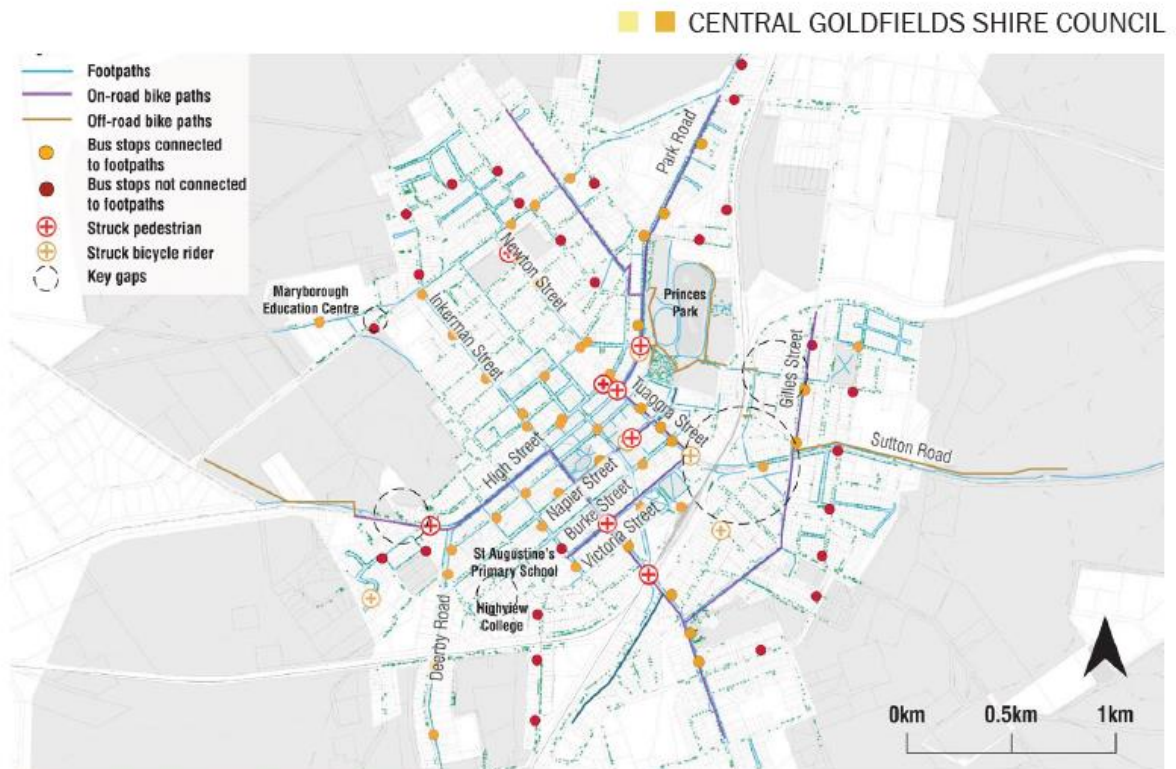


Figure 5 : Active transport network in Maryborough

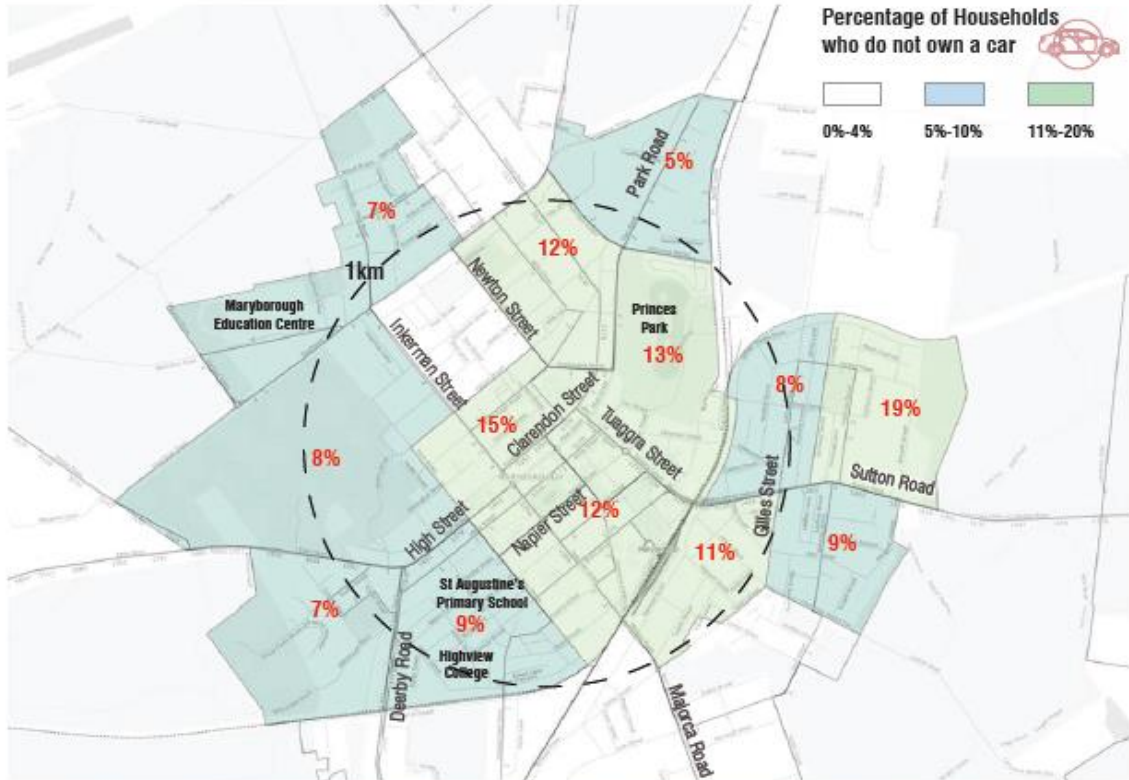


Figure 11: Percentage of households in Maryborough who do not own a car (ABS SA1)

