

Cabonne Pedestrian Access and Mobility Plan

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Table of Contents

1	Introduction	6
1.1	Background	6
	1.1.1 Process	6
1.2	PAMP Objectives	6
1.3	Plan structure	6
1.4	Plan structure by town	7
1.5	Reference Information	8
	1.5.1 Documents reviewed	8
1.6	Study area	8
2	Policy and planning context	10
2.1	Federal policy framework	10
2.2	State Government policies and plans	10
	2.2.1 NSW State Plan 2021 (NSW State Plan)	10
	2.2.2 NSW Long Term Transport Master Plan	11
	2.2.3 NSW Planning Guidelines for Walking and Cycling	11
	2.2.4 How to prepare a Pedestrian Access and Mobility Plan	11
2.3	Cabonne Council plans and policies	12
	2.3.1 Cabonne Local Environmental Plan 2012	12
	2.3.2 Cabonne Community Strategic Plan 2025	12
	2.3.3 Cabonne Pedestrian Access and Mobility Plan (PAMP), GHD 2007	12
	2.3.4 Cabonne Bicycle Plan 2005-2010, Constructive Solutions 2005	13
2.4	Other guides	14
	2.4.1 Cycle Orange Guide	14
3	Existing situation	15
3.1	Population and characteristics	15
	3.1.1 Age	15
	3.1.2 Car ownership	15
	3.1.3 Key considerations for the study	16
3.2	Travel behaviour	16
3.3	Town and village characteristics and land uses	17
	3.3.1 Canowindra	18
	3.3.2 Cargo	21
	3.3.3 Cudal	23
	3.3.4 Cumnock	25
	3.3.5 Eugowra	27
	3.3.6 Manildra	29
	3.3.7 Molong	31
	3.3.8 Mullion Creek	34
	3.3.9 Yeoval	36
3.4	Movement and access	38
	3.4.1 Pedestrian network	38

3.4.2	Pedestrian route priorities	38
3.4.3	Pedestrian networks	39
3.4.4	Other modes	59
4	Existing issue identification and mapping	62
4.1	Stakeholder consultation	62
4.2	Pedestrian crashes	64
4.2.1	Crash locations	64
4.2.2	Crash types	64
4.3	Facility audits	65
4.4	Mapping	66
4.5	Summary of key findings	76
4.5.1	Connectivity	76
4.5.2	Road safety	76
4.5.3	Accessibility	76
4.5.4	Legibility	76
4.5.5	Quality of infrastructure and maintenance	76
4.5.6	Recreational routes	77
5	Future context	78
5.1	Population growth	78
5.2	Land use changes and new developments	78
5.2.1	Residential zoning	78
5.2.2	Known residential developments	78
5.2.3	Other land uses	78
6	Recommended pedestrian improvements	79
6.1	General	79
6.1.1	Shared paths	79
6.1.2	Crossings	79
6.1.3	Kerb ramps	79
6.1.4	Specific improvements	80
7	Works prioritisation	90
7.1	Works prioritisation criteria	90
7.2	Indicative costs and Triple Bottom Line rating.	90
7.3	Implementation timings	90
8	Opportunities	101
8.1	Recreational walking routes	101
8.1.1	Town circuit walks	101
8.1.2	Nature walks along creeks and through bushland	101
8.1.3	Historic walks	101
8.2	Synergies with bike plan	101
9	Public Exhibition period	102
9.1	Outcomes of the public exhibition period	102

Figures

Figure 1-1	PAMP study area	9
Figure 3-1	Journey to work by residents, ABS Census 2011.....	17
Figure 3-2	Canowindra pedestrian generators.....	20

Figure 3-3	Cargo pedestrian generators	22
Figure 3-4	Cudal pedestrian generators.....	24
Figure 3-5	Cumnock pedestrian generators.....	26
Figure 3-6	Eugowra pedestrian generators.....	28
Figure 3-7	Manildra pedestrian generators	30
Figure 3-8	Molong pedestrian generators	33
Figure 3-9	Mullion Creek pedestrian generators	35
Figure 3-10	Yeoval pedestrian generators	37
Figure 3-11	Canowindra’s pedestrian network.....	41
Figure 3-12	Cargo’s pedestrian network	43
Figure 3-13	Cudal’s pedestrian network.....	45
Figure 3-14	Cumnock’s pedestrian network.....	47
Figure 3-15	Eugowra’s pedestrian network.....	49
Figure 3-16	Manildra’s pedestrian network	51
Figure 3-17	Molong’s pedestrian network	53
Figure 3-18	Mullion Creek’s pedestrian network	55
Figure 3-19	Yeoval’s pedestrian network	57
Figure 3-20	Cabonne road hierarchy	61
Figure 4-1	Canowindra existing facilities and pedestrian issues.....	67
Figure 4-2	Cargo existing facilities and pedestrian issues	68
Figure 4-3	Cudal existing facilities and pedestrian issues	69
Figure 4-4	Cumnock existing facilities and pedestrian issues.....	70
Figure 4-5	Eugowra existing facilities and pedestrian issues.....	71
Figure 4-6	Manildra existing facilities and pedestrian issues	72
Figure 4-7	Molong existing facilities and pedestrian issues	73
Figure 4-8	Mullion Creek existing facilities and pedestrian issues	74
Figure 4-9	Yeoval existing facilities and pedestrian issues	75
Figure 6-1	Canowindra recommended improvements	81
Figure 6-2	Cargo recommended improvements.....	82
Figure 6-3	Cudal recommended improvements	83
Figure 6-4	Cumnock recommended improvements	84
Figure 6-5	Eugowra recommended improvements	85
Figure 6-6	Manildra recommended improvements	86
Figure 6-7	Molong recommended improvements.....	87
Figure 6-8	Mullion Creek recommended improvements	88
Figure 6-9	Yeoval recommended improvements	89

Tables

Table 1-1	Plan structure by town or village	7
Table 3-1	Gender and age, ABS Census (2011)	15
Table 3-2	Vehicles per household.....	16
Table 3-3	Route priorities and their characteristics.....	39
Table 3-4	Road classifications	59
Table 4-1	Stakeholder consultation key outcomes	62
Table 4-2	Road User Movement (RUM) codes	64
Table 4-3	Number of crashes by RMS Accident Definitions for Coding Accidents (DCA) code.....	65
Table 4-4	Pedestrian age profile	65
Table 4-5	Specific pedestrian issues.....	66
Table 6-1	Minimal pedestrian infrastructure by route.....	79
Table 6-2	Specific improvement numbers.....	80

Appendices

Appendix A –Stakeholder consultation outcomes report

Appendix B – Facility audit outcomes

Appendix C – Public exhibition outcomes report

1 Introduction

1.1 Background

Cabonne Council has identified the need to review and update Council's Pedestrian Access and Mobility Plan (PAMP) to cater for the existing and future needs of Cabonne residents and visitors in the local government area's (LGA) villages and centres.

1.1.1 Process

The pedestrian network is determined by identifying:

- > Current and future pedestrian origins and destinations.
- > Factors that may inhibit pedestrian movements including natural and man-made barriers.
- > A review of pedestrian crash statistics and locations.
- > Pedestrian movement issues identified through consultation with stakeholders and the general community.

1.2 PAMP Objectives

The objectives of the PAMP for the Cabonne County villages are:

- > To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration.
- > To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads.
- > To identify and resolve pedestrian crash clusters.
- > To facilitate improvements in the level of personal mobility and safety for pedestrians (particularly those with disabilities and older persons) through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.
- > To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards.
- > To ensure pedestrian facilities are employed in a consistent and appropriate manner throughout Cabonne.
- > To link existing vulnerable road user plans in a coordinated manner (e.g. Bike plans, associated issues to accessible public transport etc)

1.3 Plan structure

- > **Chapter 2** presents the **policy and planning context** for the study including a review of the existing policies, studies, strategies and programs.
- > **Chapter 3** presents the **existing situation**; detailing the demographic characteristics in the study area, the land uses, transport networks including pedestrian routes and infrastructure and the travel behaviour of residents and workers.
- > **Chapter 4** describes and maps the **existing issues** in the study area, identifying the pedestrian constraints and issues from community and stakeholder consultation, an analysis of crash data, and results from the facility audit.
- > **Chapter 5** presents the **future context** including expected residential and employment population growth and land use changes in the study area.
- > **Chapter 6** recommends **improvements** for pedestrians.
- > **Chapter 7** **prioritises** the recommended improvements and presents the costs estimates and triple bottom line rating for each item.

- > **Chapter 8** presents additional opportunities for pedestrian planning.
- > **Chapter 9** details the public exhibition period and outcomes.

1.4 Plan structure by town

The PAMP report covers nine separate towns and villages in Cabonne. To assist with locating key relevant information for each town, **Table 1-1** sets out the sections and page numbers which refer specifically to each town.

Table 1-1 Plan structure by town or village

Town	Section title	Section number	Page number
Canowindra	Town characteristics & land uses	3.3.1	18
	Pedestrian network	3.4.3.1	39
	Existing issues mapping	4.4	67
	Recommended improvements	6	81
	Works prioritisation	7	90
Cargo	Town characteristics & land uses	3.3.2	21
	Pedestrian network	3.4.3.2	42
	Existing issues mapping	4.4	68
	Recommended improvements	6	82
	Works prioritisation	7	90
Cudal	Town characteristics & land uses	3.3.3	23
	Pedestrian network	3.4.3.3	44
	Existing issues mapping	4.4	69
	Recommended improvements	6	83
	Works prioritisation	7	90
Cumnock	Town characteristics & land uses	3.3.4	25
	Pedestrian network	3.4.3.4	46
	Existing issues mapping	4.4	70
	Recommended improvements	6	84
	Works prioritisation	7	90
Eugowra	Town characteristics & land uses	3.3.5	27
	Pedestrian network	3.4.3.5	48
	Existing issues mapping	4.4	71
	Recommended improvements	6	85
	Works prioritisation	7	90
Manildra	Town characteristics & land uses	3.3.6	29
	Pedestrian network	3.4.3.6	50
	Existing issues mapping	4.4	72
	Recommended improvements	6	86
	Works prioritisation	7	90
Molong	Town characteristics & land uses	3.3.7	31
	Pedestrian network	3.4.3.7	52
	Existing issues mapping	4.4	73
	Recommended improvements	6	87
	Works prioritisation	7	90
Mullion Creek	Town characteristics & land uses	3.3.8	34
	Pedestrian network	3.4.3.8	54
	Existing issues mapping	4.4	74
	Recommended improvements	6	88
	Works prioritisation	7	90

Town	Section title	Section number	Page number
Yeoval	Town characteristics & land uses	3.3.9	36
	Pedestrian network	3.4.3.9	56
	Existing issues mapping	4.4	75
	Recommended improvements	6	89
	Works prioritisation	7	90

1.5 Reference Information

1.5.1 Documents reviewed

A review of background studies and reports provided an understanding of the key transport and land use planning studies, plans and strategies and informed the development of the Cabonne PAMP. The review built a picture of the policy context and any existing features and deficiencies of the pedestrian networks in the study area. The following documents were reviewed:

- > NSW State Plan 2021.
- > NSW Long Term Transport Master Plan.
- > NSW Planning Guidance for Walking and Cycling.
- > How to prepare a Pedestrian Access and Mobility Plan.
- > Cabonne Council Pedestrian Access and Mobility Plan (2007).
- > Cabonne Council Bike Plan (2005-2010).
- > Cabonne Council Bike Plan (2005) implementation status.
- > Crash data from previous 5 years.
- > Council's aerial photos.

1.6 Study area

The study area for the Cabonne PAMP is nine villages and centres throughout the LGA:

- > Canowindra
- > Cargo
- > Cudal
- > Cumnock
- > Manildra
- > Molong
- > Mullion Creek
- > Yeoval
- > Eugowra

The village locations are shown on **Figure 1-1**.

Figure 1-1 PAMP study area



2 Policy and planning context

The key documents with relevance to the PAMP from either a policy context, or for identification of issues and opportunities and understanding of proposed works and development in the study area, are detailed in the following sections:

- > Federal policy framework.
- > State Government policies and plans.
- > Cabonne policies and plans.

2.1 Federal policy framework

Responsibilities for transport planning are spread across all levels of government and provide a high level context for the PAMP. The Federal Government can have an important role to play in the funding of active transport initiatives and in establishing the framework within which Cabonne Council can act.

Relevant Federal policies, plans and programs that can affect the planning and implementation of pedestrian infrastructure in Cabonne include:

- > The National Urban Policy.
- > National Road Safety Strategy.
- > National Partnership on Preventative Health.
- > National Disability Strategy.
- > The Liveable Cities Program.
- > Disability Discrimination Act 1992.
- > Walking, Riding and Access to Public Transport—Draft report for discussion 2012.

2.2 State Government policies and plans

2.2.1 NSW State Plan 2021 (NSW State Plan)

The NSW State Plan 2021 is the NSW Government's 10 year plan to rebuild the economy, return quality services, renovate infrastructure, restore accountability to government, and strengthen the local environment and communities in NSW. The plan sets priority goals for action and provides guidance for NSW Government resource allocation in alignment with the NSW Budget. The NSW State Plan 2021 includes the following 'return quality services' and 'renovate infrastructure' goals that are relevant to the transport considerations of this study:

Transport related goals

- > Goal 7 – reduce travel times.
- > Goal 9 – improve customer experience with transport services.
- > Goal 10 – improve road safety.

Beyond the directly relevant transport goals, there are a number of other goals that improving pedestrian accessibility and mobility in NSW will help to achieve.

Infrastructure related goals

- > Goal 19 – invest in critical infrastructure.
- > Goal 20 - build liveable centres.

Strengthening local environment and community goals

- > Goal 24 – Make it easier for people to be involved in their communities.

- > Goal 25 - Increase opportunities for seniors in NSW to fully participate in community life.

2.2.2 NSW Long Term Transport Master Plan

The NSW Government has prepared a Long Term Transport Master Plan (the Plan) for the NSW State. The Plan provides goals for an integrated transport system in NSW and offers a 20 year framework for the provision of transport infrastructure and services throughout NSW. The Plan sets out transport objectives, many of which are relevant to this study, including:

- > Improve liveability.
- > Support economic growth and productivity.
- > Support regional development.
- > Improve safety and security.
- > Reduce social disadvantage.
- > Improve sustainability.
- > Strengthen transport planning processes.

The Plan highlights the importance of providing a well-connected, efficient, transport network to sustain community wellbeing and quality of life in regional areas. The plan also commits to investment in regional footpaths in partnership with local councils, aligning with the PAMP's objectives and aiming to work to improve and enhance walking paths in regional centres to increase the number of people who walk.

The Plan recognises that NSW's small and medium towns are important to the state's vitality and character which should be amenable for pedestrians and cyclists and be accessible for all residents. The Plan specifically notes the importance of access to health, education and other essential services in regional centres. Relevant to the areas of Cabonne that are along major highways is the description of increased freight vehicles travelling through regional centres. As economic growth increases, the residents of Molong located along Mitchell Highway will experience greater traffic impacts and reduced amenity and character.