Maryborough bus network

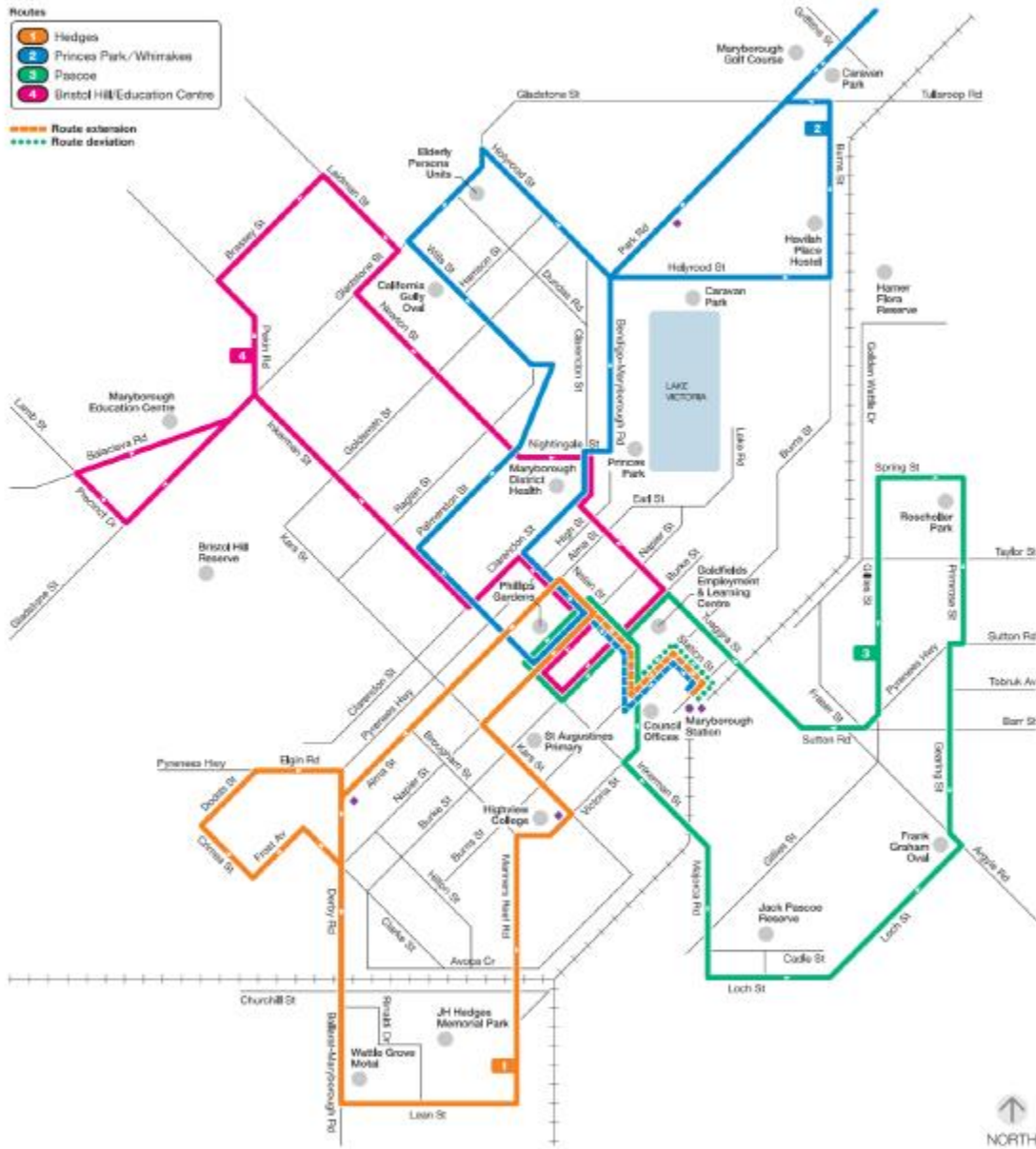


Figure 12: Maryborough transit route map, Source: DoT



8.3 SPORTING CLUBS FEE EQUITY

Author: Manager Finance

Responsible Officer: General Manager Corporate Performance

The Officer presenting this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

SUMMARY/PURPOSE

The purpose of this report is for Council to consider offering a discount to sporting clubs in the 2022/23 financial year and undertake a fee structure review to ensure equity for the various sporting clubs who operate within the Shire

RECOMMENDATION

That Council:

1. Approves the 50% discount offered to clubs in recognition of COVID-19 recovery in the 2022/23 financial year.
2. Approves additional spend in the 2022/23 financial year budget for a review into equitable fee structures for clubs across the Shire.

LEGISLATION AND POLICY CONTEXT

Central Goldfields Shire Council's Council Plan 2021-2025 - Our Growing Economy

The Community's vision 4. Effective and sustainable financial management.

Initiative: Review budget and financial reporting processes to improve monitoring of financial performance

BACKGROUND INFORMATION

Central Goldfields Shire has various locations by which sporting clubs have seasonal tenancies. As part of the COVID-19 support measures introduced in March 2020, associated fees were waived.

Following the expiry of waivers for these clubs, Council has had contact from clubs wishing to reduce the fees payable to support COVID-19 recovery.

There are numerous clubs and education organisations across the shire who use the various facilities and the fees paid across these organisations range from \$0 to \$12k per annum.

REPORT

There are three key issues for Council to consider in determining fees payable for use of sports facilities;

- Ensuring an equity model for clubs based on service provision
- Capacity of clubs to pay
- Capacity of clubs to raise revenue

Previous work undertaken and adopted has suggested the below matrix (relating to oval hire) to ensure equity across clubs. Note: WW is waste water