The Plan also notes the increase in an aging population in regional NSW, by 2031, 21% of regional residents will be 65 years or older and safe and convenient access to health services will need to be provided.

One of the actions described in Chapter 6 of the Plan is "increasing walking opportunities". The plan acknowledges that opportunities to travel on foot are key factors in mobility facilitation. The NSW Government commits to work with regional councils and to invest in better information and infrastructure, and to address the lack of footpaths and walking spaces along older roads through improvement and enhancement of walking routes to increase the number of pedestrians.

2.2.3 NSW Planning Guidelines for Walking and Cycling

The NSW Government has set guidelines to assist Councils, communities and the development industry to improve planning for walking and cycling throughout the state.

The NSW Planning Guidelines for Walking and Cycling aim to promote the consideration of walking and cycling by land-use planners throughout NSW to reduce car use and improve health. While focused on the integration of walking and cycling needs at the planning stage, the guidelines touch on a number of principles that are relevant for the assessment of existing pedestrian facilities including ensuring that local centres are accessible, identifying the walking catchments for public transport services and centres, developing regional walking and cycling networks for both transport and recreation, enhancing security and safety through footpaths which are parallel and close to streets and appropriate lighting and the provision of paths and trails for recreational use. The guidelines state that footpaths should be continuous, level and unobstructed.

2.2.4 How to prepare a Pedestrian Access and Mobility Plan

The PAMP Guidelines is a practical manual which outlines the planning, preparation and implementation of Pedestrian Access and Mobility Plans. It provides a practical, step-by-step process for the development of a plan that will detail the objectives, background data, pedestrian routes, user groups, facility audit,

consultation, action plan and prioritisation of improvement works for a designated study area. The PAMP Guidelines provide the basis for the development of the updated Cabonne PAMP.

2.3 Cabonne Council plans and policies

2.3.1 Cabonne Local Environmental Plan 2012

The Cabonne Local Environmental Plan (LEP) 2012 was prepared by Cabonne Council in accordance with the NSW Standard Instrument. LEPs guide local development and growth through Development Standards and land use zoning tables. LEPs also identify State and local items of heritage and conservation areas within a particular LGA.

The LEP provides zoning for each of the PAMP villages and towns. The majority of the centres are zoned as 'RU5 Village' under the LEP with the aim to provide for the land uses, services and facilities associated with rural villages.

Some of the larger centres are zoned as 'B2 Local Centre' for the commercial area of the town to support the provision of a range of retail, business, entertainment and community uses. Local centres also aim to maximise public transport patronages and encourage walking and cycling. They provide employment opportunities and encourage mixed use development for an active community. The local centre zones are surrounded by residential zones in the larger centres.

The LEP is supported by a number of Development Control Plans (DCP) that provide more detailed development controls for specific locations or to address particular issues such as flooding. There are no specific provisions that relate directly to the provision of walking or cycling infrastructure in the DCPs.

2.3.2 Cabonne Community Strategic Plan 2025

The Cabonne Community Strategic Plan 2025 presents a vision for the preferred future for Cabonne Shire and sets out five future directions and associated strategic outcomes that will help to achieve this vision. Of the five future directions, No. 1 'Connect Cabonne to each other and the world' is directly supportive of the provision of walking and cycling infrastructure. The relevant strategic outcomes that sit under this future direction include:

#1.1 A safe, efficient and quality urban and rural transport system for vehicles and pedestrians on Council's local, regional and state road network.

#1.3 A range of transport options in to, out of, and around Cabonne that are affordable and available.

2.3.3 Cabonne Pedestrian Access and Mobility Plan (PAMP), GHD 2007

Council's previous PAMP, published in 2007, was the first pedestrian plan for the LGA. The PAMP covered the nine major towns in Cabonne and aimed to address the existing pedestrian environment, identify the key issues of concern related to pedestrian activity, safety and demographics and also recommend potential improvements to the pedestrian network in each town, addressing each user group.

The 2007 PAMP included a review of the 2005 Village Strategies which provided insight into the development potential and heritage considerations for each centre. The PAMP also considered the 2005-2010 Strategic Cycle Plan and the crash data involving pedestrians from 2002 to 2006.

The PAMP establishes a hierarchy of pedestrian needs and also the desirable and minimum route infrastructure required:

- > Primary pedestrian activity zones: Typically the main commercial street. Not every village in Cabonne was identified as having a primary pedestrian activity zone.
- > Secondary pedestrian activity generators: Includes shops, schools, sporting facilities, and other community facilities that are located outside of the primary pedestrian zone.
- > Tertiary pedestrian activity generators: Similar to secondary pedestrian activity generators but with lower levels of pedestrian activity.
- > Primary pedestrian routes: These routes connect residential areas to the Primary, Secondary and Tertiary activity zones and generators. These trunk routes connect a significant catchment of a town's population

and aim to provide a direct and convenient route to the major trip generators while taking into consideration the demographic use of different pedestrian generators.

The methodology used to prioritise the PAMP's recommendations references the RTA's 'How to prepare a Pedestrian Access and Mobility Plan (PAMP)' but is based on a bespoke prioritisation method developed in agreement between GHD and Cabonne Council.

Community consultation was undertaken to inform the development of the 2007 PAMP. An informal meeting was held in each village where attendees were able to comment on two maps that indicated both the existing pedestrian issues present in their village and the proposed improvements to pedestrian infrastructure. Outcomes from the community meetings included:

- > Proposals for additional footpaths and widening of specific existing footpaths.
- > Concern over bus stop locations.
- > Access to specific secondary and tertiary activity generators.
- > Parking issues and requirements for a disabled car space.

The PAMP included an audit of existing facilities and activities, describing the findings for each village, shown in Figures 2-10 in Appendix A of the PAMP.

Pedestrian infrastructure improvements are recommended for each of the villages with locations shown graphically on Figures 11-20 in the PAMP's Appendix A. The recommendations are described in the body of the report and a prioritisation level between one and ten is proposed for each recommended improvement.

2.3.4 Cabonne Bicycle Plan 2005-2010, Constructive Solutions 2005

The Cabonne Bicycle Plan 2005-2010 (Bicycle Plan) aimed to develop a bicycle path system for Cabonne's villages and centre and to provide cycling links between some of the villages and tourist attractions throughout the LGA. The five year plans propose prioritised improvements to cycling facilities to cater for the needs of the Shire's communities and also bicycle education to promote cycling amongst Cabonne residents. The plan's proposed network of off and on road paths aims to connect residential areas with key destinations such as shopping areas, schools and public recreation areas.

The Bicycle Plan's methodology involved:

- > Providing facilities for cyclists and consideration of their needs in the design, construction and maintenance of roads.
- > Engaging the whole community in relation to the safety of cyclists by encouraging community based education of young and mature road users. This will lead to the participation in broad community initiatives promoting cycle safety and encouraging Council and the community to focus on cycle safety.

The report identified three types of Cabonne cyclists:

- > Recreational/local village errands: including youth cycling to school and to recreational facilities
- > Commuters: adults who cycle to work or to use recreational facilities.
- > Recreational/health and competition: cyclists who cycling for exercise and competition. They are generally affiliated with a cycle club or group and participate in organised activities.

The plan identifies existing sections of Cabonne cycle paths including:

- > Manildra: On-road along Kiewa Street and then an off-road shared facility behind Manildra Grain, to the footbridge over Mandagery Creek to the public school.
- > Canowindra: On-road facilities including lines and signage on the main roads and crossings of the Belubula River.

Other informal routes used by competitive cyclists include:

- > Eugowra to Canowindra Road
- > Molong to Yeoval Road

- > Cudal to Manildra Road
- > Cudal to Orange Road
- > Cudal to Cargo Road
- > Orange/Cabonne/Blayney – training, touring and triathlons around the Lake Canoblas Nashdale area.

Community consultation was undertaken as part of the Bicycle Plan to receive information from community groups and stakeholders on the current and potential bicycle use and facilities within the Shire. The key issues identified through the consultation include: signage at entrances to villages to alert motorists of cyclists, quality of pavement, separation from traffic (particularly heavy vehicles), additional bicycle parking, and designated highway crossing points.

A survey of schools found high bicycle ownership rates and the most common reason for cycling was for recreation. Commuting by bicycle was considered unsafe.

Community input helped to determine a ranking system for prioritising improvements. If a cycle path linked residential areas to two or more facilities it received a higher rating. Community suggested routes are discussed in the report and final key routes for each village are included as a budgeted proposal across the Cabonne LGA.

The community's focus for improving cycling facilities centred on connecting the school to other public facilities such as pools and sportsgrounds. The plan's Appendix 1 includes maps that propose the staging for the implementation of the works needed in each village to achieve the desired links between facilities.

2.4 Other guides

2.4.1 Cycle Orange Guide

The Cycle Orange Guide from Orange City Council sets out the cycling routes in and around Orange including long distance cycling routes that extend to destinations in Cabonne LGA. The guide aims to accommodate a range of cycling users, from racers to recreational bicycle riders and provides details of each trail's conditions and attractions.

The routes that extend into Cabonne close to villages include:

- > Lake Canoblas / Borenore / Molong trail (North-west to Molong).
- > Banjo Patterson's Loop (north towards Mullion Creek).

3 Existing situation

3.1 Population and characteristics

The study area's population characteristics are established in the following sections based on the Australian Bureau of Statistics (ABS) 2011 Census data. The data is presented for each town or village where available, and for Cabonne LGA and NSW as comparisons.

3.1.1 Age

The age profile of the LGA is an important factor in determining the pedestrian amenity and infrastructure requirements to be outlined in the PAMP. Age profile data for the LGA is shown below in **Table 3-1**.

The two most vulnerable pedestrian user groups are the elderly and children. For these users facilities are required to provide a safe walking environment that encourages walking as a viable transport option.

Each of the urban localities has a significantly higher proportion of people aged over 65 years than the NSW average. Yeoval and Eugowra have the highest senior citizen populations with 32.2% and 26.6%, respectfully. The villages generally have a higher proportion of senior citizens than the average for Cabonne LGA.

The proportion of children differs between the villages; Cargo and Cudal have high proportions of infants, Cumnock, Cudal and Manildra and Molong all have high proportions of children aged 5-9 and Cargo and Cumnock have higher proportions of children and teenagers aged 10-19.

Table 3-1 Gender and age, ABS Census (2011)

	Canowindra	Cargo	Cudal	Cumnock	Eugowra	Manildra	Molong	Yeoval	Cabonne LGA	NSW %
0 – 4 years	95 (6.7%)	22 (9.4%)	31 (9.1%)	10 (3.6%)	26 (4.9%)	23 (5%)	118 (7.2%)	17 (5.8%)	853 (6.7%)	6.6%
5 – 9 years	88 (6.2%)	14 (6%)	27 (8%)	26 (9.4%)	32 (6%)	36 (7.8%)	129 (7.9%)	18 (6.2%)	952 (7.4%)	6.3%
10 – 19 years	162 (11.3%)	41 (17.2%)	25 (7.5%)	44 (15.9%)	60 (11.3%)	71 (15.3%)	234 (14.3%)	37 (12.7)	1,837 (14.3%)	12.7%
20 - 64 years	752 (52.8%)	105 (44.7%)	181 (53.3%)	134 (48.7%)	271 (51.1%)	259 (55.8%)	819 (50.3%)	126 (43.2%)	6,918 (53.9%)	59.7%
65 years and over	327 (22.9%)	53 (22.6%)	75 (22.1%)	61 (22.2%)	141 (26.6%)	75 (16.2%)	329 (20.2%)	94 (32.2%)	2,261 (17.7%)	14.7%
Total Persons	1,424	235	339	275	530	530	1,629	292	12,821	

Source: ABS, 2011 Census. Data not available for Mullions Creek.

3.1.2 Car ownership

Understanding the levels of car ownership is important in determining the types of pedestrian facilities that are required. High car ownership could mean a lack of good pedestrian amenity and alternative options. It could also suggest that private vehicles are used for most trips, and that walking is a recreational activity, which requires different types of facilities, as well as different locations for routes.

Households in the majority of PAMP villages considered in this study are more likely to own a car than households across NSW, with the exception of Canowindra and Yeoval.

Around half of the villages are more likely to own multiple cars than the NSW average; these are Canowindra, Cargo, Eugowra and Molong. Cabonne LGA has the highest incidence of multiple motor

vehicles; this could be because rural households (outside of the villages) are more likely to own multiple motor vehicles than those within the centres which may be because of the need for different vehicles for different purposes.

Table 3-2 summarises the car ownership per household in each of the Cabonne villages, the Cabonne LGA and all of NSW.

Table 3-2 Vehicles per household

	Canowindra	Cargo	Cudal	Cumnock	Eugowra	Manildra	Molong	Yeoval	Cabonne LGA	NSW %
No motor vehicles	72 (11.7%)	5 (6.2%)	11 (8%)	11 (10.3%)	8 (3.9%)	16 (8.4%)	43 (7%)	19 (16.8%)	217 (4.6%)	10.4%
1 motor vehicle	220 (37.5%)	23 (28.8%)	37 (26.8%)	34 (31.8%)	67 (33%)	79 (41.6%)	234 (38.4%)	47 (41.6%)	1,226 (26.1%)	37.8%
2 motor vehicles	211 (34.2%)	36 (45%)	53 (38.4%)	36 (33.6%)	77 (37.9%)	69 (36.3%)	236 (38.7%)	32 (28.3%)	1,945 (41.3%)	34%
3 + motor vehicles	92 (14.9%)	16 (20%)	27 (19.6%)	17 (15.9%)	42 (20.7%)	23 (12.1%)	84 (13.8%)	8 (7.1%)	1,197 (25.4%)	14.6%
Number not stated	22 (3.6%)	0	10 (7.2%)	9 (8.4%)	9 (4.4%)	3 (1.6%)	13 (2.1%)	7 (6.2%)	120 (2.6%)	3.2%

Source: ABS, 2011 Census. Data not available for Mullions Creek.

3.1.3 Key considerations for the study

The population characteristics give an indication of the types of user groups that need to be supported by the pedestrian facilities in the villages.

All of the villages have significantly older populations than the NSW average. Elderly people are more likely to have a mobility or sensory impairment and will require safe crossing opportunities and walking facilities that are accessible and DDA compliant. They may also have walking devices such as walking frames, sticks or mobile scooters that need to be accommodated.

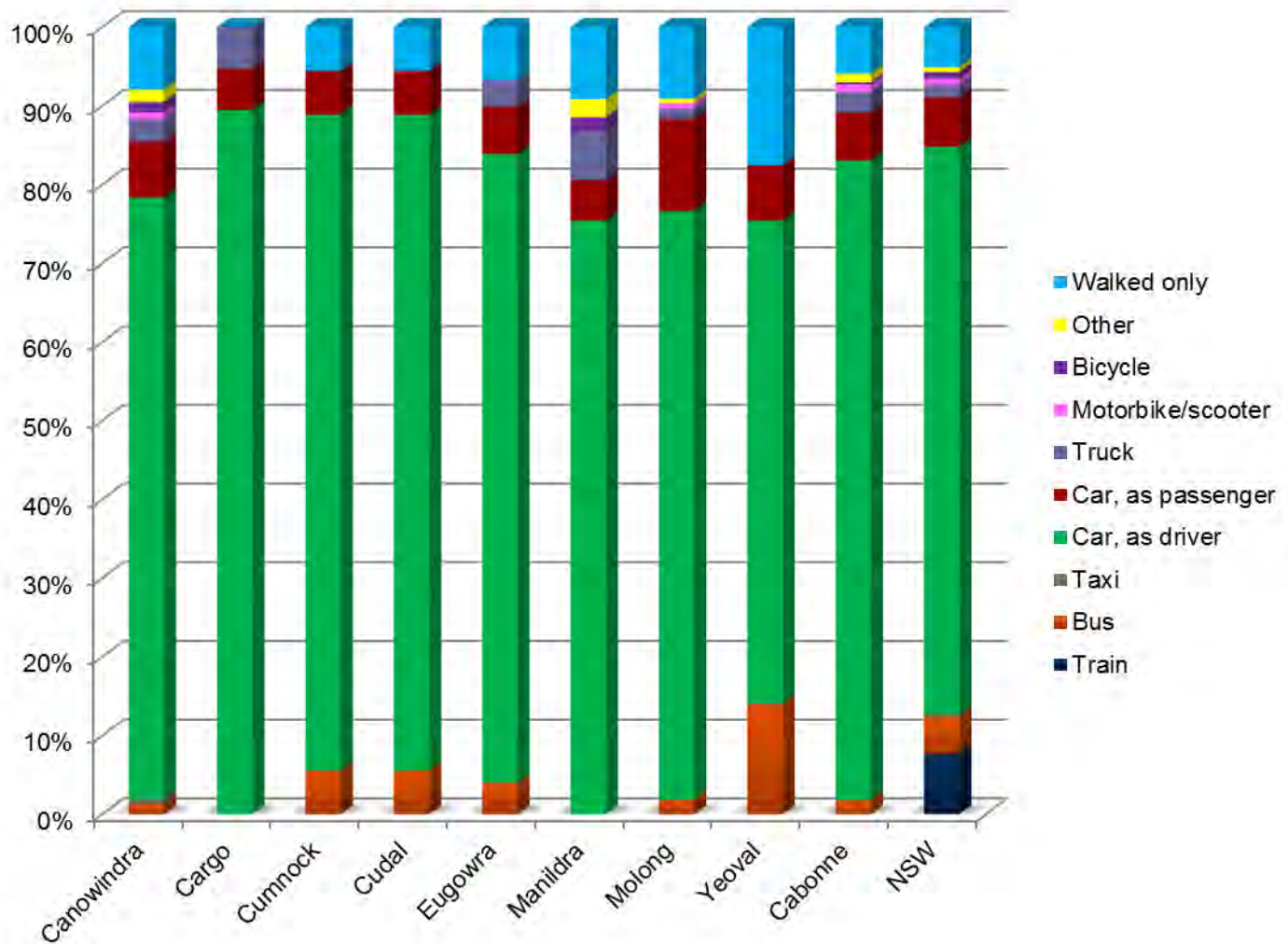
Young children between 0-4 years also make up a higher proportion of the population in many of Cabonne's villages than they do across NSW. Families with young children also need accessible walking facilities as they are likely to have prams.

Some of the villages have a high proportion of households with no motor vehicles. This means people living in these areas will make more walking trips and have a higher reliance on the footpath network.

3.2 Travel behaviour

The study area's resident travel behaviour to work was determined through analysis of Australian Bureau of Statistics (ABS) 2011 Census data. The data is presented for each of the villages excluding Mullion Creek with Cabonne LGA and NSW as comparisons.

The resident worker population of the villages overwhelmingly travel to work by motor vehicle (car or truck) as shown on **Figure 3-1**. This is a higher proportion than workers across NSW where private motor vehicle travel is at 79.9% of all journeys. Although public transport is not an option for many Cabonne residents, buses account for a small proportion of trips in most villages with the exception of Yeoval where buses account for 14% of trips (noting that this equates to only eight people). Walking in Cabonne villages is a more popular method of travelling to work than in wider NSW. While walking only accounts for 5% of work trips across NSW it accounts for 6 – 9% of work trips in most of Cabonne's villages with the exception of Yeoval at 18% and Cargo with no walking trips.

Figure 3-1 Journey to work by residents, ABS Census 2011

Source: ABS, 2011 Census. Data not available for Mullions Creek.

3.3 Town and village characteristics and land uses

Each village's key land uses are illustrated on **Figure 3-2** to **Figure 3-10**. These include educational institutions, retirement villages, retail centres, public open space and hospitals. A short description of each village is provided in the following sections. This description draws on the 2007 PAMP summary from the Village Strategies, the outcomes of the 2007 PAMP's community consultation meetings and the Cabonne Local Environment Plan and Development Control Plan. These characteristics are described according to the 2007 PAMP's hierarchy of pedestrian needs:

- > Primary pedestrian activity zone
- > Secondary pedestrian activity generators
- > Tertiary pedestrian activity generators

Not all of the villages have primary pedestrian activity zones and the hierarchy of some pedestrian generator land uses can differ between towns, for example a strip of retail shops could be classified as a secondary pedestrian generator in one village but a single, small retail shop could be a tertiary generator in another location.

3.3.1 Canowindra

Canowindra is 50 kilometres south-west of Orange and one of Cabonne's largest villages. The Belubula River bisects Canowindra but the majority of pedestrian activity generators are located to the north of the river with the southern part of town consisting of mainly large block residential areas. Canowindra's main street, Gaskill Street has historical significance and late nineteenth century architecture.

As one of the larger centres, Canowindra has a 'local centre' zoning for its town centre with residential zoning surrounding it under the Cabonne LEP.

Canowindra's pedestrian generators are mapped on **Figure 3-2** and described in the following sections.

3.3.1.1 Primary pedestrian activity zone

Canowindra's primary pedestrian activity zone is located along Gaskill Street, south of Blatchford Street. This retail area includes a number of shops, cafes and pubs as well as the Canowindra Services and Citizens Club and the Canowindra Library and Post Office.

3.3.1.2 Secondary pedestrian activity generators

Schools

The Canowindra High School is located on Browns Avenue in the town's north-west. 210 students, in years 7 to 12, and 28 teachers attended the school in 2012. The Canowindra Public School on Tilga Street (corner of Charlotte Street) had 157 students between kindergarten and year 6 in 2011, supported by 17 teachers. St Edwards Primary School caters for students between kindergarten and year 6 and is also located on Tilga Street. A pre-school is located on the corner of Ryall Street and Ferguson Street.

The Canowindra pre-school is located on Ferguson Street.

3.3.1.3 Tertiary pedestrian activity generators

Public open space and recreational uses

Parks in Canowindra include the Memorial Park on the corner of Gaskill Street and Blatchford Street, sportsgrounds including an oval and tennis courts between Rodd Street and Tilga Street above Ross Street and Morris Park on the corner of Ross Street and Rodd Street.

The Canowindra swimming pool is located on Gaskill Street east of Tilga Street in the south of the town and the bowling club is on Ryall Street south of Flanagan Street.

Aged care and retirement living

The Moyne Aged Care facility is located about 1.7 kilometres east of town on Nangar Road; it has a total of 64 beds, including high care and low care.

A lot on the corner of Mill and Blatchford Streets, adjacent to the memorial park, is earmarked for a retirement village but planning has not progressed yet.

Healthcare

The Canowindra Soldiers Memorial Hospital is located on Brown Street; it is a small hospital with less than 50 beds. The Canowindra Community Health Centre is located on Ryall Street near Ferguson Street.

Community

The police station is on Gaskill Street (west) and the fire station is on Ryall Street south of Blatchford Street. Churches are located on Church Street and Tilga Street to the east of the town centre.

Orana House, on Ferguson Street is a 'community use' building.

Tourism

There are two museums in Canowindra, the Age of Fishes Museum open seven days a week and the Historical Society Museum open only on Saturdays. Both are located on the corner Gaskill Street and Ferguson Street.


The Canowindra caravan park is located on Tilga Street in the town's south, close to the river.

Figure 3-2 Canowindra pedestrian generators



CANOWINDRA

Primary pedestrian activity zone

 Key business district

Secondary pedestrian generators

 School

Tertiary pedestrian generators

 Park / sportsground / golf club

 Church / community hall / museum

 Healthcare / aged care

3.3.2 **Cargo**

Cargo is a small village 30 kilometres south-west of Orange, founded during the gold rush. It is zoned as 'village' under the Cabonne LEP with 'large lot' residential zonings surrounding the village.

Cargo's pedestrian generators are mapped on **Figure 3-3** and described in the following sections.

3.3.2.1 ***Secondary pedestrian activity generators***

School

The Cargo Public School, on Hamilton Street, caters for students in kindergarten to year 6.

3.3.2.2 ***Tertiary pedestrian activity generators***

Retail

Belmore Street provides the community with small scale retail/commercial through a convenience store/petrol station and a pub.

Community

The Cargo Community Hall is located on Molong Street near Belmore Street. An Anglican church is located on Hamilton Street and a Catholic church on Church Street.

Public open space and recreational uses

The Cargo Village Green is located on the corner of Belmore Street and Church Street and another small park is across the road between Molong and Belmore Streets.

Figure 3-3 Cargo pedestrian generators



CARGO

Secondary pedestrian generators

- School
- Town centre / shop / pub / club

Tertiary pedestrian generators

- Park / sportsground / golf club
- Church / community hall / museum
- Healthcare / aged care

3.3.3 Cudal

The village of Cudal is 40 kilometres west of Orange. Boree Creek runs along the western border of Cudal. It's residential and village centre areas are zoned as 'village' under the LEP with 'large lot' residential zonings surrounding the village.

Cudal's pedestrian generators are mapped on **Figure 3-4** and described in the following sections.

3.3.3.1 Secondary pedestrian activity generators

School

The Cudal Public School, on the corner of Toogong Street and Smith Street, caters for students in kindergarten to year 6. In 2011 there were 51 students and the equivalent of five full-time staff. The Cudal Community Children's Centre is located on Main Street.

Retail

Cudal's commercial area is based on Main Street between Brown Street and Wall Street. In this area there is a pub, cafe, retail shops, post office, Council's Engineering and Technical Services offices, the fire station and the Cudal Community Centre.

3.3.3.2 Tertiary pedestrian activity generators

Community

Cudal's three churches are on Toogong Street, Wall Street and Cargo Street. The police station is on Toogong Street near Smith Street.

Public open space and recreational uses

The Cudal swimming pool is located on Main Street east of Cargo Street and the bowling club is on the corner of Brown Street and Main Street. A public park can be found on the corner of Brown Street and Boree Street.

Healthcare

The Cudal Health Service Medical Centre is on the corner of Cargo Street and Toogong Street.

Tourism

A motel is located on Main Street near the intersection with Brown Street and a caravan park is located on Main Street (east).

Figure 3-4 Cudal pedestrian generators



CUDAL

Secondary pedestrian generators

- School
- Town centre / shop / pub / club

Tertiary pedestrian generators

- Park / sportsground / golf club
- Church / community hall / museum
- Healthcare / aged care

3.3.4 Cumnock

Cumnock is a village based around the north-south main street, Obley Street. It is 50 kilometres to the north-west of Orange. Cumnock is zoned as a village under the LEP with a few 'large lot' residential blocks in the village's east.

Cumnock's pedestrian generators are mapped on **Figure 3-5** and described in the following sections.

3.3.4.1 Secondary pedestrian activity generators

School

The Cumnock Public School on Railway Parade had 58 students in 2011, catering to students between kindergarten and year 6. There was the equivalent of five full time staff as well. The Cumnock Village pre-school is located on Obley Street.

Retail

A shopping strip including a post office is located on Obley Street south of Black Street.

3.3.4.2 Tertiary pedestrian activity generators

Retail

A pub is on the corner of McLaughlan Street and Obley Street about 200 metres south of the shopping strip.

Public open space and recreational uses

Cumnock's oval, swimming pool and bowling club are located adjacent to each other, north of McLaughlan Street.

Healthcare

The Cumnock Community Health Centre is located on Obley Street south of the shopping area.

Community

The police station and the community hall are on McLaughlan Street.

Figure 3-5 Cumnock pedestrian generators



CUMNOCK

Secondary pedestrian generators

- School
- Town centre / shop / pub / club

Tertiary pedestrian generators

- Park / sportsground / golf club
- Church / community hall / museum
- Healthcare / aged care

3.3.5 Eugowra

Eugowra is 80 kilometres west of Orange. The town centre is divided by the Mandagery Creek. The village's risk of flooding will restrict development around the creek. Eugowra is zoned as a village under the LEP with a few 'large lot' residential blocks in the village's west.

Eugowra's pedestrian generators are mapped on **Figure 3-6** and described in the following sections.

3.3.5.1 Secondary pedestrian activity generators

School

The Eugowra Public School is located on Hill Street in the town's north-west. The school had 32 students from kindergarten to year 6 in 2012 and three staff. St Joseph's Primary School on Pye Street had around 32 students in 2013 between kindergarten and year 6.

The Eugowra Community Children's Centre is located on Nanima Street.

3.3.5.2 Tertiary pedestrian activity generators

Retail

Retail shops are located along Broad Street on both sides of the creek and along Nanima Street close to the intersection with Broad Street. The Central Hotel is located at the intersection of Pye Street, Broad Street and Nanima Street.

Public open space and recreational uses

The bowling club is located on Hill Street, surrounded by a public park and the sportsground is on Nanima Street with the swimming pool nearby on Oberon Street. Apex/Pioneer Park is located near the Mandagery Creek bridge with a town notice board and the showground is on Noble Street to the east of the village.

Healthcare

The Eugowra Multipurpose Services Hospital on Hill Street as is the Community Health Centre. There is also a part-time doctor and pharmacy in Nanima Street.

Community

Churches are located on Bowler Street (corner of Cooper Street) and on North Street (corner of Hill Street) and next to the St Joseph's Primary School on Pye Street.

The police station is on Nanima Street adjacent to the shopping strip and the community hall is also on Nanima Street.