Turf Quality	Premium Turf & Coucil does some work (no instances)	Premium Turf & Coucil does everything \$12,731.67 + WW charges
	Level 1 Turf & Coucil does some work \$0.00	Level 1 Turf & Coucil does everything \$3,864.00 + WW charges
Council maintenance effort		

It is recognised that whilst the above matrix sets out an equitable model for clubs to pay, the capacity to pay also needs to be taken into consideration.

It is recommended for the 2022/23 financial year that a 50% discount is offered to each of the clubs in recognition of the ongoing challenges associated with COVID recovery.

The total impact to Council would be \$15,433 across 10 clubs.

It is also recommended that funds are included into the 2022/23 financial year budget for consultancy work in preparing a new equitable fee model based on the three key issues noted:

- Ensuring an equity model for clubs based on service provision
- Capacity of clubs to pay
- Capacity of clubs to raise revenue

CONSULTATION/COMMUNICATION

Internal only required for this report.

FINANCIAL & RESOURCE IMPLICATIONS

Council's budgeted revenue for 2022/23 would be reduced by \$15,433 as a result of discounting these fees.

RISK MANAGEMENT

This report addresses Council's strategic risk Financial sustainability - Failure to maintain our long term financial sustainability . Any risks in relation to this report have been discussed in the report above.

CONCLUSION

Variations in fees is payable by various sporting clubs in the Shire.

Following the expiry of COVID-19 support measures, clubs have again been required to pay these fees. Council officers have been contacted by clubs who are having difficulties in paying their fees due to the ongoing impacts of COVID.

To ensure equity amongst clubs, it is recommended that a 50% discount in recognition of COVID recovery is offered to all clubs, the financial impact being \$15,433.

Each of the clubs impacted will be contacted by Council officers.

It is further recommended that a review into club fees is undertaken with a view to understanding the equity model, capacity to pay as well as capacity to generate revenue.