Aged care and retirement living

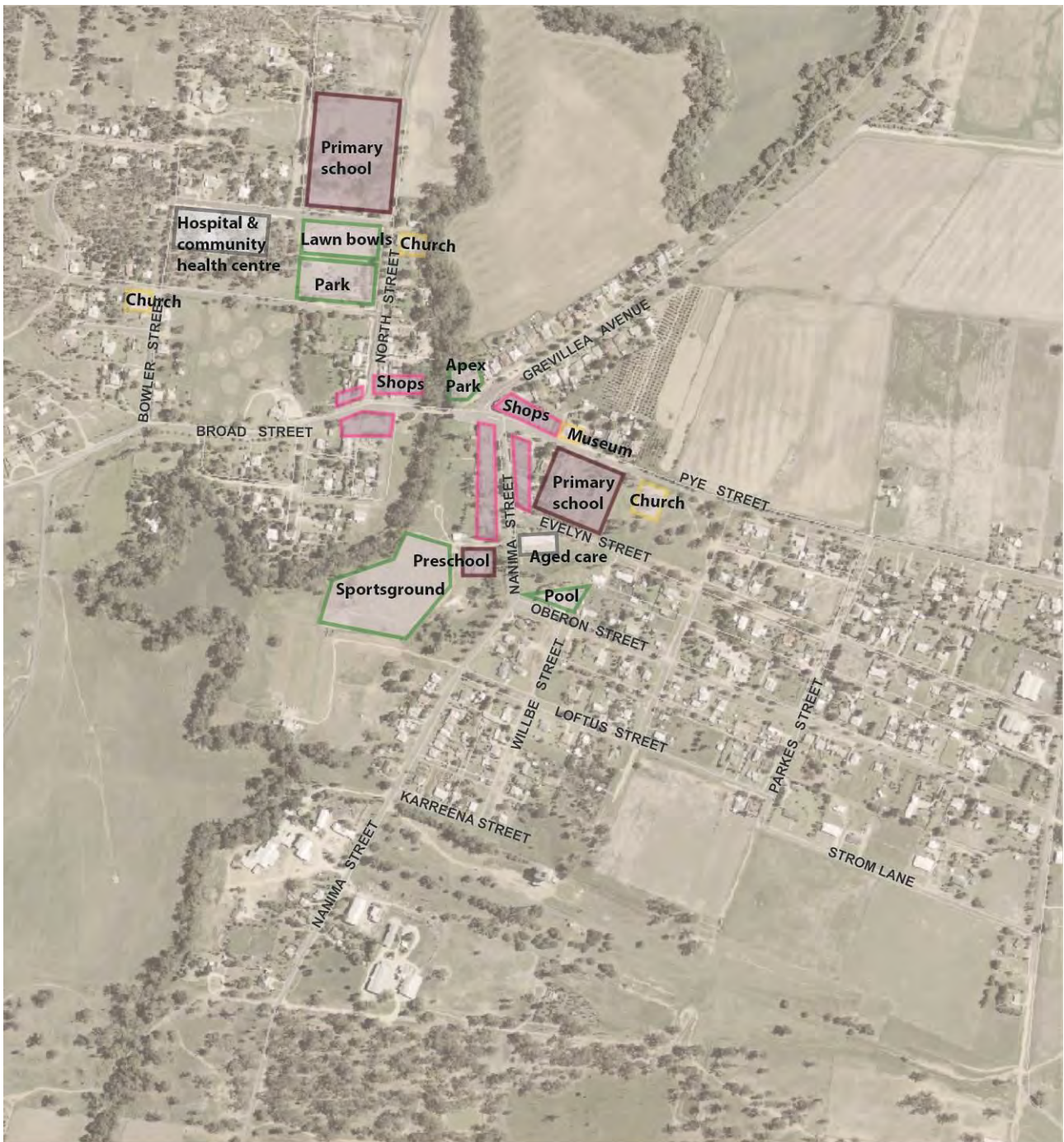
Aged care independent living units are located on Nanima Street near the intersection with Evelyn Street.

Tourism

The Eugowra Historical Museum and Bush Ranger Centre is open Wednesday to Sunday on Pye Street. Eugowra has a number of murals in the village centre that attract attention from visitors. The town plans to promote a 'Mural Discovery Walking Trail' to encourage visitors to explore the artwork. The town also features a craft shop, antique emporium and cafes.

A caravan park is located on Noble Street to the east of the village.

Figure 3-6 Eugowra pedestrian generators



EUGOWRA

Secondary pedestrian generators

- School
- Town centre / shop / pub / club

Tertiary pedestrian generators

- Park / sportsground / golf club
- Church / community hall / museum
- Healthcare / aged care

3.3.6 Manildra

Manildra is 45 kilometres north-west of Orange. The main commercial activity is focused around the Manildra Flour Mill. The village is bisected by the Mandagery Creek with the majority of the pedestrian generating activity in Manildra occurring on the west of the creek.

Manildra is generally zoned as a village under the LEP with an industrial area along the centre's southern border and large lot residential to the east.

Manildra's pedestrian generators are mapped on **Figure 3-7** and described in the following sections.

3.3.6.1 Primary pedestrian activity zone

The primary pedestrian activity zone in Manildra is centre around the flour mill on both sides of Kiewa Street.

3.3.6.2 Secondary pedestrian activity generators

School

The Manildra Public School is located on Molong Manildra Road to the east of the town, catering for students from kindergarten to year 6. St Joseph's Primary School, also catering for students from kindergarten to year 6 is on Loftus Street in the west of the town.

The Manildra pre-school is located on Cudal Street.

3.3.6.3 Tertiary pedestrian activity generators

Retail, other industry and entertainment

The town's shopping area extends along Kiewa Street (north side) between Derowie Street and the river. A theatre is Derowie Street.

An oil seed processing plant is south of the rail line on Dederang Street.

Community

Churches are located on Derowie Street in the east and Packham Drive in the west. The library is also on Derowie Street.

Public open space and recreational uses

The tennis courts and the Jack Huxley Oval are located in the north of the town along a sealed road adjacent to the river. It is close to the school which is on the other side of the river. Manildra's swimming pool is located on the corner of Loftus Street and Orange Street and the bowling club is located south of the pool along Kiewa Street near Goimbla Street.

The Honan Reserve is a park on the east side of the river bordered by Kiewa Street, Orange Road, the railway line and the river.

Tourism

The Manildra Mill and Rail Museum is on Kiewa Street and open only on select weekends or by appointment only. Manildra has a shared walking and cycleway along the Mandagery Creek from Honan Reserve to the Golf Club via Jack Huxley Oval where platypus, kangaroos and birds can be seen.

The Amusu Theatre shows movies monthly and is also available to bus groups and special events by request on any day. The Poster Museum, located at the theatre, opens every weekend and can also be opened for bus groups or special events on other days.

The town also has a self-guided heritage walk that covers ten sites of significance in Manildra.

Figure 3-7 Manildra pedestrian generators



MANILDRA

Primary pedestrian activity zone

■ Key business district

Secondary pedestrian generators

■ School

■ Town centre / shop / pub / club

Tertiary pedestrian generators

■ Park / sportsground / golf club

■ Church / community hall / museum

■ Healthcare / aged care

3.3.7 Molong

Molong is Cabonne's largest town and administrative centre and is 35 kilometres north-west of Orange. The Mitchell Highway passes through Molong as does the regional train service to Sydney. Molong has a 'local centre' zone for the commercial part of the town, surrounded by general residential and further out 'large lot' residential zoning.

Molong's pedestrian generators are mapped on **Figure 3-8** and described in the following sections.

3.3.7.1 Primary pedestrian activity zone

Molong's town centre is the primary pedestrian activity zone in the town. It extends along Bank Street between Edward Street and Watson Street. In this area there are a number of commercial and community land uses including shops, a post office, Cabonne Council offices, the community health centre, the Cabonne/Blayney Family Day Care, the community hall and a church.

The Molong Village Green is also in this section of Bank Street.

3.3.7.2 Secondary pedestrian activity generators

Schools

Molong Central School is on Edward Street south of the town centre. The school cater for students between kindergarten and year 12 and had 506 enrolments in 2011. There were also 49 teachers and support staff.

St Joseph's Primary School is located between Riddell Street and Molong Street south of the town centre. It caters for students between kindergarten and year 6 and had 52 students in 2012 supported by six teachers.

The Cabonne/Blayney Family Day Care is located on Bank Street and the Molong pre-school is located on Riddell Street.

Healthcare

The Molong Hospital is on King Street in the town's west.

Entertainment

The RSL Club is located on the corner of Gidley Street and Riddell Street.

3.3.7.3 Tertiary pedestrian activity generators

Aged care and retirement living

Bells Lane, north of the town centre, is home to the United Protestant Association's aged care facility in Molong. It has 28 beds and a mix of low and high care. Also on Bells Lane is the Yarn Market Terraces, seven one bedroom self-sufficient retirement apartments. Both of these facilities are a short walk to the town centre shops and facilities.

Tourism

The Molong Historical Museum is on Riddell Street, it has very limited opening hours. A caravan park is on the corner of Hill Street and Watson Street.

Public open space and recreational uses

In the town's east there are sports playing fields on Betts Street and the Hunter Caldwell Park and associated tennis courts on Shadforth Street adjacent to the river. On the other side of the river the Rotary Park is accessed from the Mitchell Highway in the town's south.

There is a large open space reserve behind the Molong Central School between Wellington Street and Smith Street. The Dr Ross Memorial Recreation Ground is north of the town centre on Hill Street and Edward Street and the swimming pool is nearby on Hill Street. Molong's bowling club is in the town's north east on Euchareena Road.

Community


The Molong Library is located next the railway station in the town's east. Churches are located on Edward Street, Thistle Street and Bank Street. The police station is also on Edward Street.

Figure 3-8 Molong pedestrian generators




MOLONG

Primary pedestrian activity zone

 Key business district

Secondary pedestrian generators


 School

 Town centre / shop / pub / club

Tertiary pedestrian generators

 Park / sportsground / golf club

 Church / community hall / museum

 Healthcare / aged care

3.3.8 Mullion Creek

Mullion Creek is a small village 15 kilometres north of Orange. It doesn't have any commercial activity in the village and the LEP zoning for the area is large lot residential only.

Mullion Creek's pedestrian generators are mapped on **Figure 3-9** and described in the following sections.

3.3.8.1 Secondary pedestrian activity generators

School

The Mullion Creek on Long Point Road had 32 students in 2010, catering for students between kindergarten and year 6. There were five staff members in this year.

3.3.8.2 Tertiary pedestrian activity generators

Public open space and recreational uses

Tennis courts and parkland are situated opposite the school on Long Point Road.

Community

A church is located on Long Point Road south of Bevan Road and a community hall is at the intersection of these roads.

Figure 3-9 Mullion Creek pedestrian generators



MULLION CREEK

Secondary pedestrian generators

 School

Tertiary pedestrian generators

 Park / sportsground / golf club

 Church / community hall / museum

3.3.9 Yeoval

Yeoval is located around 80 kilometres northwest of Orange. The area is zoned as village under the LEP with a small amount of 'large lot' residential to the south west of the village.

Yeoval's pedestrian generators are mapped on **Figure 3-10** and described in the following sections.

3.3.9.1 Secondary pedestrian activity generators

Retail

The main shopping and retail area in Yeoval is located along Forbes Street north of King Street.

Schools

Yeoval Central School, catering for students from kindergarten to year 12, is located between King Street and Obley Street. There were 137 students in 2012 and around 22 staff. St Columba's Primary School is located on Forbes Street to the north of the town centre shops. It caters for students from kindergarten to year 6.

The Yeoval pre-school is located on King Street.

3.3.9.2 Tertiary pedestrian activity generators

Public open space and recreational uses

Yeoval has a significant sports complex that includes lawn bowls, tennis courts, a swimming centre and a sportsground. The complex is surrounded by Ganoo Street, King Street, Lucknow Street and Bathurst Street and is close to the town centre shopping strip.

The Yeoval golf course is located along Warne Street in the north of the village.

Aged care

The United Protestant Association's Yeoval aged care facility is located on Lord Street and includes the Hazelholme Hostel and a community nursing home.

Community

The Yeoval Police Station is located on Cardington Street and there are churches on King Street and Forbes Street and a community hall on Forbes Street.

Tourism

The Yeoval Showground camping site is located along Warne Street adjacent to the golf course. The Yeoval Historical Museum is located on Forbes Street and has very limited opening hours.

Figure 3-10 Yeoval pedestrian generators



YEOVAL

Secondary pedestrian generators

- School
- Town centre / shop / pub / club

Tertiary pedestrian generators

- Park / sportsground / golf club
- Church / community hall / museum
- Healthcare / aged care

3.4 Movement and access

3.4.1 Pedestrian network

A pedestrian network serves two main functions. It facilitates the access of the study area from the walking and cycling catchments from adjacent suburbs, as well as promotes ready and high quality access between and within the centres.

Figure 4-1 to **Figure 4-9** in **Section 4.4** provides details of the existing pedestrian footpath provisions through the study area, along with the issues identified through the facility audits. Generally, Cabonne's towns and villages have footpath provisions on both sides of the main street and from the main street to key destinations such as primary schools.

There is significant variation between the extent, accessibility and quality of the existing pedestrian network across the towns and villages in Cabonne.

The towns are generally small and so key destinations have walking potential, if the appropriate facilities are provided. Most towns are focused around a main shopping strip that is bisected by a major road that services both local and through traffic. Pedestrians face difficulties in crossing these roads that adjoin and pass through the study area, particularly because the routes are used by heavy vehicles which add a safety risk.

Although destinations within towns may be close together, if the facilities do not exist or if the route includes an unsafe crossing point it may reduce the attractiveness of the route. Footpaths are generally provided along the main shopping areas but very few are provided in residential areas.

Off street pedestrian areas are generally provided in parks and sporting reserves in towns. The pedestrian infrastructure in these facilities varies; some provide a walking track while others have little or no pedestrian connections.

Some towns have an off road shared path that connects recreational land uses such as parks and sports grounds with the road side network.

3.4.2 Pedestrian route priorities

The identification of key pedestrian generators within Cabonne's towns and villages guides the determination of the route priorities that constitute the pedestrian networks throughout the study area.

The pedestrian routes that comprise the pedestrian network proposed for each town or villages are described in the following sections. These routes, prioritised as high, medium or low, dependant on the pedestrian generators and land uses that they connect, are applied to each town. The route priorities and their characteristics are described in **Table 3-3** and the routes for each town are described in the following sections followed by a figure depicting the routes and the land uses.

These routes are not necessarily affirmed by pedestrian infrastructure currently, identifying the routes will help to prioritise the required facilities in each town.

Table 3-3 Route priorities and their characteristics

Priority	Characteristics
High	<ul style="list-style-type: none"> > Provide direct, accessible and safe connection to key destinations. > Key pedestrian route through village's business centre. > Connects to a primary school or retirement / aged care facility.
Medium	<ul style="list-style-type: none"> > Alternative routes through the town or village. > Intersect with the high priority routes. > Connects to a medical facility, high school, church or recreational facility.
Low	<ul style="list-style-type: none"> > Connects residential areas to the high and medium routes. > Provides recreational walking routes.
Shared	<ul style="list-style-type: none"> > A route that services both pedestrians and cyclists. This route may be classified as high, medium or low dependant on the land uses that it services.

3.4.3 Pedestrian networks

The following sections describe the high, medium and low priority routes in each town and village, accompanied by a map of the routes. The map also indicates whether the route aligns with a proposed bike route and is shown as a shared route.

3.4.3.1 *Canowindra routes*

The high priority route in Canowindra provides three arms of a circuit connecting the town's key pedestrian generators. The main shopping area, along Gaskill Street between Ryall Street and Blatchford Street is included. Blatchford Street between Tilga Street and Gaskill Street provides the key east-west route past the Catholic primary school and church.

Tilga Street between Blatchford Street and Gaskill Street is considered the high priority north-south route as it connects the public primary school and the swimming pool.

Canowindra has several medium priority routes that provide connections between the high priority routes and pedestrian generators.

North-south medium priority routes include:

- > Rodd Street - between Browns Avenue and Charlotte Street, connecting the high school to the town's commercial centre.
- > Tilga Street – between Ross Street and Charlotte Street, connecting the sportsground and the park to the town's commercial centre.
- > Ryall Street – between Flanagan Street and Gaskill Street, connecting the lawn bowling club, health centre and preschool to the town.
- > Tilga Street – between Gaskill Street and South Canowindra, the main pedestrian access from the south east of town to the commercial centre.

East-west medium priority routes include:

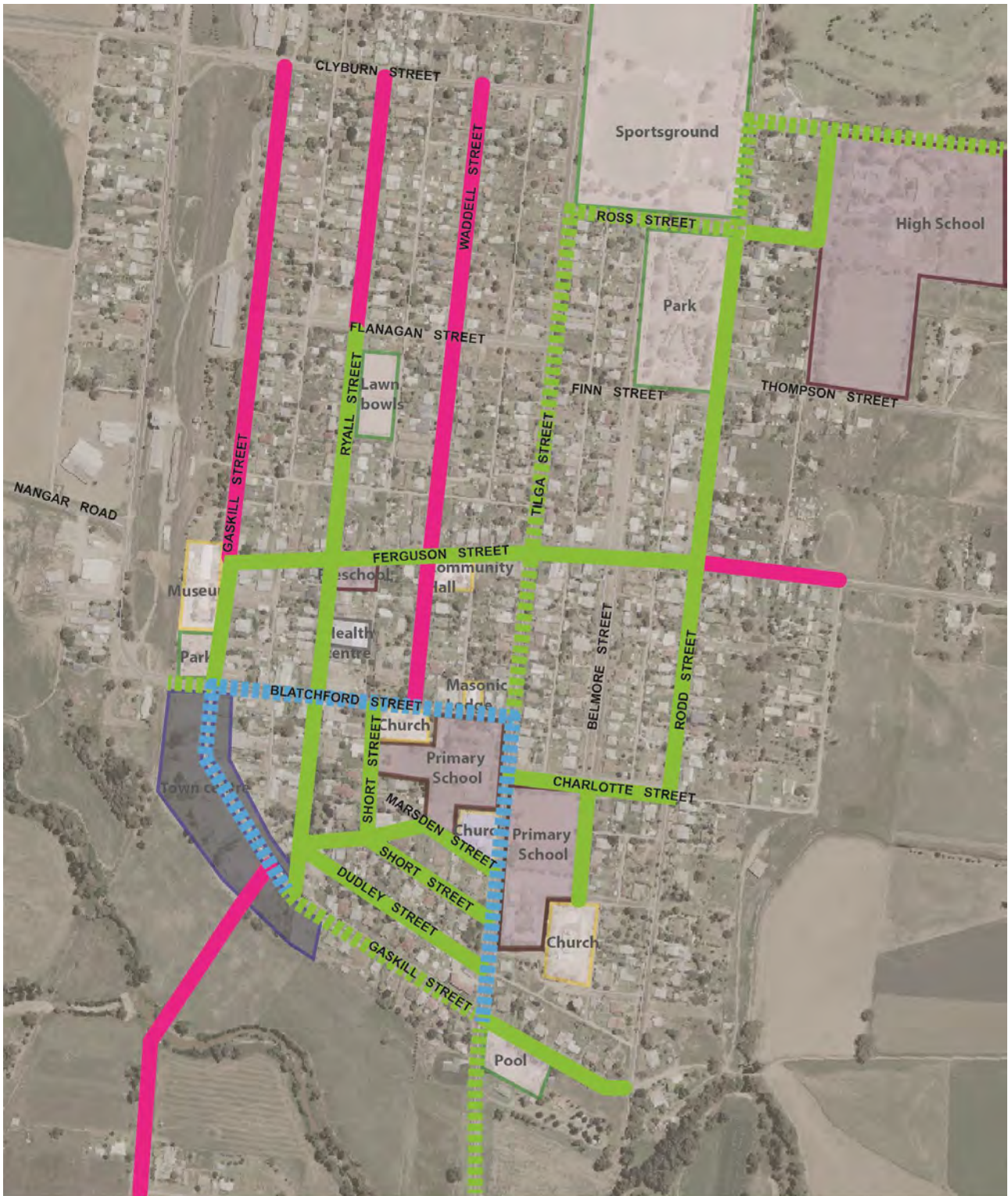
- > Ferguson Street – between Rodd Street and Gaskill Street, connecting the community hall, pre-school and museum with north-west routes.
- > Charlotte Street – between Rodd Street and Tilga Street, bordering the public primary school and connecting north-south routes to the town's commercial centre.

- > Browns Avenue – between the high school and the sportsground, providing a link between the school and grounds for students.
- > Gaskill Street – between the swimming pool and Ryall Street to connect the pool to the town's commercial centre.

Low priority routes that connect residential areas to the higher priority routes include Gaskill Street north of Ferguson Street, Ryall Street north of Flanagan Street and Waddell Street north of Blatchford Street. The off road connection over the pedestrian swinging bridge to south-west Canowindra is also identified as a low priority route that connects the residential area with the town's commercial area.

Canowindra's pedestrian network is mapped on **Figure 3-11** in high, medium and low priority routes. If the routes are shared with bike routes this is indicated on the map with a dashed line.

Figure 3-11 Canowindra's pedestrian network



CANOWINDRA

Pedestrian routes

-  High priority routes
-  Medium priority routes
-  Low priority routes
-  Shared routes

3.4.3.2 Cargo routes

Cargo's high priority route extends from the primary school on Hamilton Street, along Mayne Street and Hicks Street to Belmore Street before heading east to the park entrance. The route connects the shop and café on Belmore Street with the park.

Medium priority routes in Cargo include an off road shared path through the park from Mayne Street to Belmore Street, Church Street between the church and Belmore Street and Belmore Street and Hamilton Street between Hicks Street and Mayne Street. The community hall on Molong Street is also connected to the main street with a medium priority route.

Low priority routes in Cargo include Forbes Street, Powers Street, Thompson Street, Brooks Street and Belmore Street east of Church Street.

Cargo's pedestrian network is mapped on **Figure 3-12**.

Figure 3-12 Cargo's pedestrian network



CARGO

Pedestrian routes

-  High priority routes
-  Medium priority routes
-  Low priority routes
-  Shared routes

3.4.3.3 Cudal routes

Cudal's high priority routes connect the town's commercial centre, the primary school, community and the swimming pool. A high priority route extends along Main Street between Brown Street and the swimming pool. The sections of Smith Street, Toogong and Wall Street surrounding the primary school and connecting it to Main Street are also considered high priority.

Cudal's medium priority routes connect other pedestrian generators to Main Street. In the town's west the medium priority routes include:

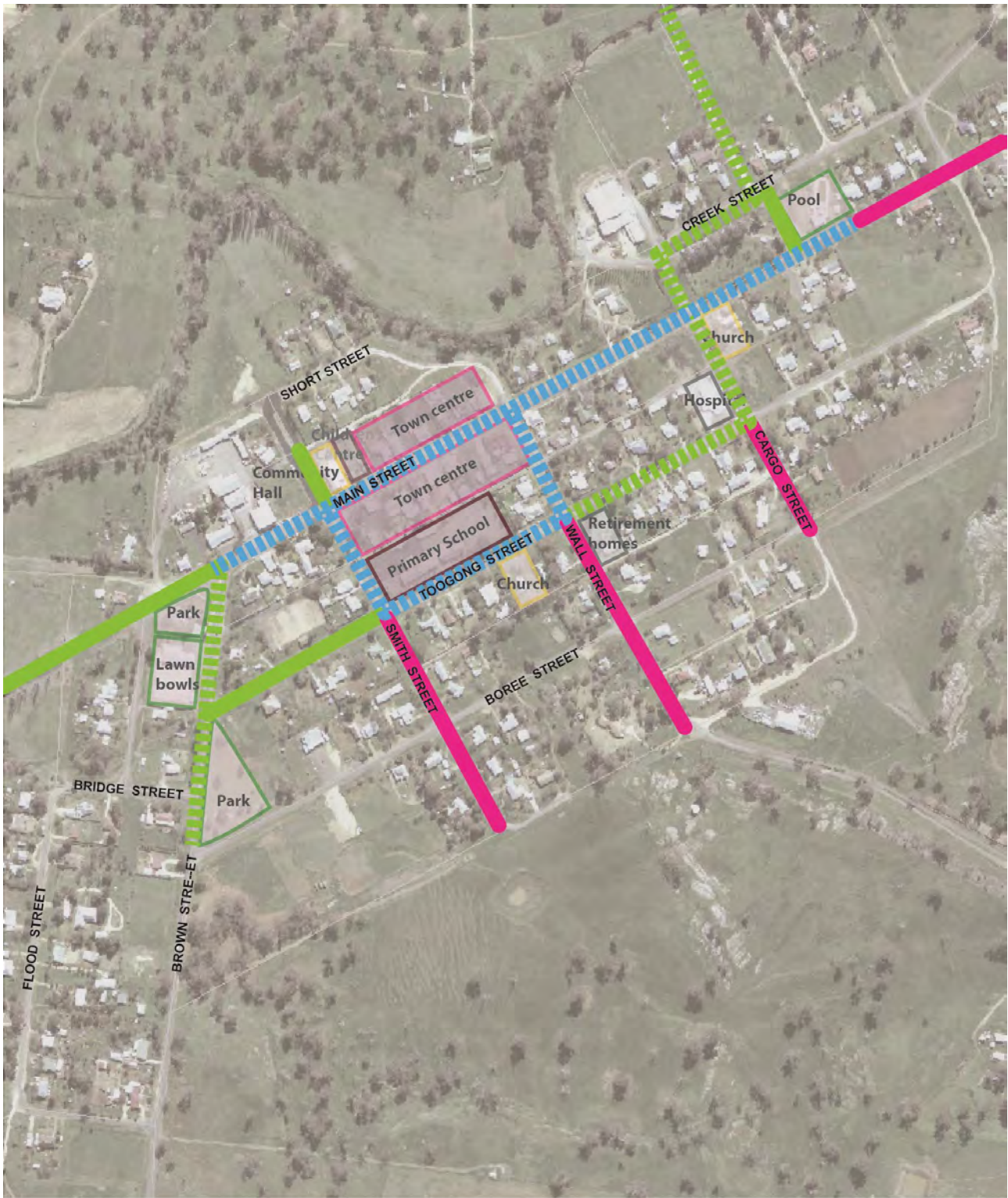
- > A route extends along the Escort Way from Merga Street to Brown Street where it connects with the high priority Main Street route through the town providing access from the residential area in the town's west.
- > Brown Street, linking the parks and the lawn bowling club to Main Street.
- > Toogong Street between Brown Street and Smith Street, establishing a secondary east-west route through town.

In the town's east the medium priority routes consist of:

- > The eastern end of Toogong Street, connecting the retirement homes and the hospital.
- > Cargo Street between Toogong and Creek Streets, connecting the hospital and the Anglican church.
- > The route over the swinging bridge in the north-east to the sportsground.

Cudal's pedestrian network is mapped on **Figure 3-13**.

Figure 3-13 Cudal's pedestrian network



CUDAL

Pedestrian routes

-  High priority routes
-  Medium priority routes
-  Low priority routes
-  Shared routes

3.4.3.4 Cumnock routes

Cumnock's high priority pedestrian route extends from the north of the town centre along Obley Street to McLaughlan Street and then along McLaughlan Street to Railway Parade and the primary school. This route connects the school with the swimming pool and the town centre and other pedestrian generators along the route include the lawn bowling club, the preschool and the Anglican Church.

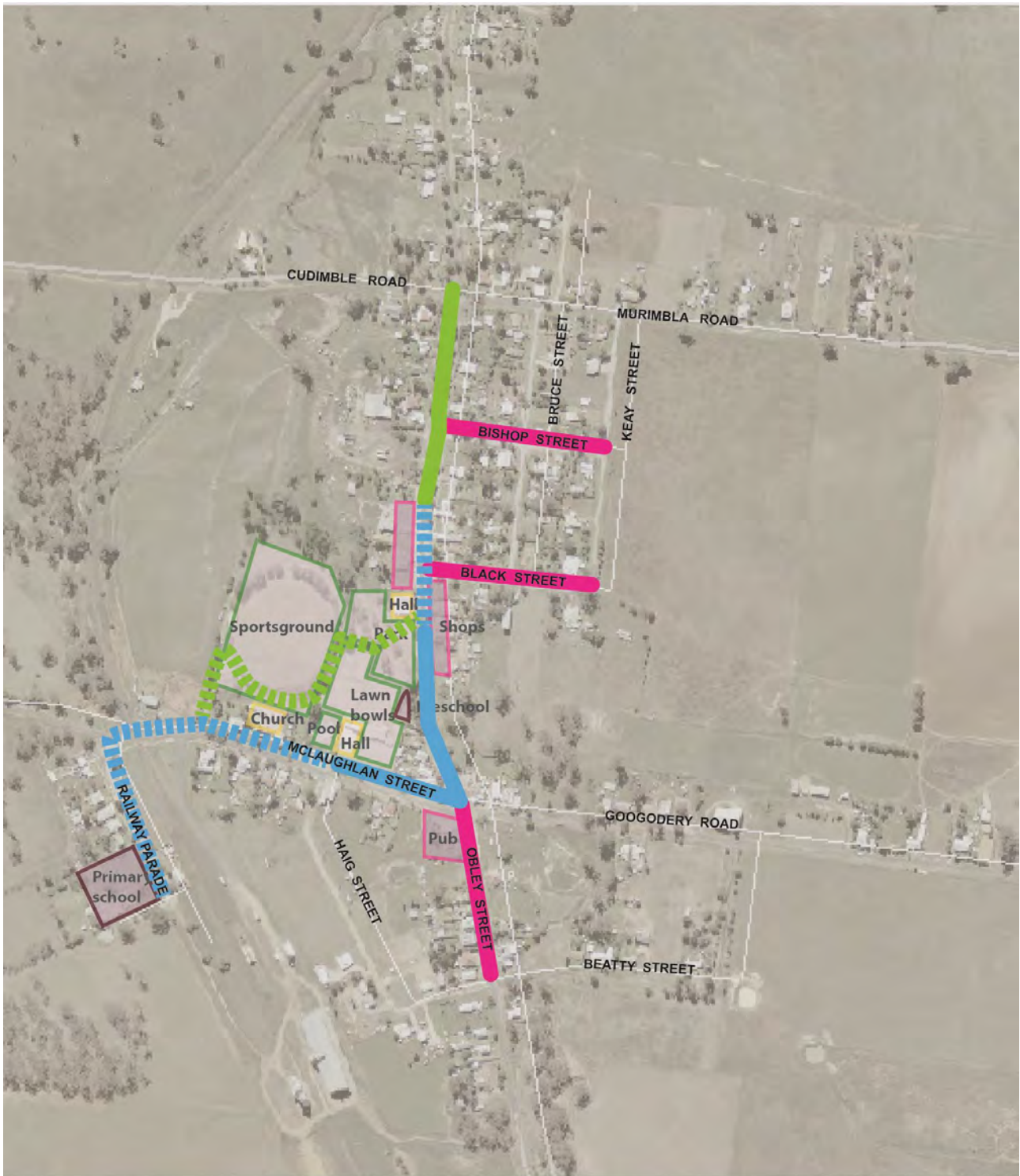
Cumnock has two medium priority routes. The first is an off-road shared path that extends from the Community Hall on Obley Street through the park and past the sportsground to McLaughlan Street. The second medium priority route extends along Obley Street north of the town's commercial centre to the intersection with Cudumble Road and Eurimbla Road. This route provides a connection for the town's northern residential area to the commercial centre.