ATTACHMENTS

Nil

Notices of motion

Council meeting

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Notices of Motion

The Governance Rules provides that Councillors May Propose Notices Of Motion, Chapter 2, Division 4:

Councillors may ensure that an issue is listed on an agenda by lodging a Notice of Motion.

22. Notice Of Motion

22.1 A notice of motion must be in writing signed by a Councillor, and be lodged with or sent to the Chief Executive Officer at least one week before the Council meeting to allow sufficient time for him or her to include the notice of motion in agenda papers for a Council meeting and to give each Councillor at least 48 hours notice of such notice of motion.

22.2 The Chief Executive Officer may reject any notice of motion which:

22.2.1 is vague or unclear in intention

22.2.2 it is beyond Council's power to pass; or

22.2.3 if passed would result in Council otherwise acting invalidly

but must:

22.2.4 give the Councillor who lodged it an opportunity to amend it prior to rejection, if it is practicable to do so; and

22.2.5 notify in writing the Councillor who lodged it of the rejection and reasons for the rejection.

22.3 The full text of any notice of motion accepted by the Chief Executive Officer must be included in the agenda.

22.4 The Chief Executive Officer must cause all notices of motion to be numbered, dated and entered in the notice of motion register in the order in which they were received.

22.5 Except by leave of Council, each notice of motion before any meeting must be considered in the order in which they were entered in the notice of motion register.

22.6 If a Councillor who has given a notice of motion is absent from the meeting or fails to move the motion when called upon by the Chair, any other Councillor may move the motion.

22.7 If a notice of motion is not moved at the Council meeting at which it is listed, it lapses.

Urgent business

Council meeting

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Urgent Business

The Governance Rules provide for urgent business as follows:¹

If the agenda for a Council meeting makes provision for urgent business, business cannot be admitted as urgent business other than by resolution of Council and only then if it:

1. 1 relates to or arises out of a matter which has arisen since distribution of the agenda; and
2. 2 cannot safely or conveniently be deferred until the next Council meeting.

¹ Chapter 2, Rule 20.

Confidential business

Council meeting

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Confidential Business

The public transparency principles include that Council decision making processes be transparent except when the Council is dealing with information that is confidential by virtue an Act.¹

Except in specified circumstances, Council meetings must be kept open to the public.² One circumstance is that the meeting is to consider confidential information.³

If a Council determines that a meeting is to be closed to the public to consider confidential information, the Council or delegated committee must record in the minutes of the meeting that are available for public inspection:⁴

- (a) the ground or grounds for determining to close the meeting to the public by reference to the grounds specified in Act's definition of confidential information;⁵
- (b) an explanation of why the specified ground or grounds applied.

Confidential information, as defined by the *Local Government Act 2020*,⁶ is:

- (a) Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released;
- (b) security information, being information that if released is likely to endanger the security of Council property or the safety of any person;
- (c) land use planning information, being information that if prematurely released is likely to encourage speculation in land values;
- (d) law enforcement information, being information which if released would be reasonably likely to prejudice the investigation into an alleged breach of the law or the fair trial or hearing of any person;
- (e) legal privileged information, being information to which legal professional privilege or client legal privilege applies;
- (f) personal information, being information which if released would result in the unreasonable disclosure of information affairs;
- (g) private commercial information, being information provided by a business, commercial or financial undertaking that—
 - (i) relates to trade secrets; or
 - (ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage;
- (h) confidential meeting information, being the records of meetings closed to the public under section 66(2)(a);

¹ *Local Government Act 2020*, s 58 (a).

² *LGA 2020* s 66 (1).

³ *LGA 2020* s 66 (2) a).

⁴ *LGA 2020* s 66 (5).

⁵ Section 3 (1).

⁶ Section 3 (1).

- (i) internal arbitration information, being information specified in section 145;
- (j) Councillor Conduct Panel confidential information, being information specified in section 169;
- (k) information prescribed by the regulations to be confidential information for the purposes of this definition;
- (l) information that was confidential information for the purposes of section 77 of the Local Government Act 1989;

The Governance Rules provide for information relating to a meeting to be confidential:⁷

- If the Chief Executive Officer is of the opinion that information relating to a meeting is confidential information within the meaning of the *Local Government Act 2020*, he or she may designate the information as confidential and advise Councillors and/or members of Council staff in writing accordingly.
- Information which has been designated by the Chief Executive Officer as confidential information within the meaning of the Act, and in respect of which advice has been given to Councillors and/or members of Council staff in writing accordingly, will be presumed to be confidential information.

⁷ Chapter 6.

Meeting closure

Council meeting

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