Low priority routes in Cumnock provide access from residential areas to the high and medium priority routes, they include:

- > Bishop Street between Keay Street and Obley Street
- > Black Street between Keay Street and Obley Street.
- > Obley Street south of McLaughlan Street.

Cumnock's pedestrian network is mapped on **Figure 3-14**.

Figure 3-14 Cumnock's pedestrian network



3.4.3.5 *Eugowra routes*

Eugowra's high priority routes connect the primary schools' with the town centre and the swimming pool. The route from the public primary school and lawn bowling club in the town's north uses North Street, crosses over Broad Street to access the town's commercial areas on both sides of the bridge. The routes extend down Nanima Street to the Swimming pool.

A high priority connection also extends from this route along Pye Street to the entrance to the Catholic primary school.

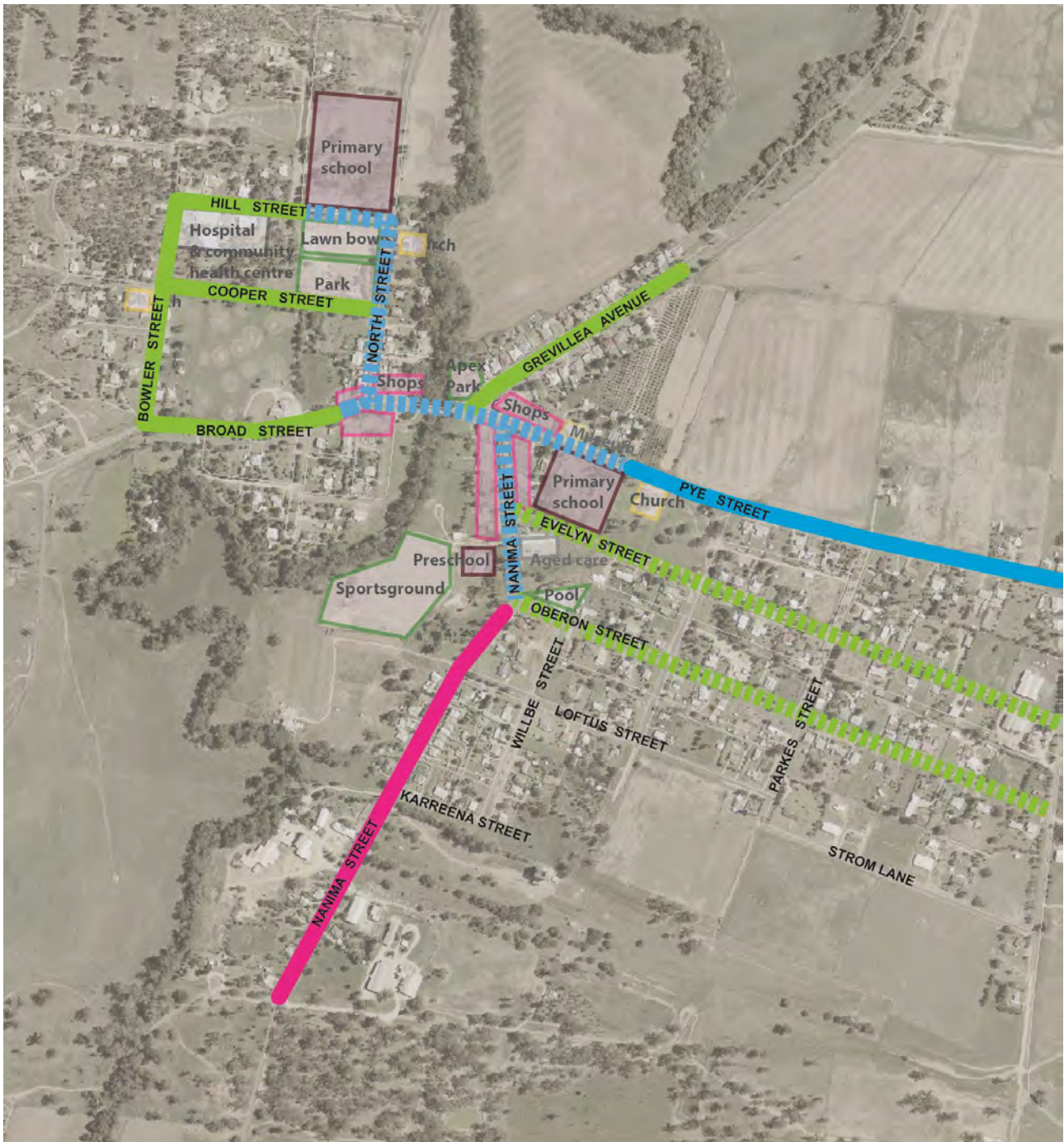
Medium priority routes in Eugowra provide connection to the high priority route and include:

- > Oberon Street, connecting residents in the town's east with key pedestrian generators.
- > Evelyn Street, connecting residents in the town's east with key pedestrian generators.
- > Pye Street east of the primary school, connecting residents in the town's east with key pedestrian generators.
- > Grevillea Avenue, connecting residents in the town's north with the town's commercial centre and other pedestrian generators.
- > Bowler Street, Broad Street west of North Street, Cooper Street between Bowler Street and North Street and Hill Street west of North Street provide connections in the town's north west from residential areas and also connections from the high priority route to the town's hospital, Anglican Church and park.

The town's low priority routes include Nanima Street south of Oberon Street and Pye Street east of the Catholic primary school and church.

Eugowra's pedestrian network is mapped on **Figure 3-15**.

Figure 3-15 Eugowra's pedestrian network



EUGOWRA

Pedestrian routes

-  High priority routes
-  Medium priority routes
-  Low priority routes
-  Shared routes

3.4.3.6 *Manildra routes*

Manildra's high priority pedestrian route provides a circuit through the town, linking the public primary school in the town's east, the Catholic primary school in the town's north, the flour mill and retirement housing with the commercial centre while avoiding the constrained Kiewa Street bridge. The route extends from Packham Drive outside the school and Anglican Church, across the pedestrian footbridge over the creek. The northern component of the route extends along Loftus Street until Derowie Street. The southern component accesses Kiewa Street from the footbridge and heads west until Derowie Street. Derowie Street and Duff Street provide links between the northern and southern routes and allow access for the retirement housing residents to reach the town centre using Duff Street and for access to the theatre and library on Derowie Street.

Medium priority routes in Manildra include:

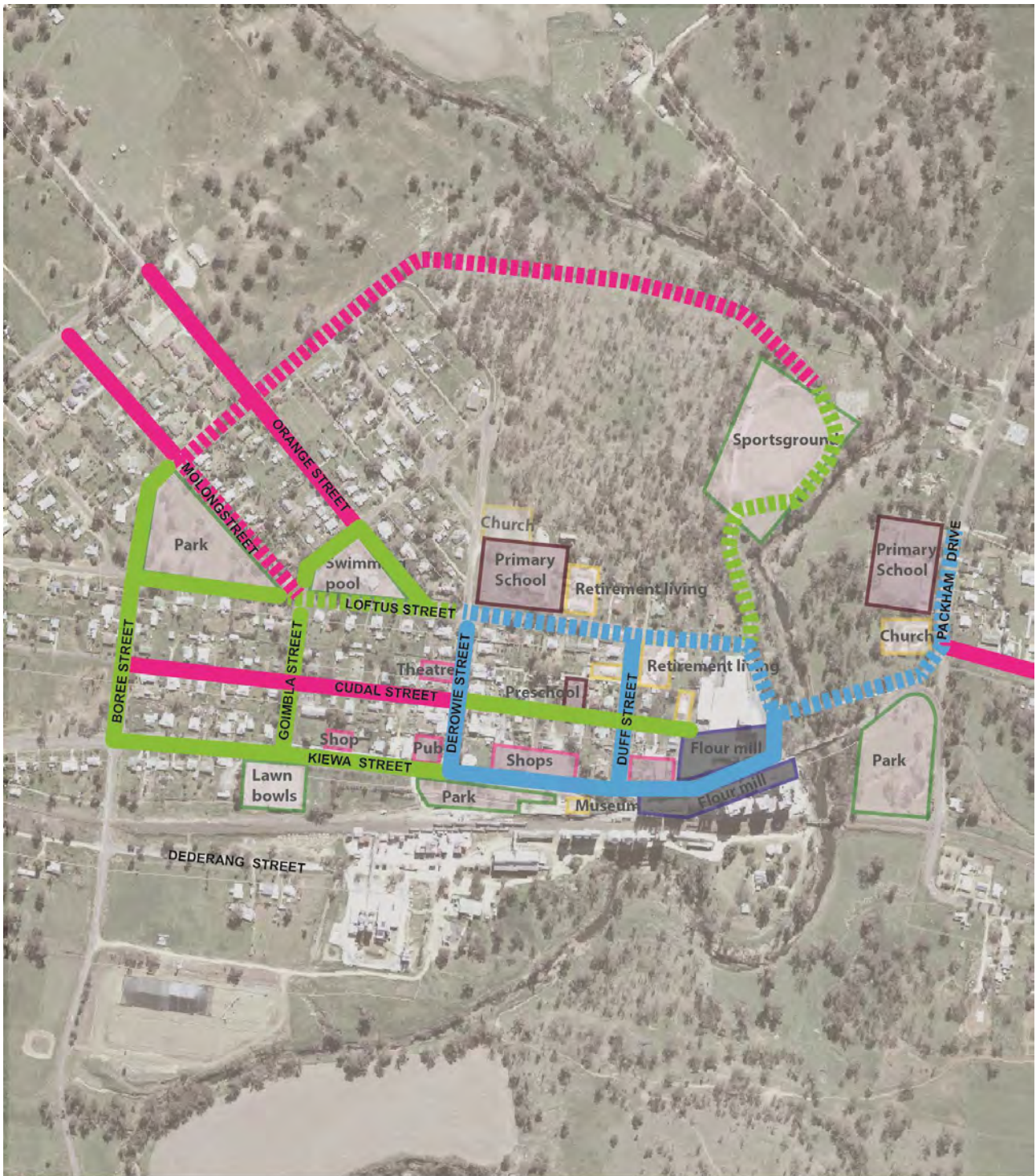
- > Kiewa Street west of Derowie Street to Boree Street, providing connection to the lawn bowling club and western residential areas.
- > Cudal Street between Derowie Street and the flour mill, providing an alternative east-west route in the town and connection to the preschool.
- > Loftus Street west of Derowie Street, providing connection to the swimming pool and park and connection to western residential areas.
- > Goimbla Street, a north-south connection in the town's west between the swimming pool and the lawn bowling club.
- > Off street route around the sportsground that also provide a link to the recreational route in the town's north.

Low priority routes in Manildra include:



- > Orange Street and Molong Street in the town's north west.
- > Cudal Street between Boree Street and Derowie Street.
- > Old Orange Road in the town's east.
- > The off road recreational route that extends from the sportsground, past the golf course to Orange Street.

Manildra's pedestrian network is mapped on **Figure 3-16**.

Figure 3-16 Manildra's pedestrian network



MANILDRA

- Pedestrian routes**
-  High priority routes
 -  Medium priority routes
 -  Low priority routes
 -  Shared routes

3.4.3.7 *Molong routes*

Molong's high priority routes provide key north-south and east-west links through the town, linking the schools with the town's commercial centre. The north-west high priority route extends from Bank Street in the town's north to Smith Street in the south past Molong Central School. Phillip Street to the west of Molong Central School between Smith Street and Wellington Street is also considered high priority because of its access to the school. The two key east-west high priority routes in Molong are along Bank Street through the town centre between Watson Street and Edward Street and along Riddell Street between Watson Street and Phillip Street to provide connection to the Catholic primary school.

Medium priority routes in Molong provide alternative pedestrian connections through the town's grid-like road network. North-south medium priority connections include:

- > Edward Street north of Bank Street, connecting to the sportsground and aged care and retirement living in the north.
- > Gidley Street between Hill Street and South Street, an alternative to Edward Street that extends the length of town.
- > Watson Street between Hill Street and Wellington Street, providing connection to the library.
- > Euchareena Street, Betts Street and Shadforth Street connecting recreational pedestrian generators including the lawn bowling club, sportsground and tennis court in the town's east. Euchareena Road also provides access over the railway line in the town's north.

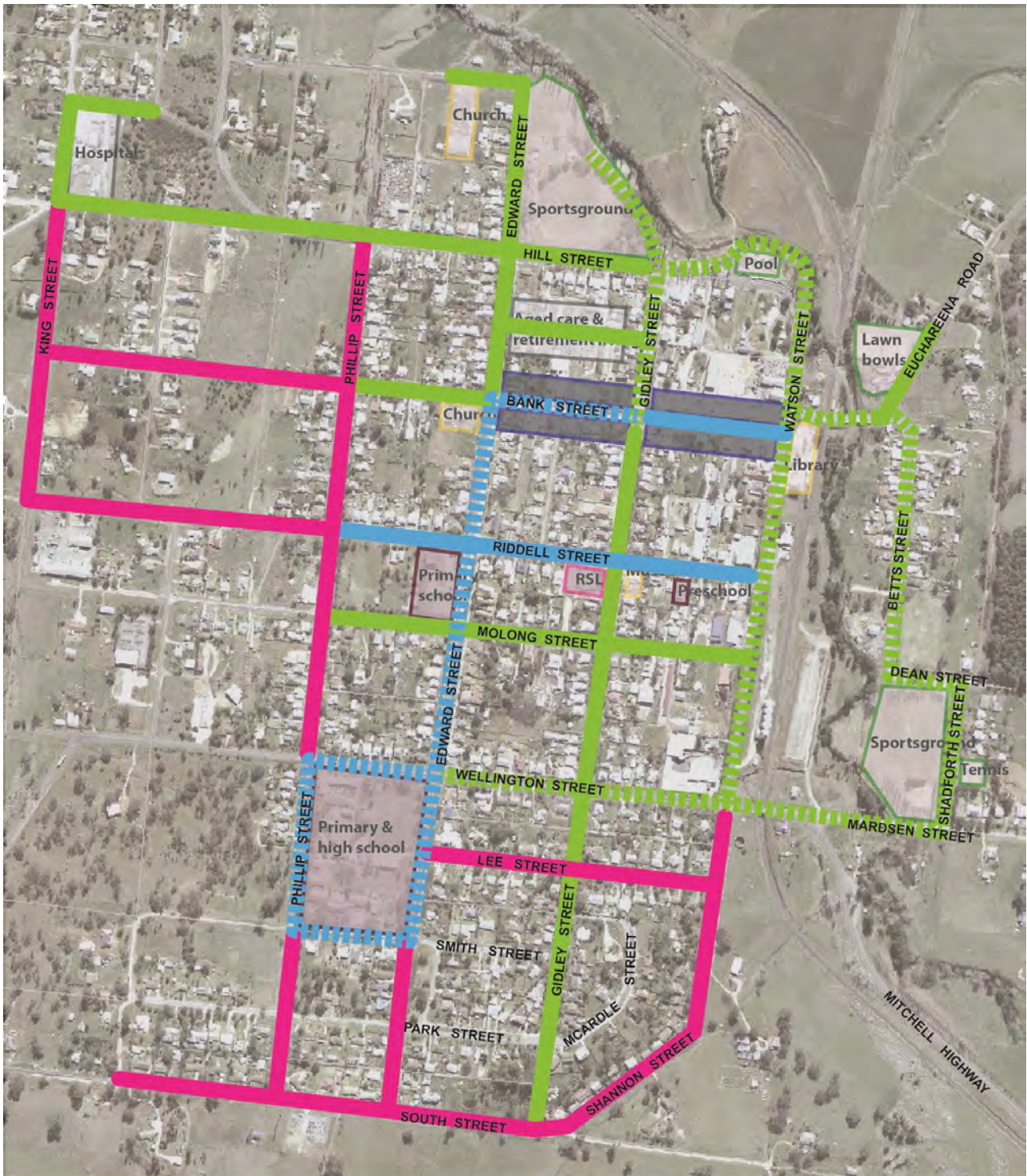
East-west medium priority connections include:

- > Hill Street in the north between the hospital and Watson Street, providing connection to the hospital, sportsground and swimming pool and a key access to the pedestrian network for northern residents.
- > Molong Street between Phillip Street and Watson Street and Wellington Street between Edward Street and Watson Street are alternative east-west routes to Riddell Street.
- > Marsden Street east of Shadforth Street connects to an off road path that aligns with Wellington Street and provides a southern crossing of the railway line.

Low priority routes in Molong connect the western and southern parts of town to the pedestrian network. Low priority routes include Bank Street and Riddell Street west of Phillip Street, Phillip Street, King Street, Lee Street, South Street and Shannon Street.

Molong's pedestrian network is mapped on **Figure 3-17**.

Figure 3-17 Molong's pedestrian network



MOLONG

Pedestrian routes

- High priority routes
- Medium priority routes
- Low priority routes
- Shared routes

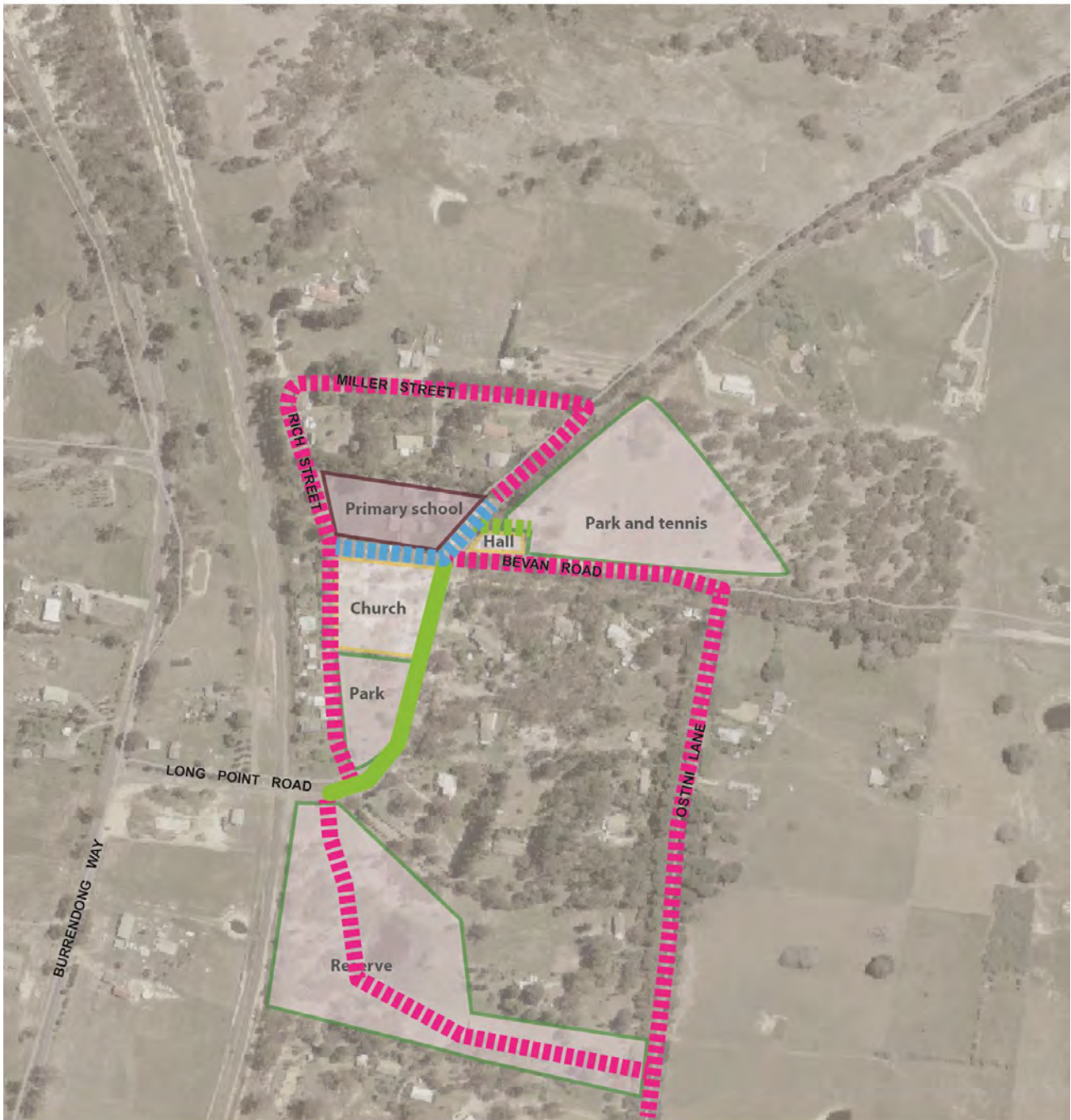
3.4.3.8 Mullion Creek routes

Mullion Creek's pedestrian network focuses on connections between the school, the community hall, the church and the park and recreation areas. The network immediately surrounding the school is considered high priority with connections to the hall, church, park and reserve are medium priority.

Low priority routes provide connections from the residential areas to the village centre. A low priority route extends along Bevan Road and Ostini Lane and another one loops around Miller Street and Rich Street. A low priority route is proposed through the in Mullion Creek's south to make it accessible to residents and visitors.

Mullion Creek's pedestrian network is mapped on **Figure 3-18**.

Figure 3-18 Mullion Creek's pedestrian network



MULLION CREEK

Pedestrian routes

- High priority routes
- Medium priority routes
- Low priority routes

3.4.3.9 Yeoval routes

Yeoval's high priority pedestrian route extends between the town's two schools, connecting them to the town's commercial centre. The route commences at the Catholic primary school on Forbes Street in the town's north and extends down Forbes Street till King Street where it connects the primary and high school, the Uniting Church and tennis courts.

Medium priority routes in Yeoval provide connection to the recreation facilities west of the town centre and to the aged care facility east of Forbes Street. They include:

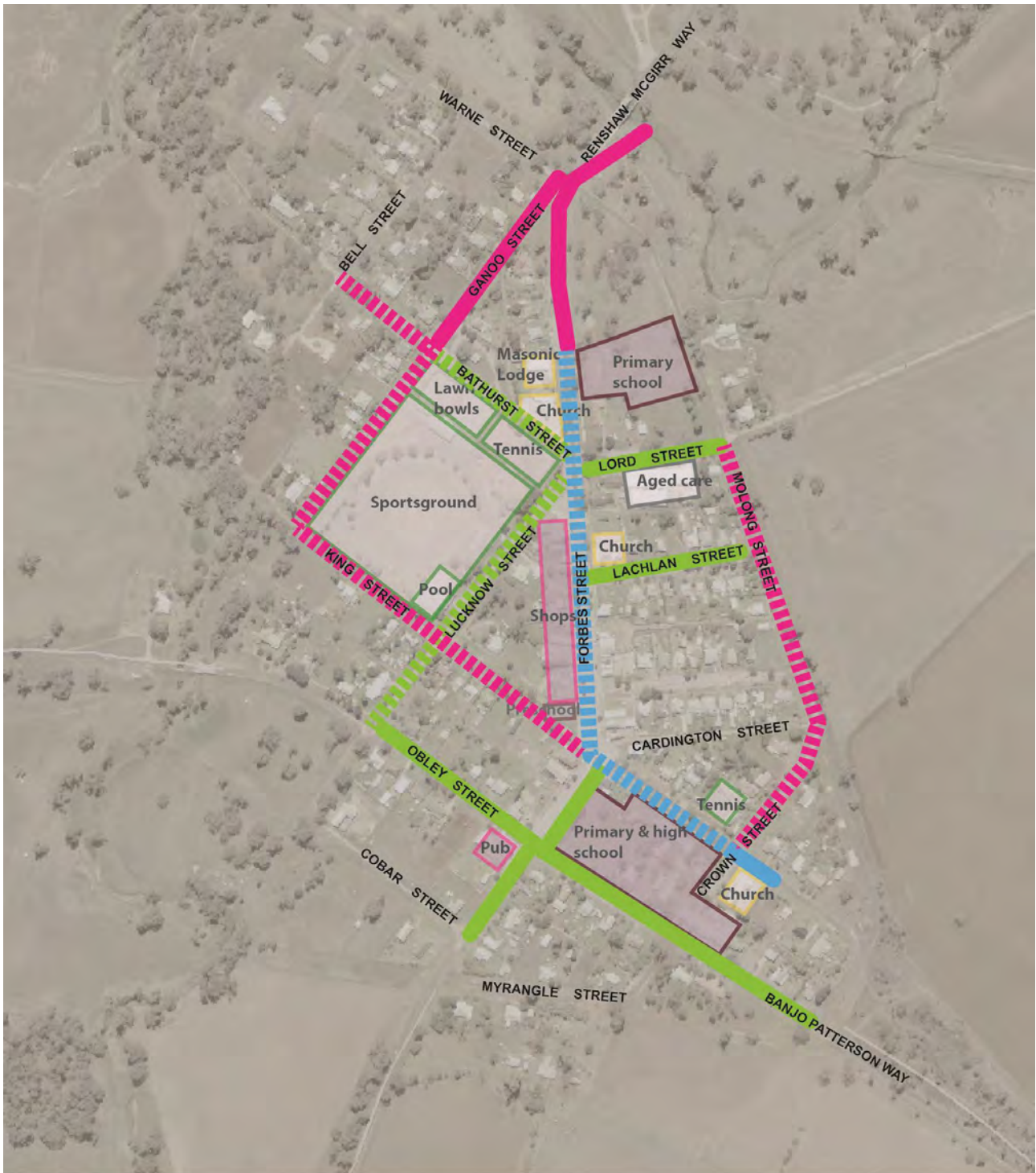
- > Bathurst Street between Ganoo Street and Forbes Street, providing access to the lawn bowling club and tennis courts/.
- > Lucknow Street, providing access to the sportsground and swimming pool.
- > Lord Street, providing access from the aged care facility to the town centre.
- > Lachlan Street, a connection for residents in the town's east.
- > Obley Street, a connection for residents in the town's south.

Low priority routes in Yeoval connect eastern and western residents with the core pedestrian network. They include:

- > Molong Street.
- > King Street west of Forbes Street.
- > Ganoo Street.
- > Forbes Street north of the Catholic primary school.
- > A connection through Banjo Patterson Park to the footbridge that connects to Wellington Council.

Yeoval's pedestrian network is mapped on **Figure 3-19**.

Figure 3-19 Yeoval's pedestrian network



3.4.3.10 Supporting facilities

The highest level of crossing safety on major roads is offered by traffic signals with pedestrian crossing phases. There are however, no signalised intersections in the study area.

Pedestrian crossing facilities in the study area are generally zebra crossings, school crossings, kerb build outs and pedestrian refuges, shown on **Figure 4-1** to **Figure 4-9**. Pedestrians attempting to cross roads in Cabonne's towns and villages encounter heavy vehicles and fast moving through traffic, particularly on each town's main road which is often the key business centre as well.

Limited street furniture such as benches or water fountains are provided for pedestrians in parks within the towns and villages and also on major shopping streets such as Bank Street in Molong. Weather protection is provided by shop awnings on main streets but is limited away from the main business areas.

3.4.4 Other modes

3.4.4.1 *Bicycles*

There are currently limited cycling facilities in Cabonne's towns and villages. Roads with heavy vehicle traffic are not appropriate for on-road cycling, a separate off road facility should be provided. An off road cycle path connecting primary schools with the public swimming pool has been constructed in a number of towns, based on routes developed in the 2005 Cabonne Bike Plan.

The Cabonne Bike Plan was reviewed at the same time as this PAMP and a number of links between the two plans will be accommodated in recommendations. Where this coincides with the proposed pedestrian network, a shared path facility will be recommended.

There is minimal bike parking in Cabonne's towns and villages. Some of the public swimming pools have a bike rack at the front, such as in Yeoval.

3.4.4.2 *Public transport*

The only town with a local bus service in the Cabonne Shire is Molong. It has a route that runs 3-4 times a day between Molong and Orange, stopping at few locations in Molong. The following towns have long-distance coach service to connect residents with larger regional centres such as Parkes and Orange, running between three to seven days a week to and from these towns:

- > Canowindra
- > Cudal
- > Eugowra
- > Manildra
- > Molong

3.4.4.3 *Road*

Generally, the road hierarchy reflects the traffic volume which may be expected on the route, the travel speed and also the types of pedestrian crossing facilities and footpaths which are appropriate.

Key roads connecting Cabonne's centres include State roads and Arterial roads. These roads are listed in **Table 3-4** with their ownership noted. State, arterial and sub-arterial roads are also shown on **Figure 3-20**.

Table 3-4 Road classifications

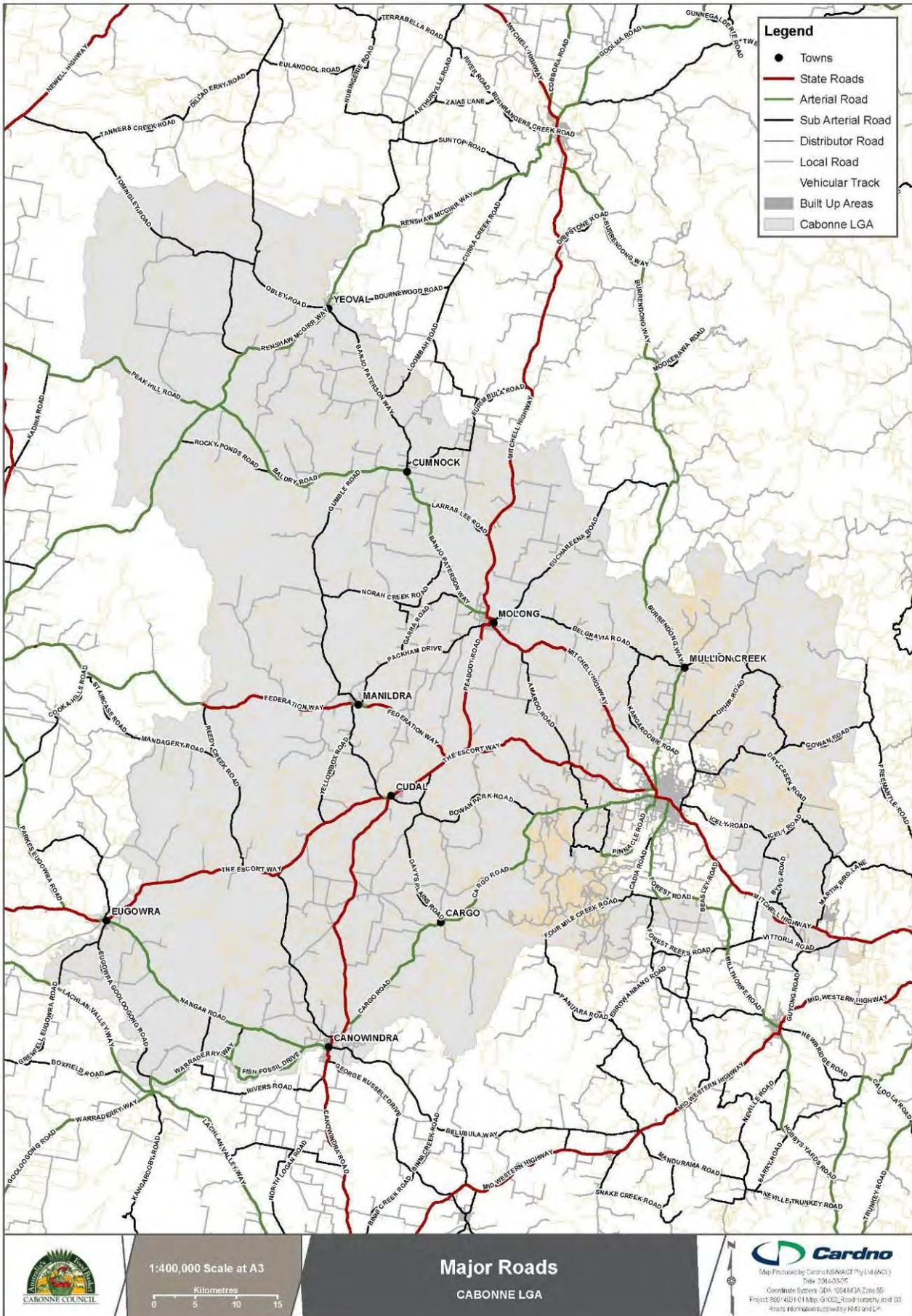
Road	Classification	Ownership	Cabonne towns
Mitchell Highway	State	RMS	Molong
The Escort Way	State	RMS	Cudal, Eugowra
Canowindra Road	State	RMS	Canowindra, Cudal
Peabody Road	State	RMS	Molong
Federation Way	State	RMS	Manildra
Cargo Road	Arterial	Council	Canowindra, Cargo
Nangar Road	Arterial	Council	Canowindra, Eugowra
Burrendong Way	Arterial	Council	Mullion Creek
Banjo Patterson Way	Arterial	Council	Molong, Cumnock, Yeoval

Road	Classification	Ownership	Cabonne towns
Baldry Road	Arterial	Council	Cumnock
Renshaw McGirr Way	Arterial	Council	Yeoval

On street parking is prevalent throughout each town and village. Car parking is generally provided as 90 degree angle parking on both sides of the main roads.

There are also a few off-street car parks including on Kiewa Street in Manildra.

Figure 3-20 Cabonne road hierarchy



4 Existing issue identification and mapping

4.1 Stakeholder consultation

Consultation was undertaken with key stakeholders to inform the development of the PAMP. This consultation aimed to provide the study with an understanding of key pedestrian routes and desire lines and to identify community issues and concerns which needed to be considered in the preparation of the plan.

Stakeholders identified by Council included the Progress Association or Chamber of Commerce in each town or village, public and private schools, hospitals and medical centres, aged care facilities, NSW Roads and Maritime Services, Council's Access Committee and Council officers from Economic Development and Town Planning departments.

Stakeholders were contacted by letter and phone and invited to provide comment on the pedestrian routes, destinations and issues in their town. Members of the Progress Associations were invited to meet with Cardno and Council on site to discuss specific issues ahead of the facility audit in each town.

The detailed outcomes from the stakeholder consultation is presented in **Appendix A** and a short summary for each town is provided in **Table 4-1** with key issues reflected on the existing facilities and issues figures, **Figure 4-1** to **Figure 4-9**.

Table 4-1 Stakeholder consultation key outcomes

Town	Key outcomes
Canowindra	<ul style="list-style-type: none"> > Key missing footpaths: Blatchford Street, Tilga Street. > No connection for high school students to nearby playing fields. > Lack of crossing facilities on Rodd Street (near high school). > Misaligned school crossing for Catholic School on Blatchford Street. > Recreational route along creek could extend to the camping ground.
Cargo	<ul style="list-style-type: none"> > Key missing footpaths: Belmore Street both sides, Hicks Street, connection in park between footbridge and toilet block. > Crossing of Belmore Street needed, either at Hicks Street or close to the park.
Cudal	<ul style="list-style-type: none"> > Key missing footpaths: Cargo Street, Main Street, Toogong Street, Wall Street, to road bridge in town's east, either side of the swinging bridge. > Kerb ramps needed outside the pub. > Pedestrian crossing needed on Canowindra Road to reach park/lawn bowls and on Wall Street to reach health centre. > Barrier needed on Main Street to separate pedestrians from vehicles on the way to the pool. > If the school's entrance on Smith Street is closed additional footpaths and maintenance is needed to access the Toogong Street entrance.
Cumnock	<ul style="list-style-type: none"> > Key missing footpaths: McLaughlan Street, Obley Street, extend off-road path from the park to the preschool. > A pedestrian bridge next to the road bridge for safe crossing of the creek. > Crossing of Obley Street and McLaughlan Street is difficult. > Current crossing point on McLaughlan Street where the shared path ends is dangerous, it is near the crest of a hill, affecting driver vision.

Town	Key outcomes
	<ul style="list-style-type: none"> > Crossing point on Obley Street needed near the end of the shared path. > Crossing of Railway Parade is required by all students walking to school.
Eugowra	<ul style="list-style-type: none"> > Key missing footpaths: The Escort Way, in park on both approaches to public toilets, from park to the path on the road bridge to cross the creek, Oberon Street, Cooper Street, Hill Street and Bowler Street. > Town's aging population require accessible pedestrian facilities and has an increased reliance on mobility aids. > The road bridge is an unsafe environment for pedestrians, path is not wide enough for two mobility scooters to pass and there is no separation from vehicles. > Not enough kerb ramps means vulnerable pedestrians can be stranded in the road way. > Intersection of Pye Street, Nanima Street, Broad Street and The Escort Way is dangerous for pedestrians to cross. It is wide and used by heavy vehicles. > A recreational route could be provided along the creek. > Sight distance issues are created by Mandagery Creek Bridge in Pye and Broad Street, the bridge structure affects motorist and pedestrian visibility on approach to the bridge.
Manildra	<ul style="list-style-type: none"> > Key missing footpaths: Loftus Street, Derowie Street, through park on southern side of Kiewa Street to the car park, Cudal Street, to swimming pool entrance. > Flour mill generates significant heavy vehicle traffic this is dangerous for children travelling to/from school. Trucks exit the mill on both Loftus Street and Kiewa Street. > A safe route for children between the school on Packham Drive and the town centre and memorial hall is needed which separates children from trucks. > Mill employees cross Kiewa Street between the mill's buildings throughout the day. They need a safe crossing. > Safe crossing should be provided in Kiewa Street that aligns with the medical centre and public toilets. > The footbridge needs maintenance. > Kerb ramps required on Goimbla Street and Derowie Street. > Motorists have poor visibility of pedestrians as they enter the town from Henry Parkes Drive, there is a sharp bend as the road becomes Kiewa Street. This is near the school and the Anglican church.
Molong	<ul style="list-style-type: none"> > Key missing footpaths: Hill Street, Reynolds Road. > Many streets around Molong don't have footpaths. > A lack of crossing around Molong Central School. Students at Molong Central School need to cross Edward Street, a heavy vehicle route. > No zebra crossing or school crossing supervisor at Molong Central School. > Bells Lane has several aged care facilities. > Steep footpaths to access the hospital on foot. > Several missing kerb ramps around Molong including Edward Street where it meets Hill Street. > A crossing is needed over Watson Street between Bank Street and the library.

Town	Key outcomes
	<ul style="list-style-type: none"> > Intersection of Hill Street, Kite Street and the Mitchell Highway is difficult to cross.
Mullion Creek	<ul style="list-style-type: none"> > Key missing footpaths: Bevan Street, Ostini Lane, access to the public reserve, connecting the community hall and the park and school. > A younger demographic; families with young children are moving into the area. > School crossing of Long Point Road needed.
Yeoval	<ul style="list-style-type: none"> > Key missing footpaths: Lucknow Street, King Street, Forbes Street, Banjo Patterson Park, in front of lawn bowls. > Lack of accessibility on the main street including entrance to some buildings. > A number of kerb ramps are not to standard. > Opportunities for a walking circuit around the town.

4.2 Pedestrian crashes

There were seven crashes involving pedestrians reported within the Cabonne LGA during the most recent five year period of recorded data from 2008 to 2012. Of these seven crashes:

- > One (1) crash involved a fatality;
- > Five (5) crashes involved an injury;
- > One (1) crash involved neither an injury nor fatality.

4.2.1 Crash locations

The crash locations are varied across the LGA however there is some clustering of crashes within the village of Canowindra. Canowindra had three crashes, Molong, Cargo and Manildra had one crash each and one crash occurred on the Mitchell Highway around 11 kilometres east of Molong.

The crash locations are shown on **Figure 4-1** to **Figure 4-9** where they fall within the boundaries of the study area.

4.2.2 Crash types

One of the basic tools for understanding what happened in an accident is the road user movement or accident type previously referred to as a Road User Movement (RUM) Code, but may now also be referred to as a DCA Code (Definitions for Coding Accidents).

The crash types which involve pedestrians are identified in the RTA accident database under RUM Codes 00 to 09 as follow:

Table 4-2 Road User Movement (RUM) codes

RUM Code	Description
00	Pedestrian hit in the near side lane
01	Pedestrian hit emerging from behind an object such as a parked car
02	Pedestrian hit in the far side lane
03	Pedestrian hit either playing, working, lying or standing on the carriageway
04	Pedestrian hit walking with the traffic
05	Pedestrian hit walking facing the traffic
06	Pedestrian hit on footway
07	Pedestrian hit in driveway

09 | Other

Table 5-2 sets out the RUM code for the three crashes involving pedestrians within the Cabonne LGA. Three (3) of the crashes were classified as RUM 01, involving pedestrians being hit as they emerged from behind another vehicle to cross the road. These crashes occurred during the day time, with one crash in the morning (8:00am) and two in the afternoon (both approximately 3:00pm).

The weather conditions at the time of all crashes was “Fine” and in dry surface conditions. The other crashes involved:

- > One (1) pedestrian being hit on the near side of traffic;
- > One (1) pedestrian being hit on the far side of traffic;
- > One (1) pedestrian standing on the road carriageway; and
- > One (1) pedestrian walking with the traffic flow.

Table 4-3 Number of crashes by RMS Accident Definitions for Coding Accidents (DCA) code

RUM Code	00	01	02	03	04	05	06	07	09
No. of Crashes	1	3	1	1	1	0	0	0	0

The ages of the pedestrians involved in the crashes vary; two were Secondary (or teenagers) or young adults while another two were in the 60+ age bracket as shown in **Table 5-3**.

Table 4-4 Pedestrian age profile

Facility User Group	Pre-school	Infants	Primary	Secondary	Young Adults	Adults	Elderly	Unkn	Total
	0-4	5-8	9-11	12-17	18-25	26-59	60+		
No. of Crashes	1	0	0	2	0	2	2	0	7

4.3 Facility audits

Facility audits were undertaken between February 3 and February 5 after discussing the issues with members of each town’s Progress Association or Chamber of Commerce.

The site audit identified a number of issues throughout the study area ranging from the quality of facilities through to locations of personal and road safety risk. These issues included:

- > Missing footpaths
- > Poor quality footpath pavement
- > Missing or misaligned kerb ramps
- > Lack of crossing facility
- > Unsafe crossing facility
- > Steep gradients
- > Obstructions
- > Lack of maintenance
- > Other safety issues

Photo examples of some of the instances where these issues occurred are provided in **Appendix B**, with issue locations and missing facilities shown on **Figure 4-1** to **Figure 4-9**.

4.4 Mapping

The following maps indicate each town's existing facilities and issues, based on input from the stakeholder consultation, the background review, facility audits and crash analysis. The maps include some specific issues, indicated by a number. These issues are explained in **Table 4-5** below.

Table 4-5 Specific pedestrian issues

Number	Issue
1	Misaligned crossing
2	Lack of lighting
3	No separation between pedestrians and vehicles
4	Vegetation maintenance needed
5	Lack of signage warning motorists of pedestrian presence
6	Heavy vehicle conflict with pedestrians
7	Steep gradient
8	Poor motorist visibility
9	Pot holes affecting pedestrian movement
10	Building entrance is not accessible

Figure 4-1 Canowindra existing facilities and pedestrian issues



CANOWINDRA

Existing facilities

- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- ▣ Zebra crossing
- ▣ School crossing/lights
- ⌵ Pedestrian bridge
- ★ School entrance
- B Bus/coach stop

Issues

- No footpath
- Narrow/poor quality footpath
- Missing kerb ramp
- Misaligned/non-standard kerb ramp
- ⊠ Missing / inadequate crossing facility
- Other issue #

Figure 4-2 Cargo existing facilities and pedestrian issues



CARGO

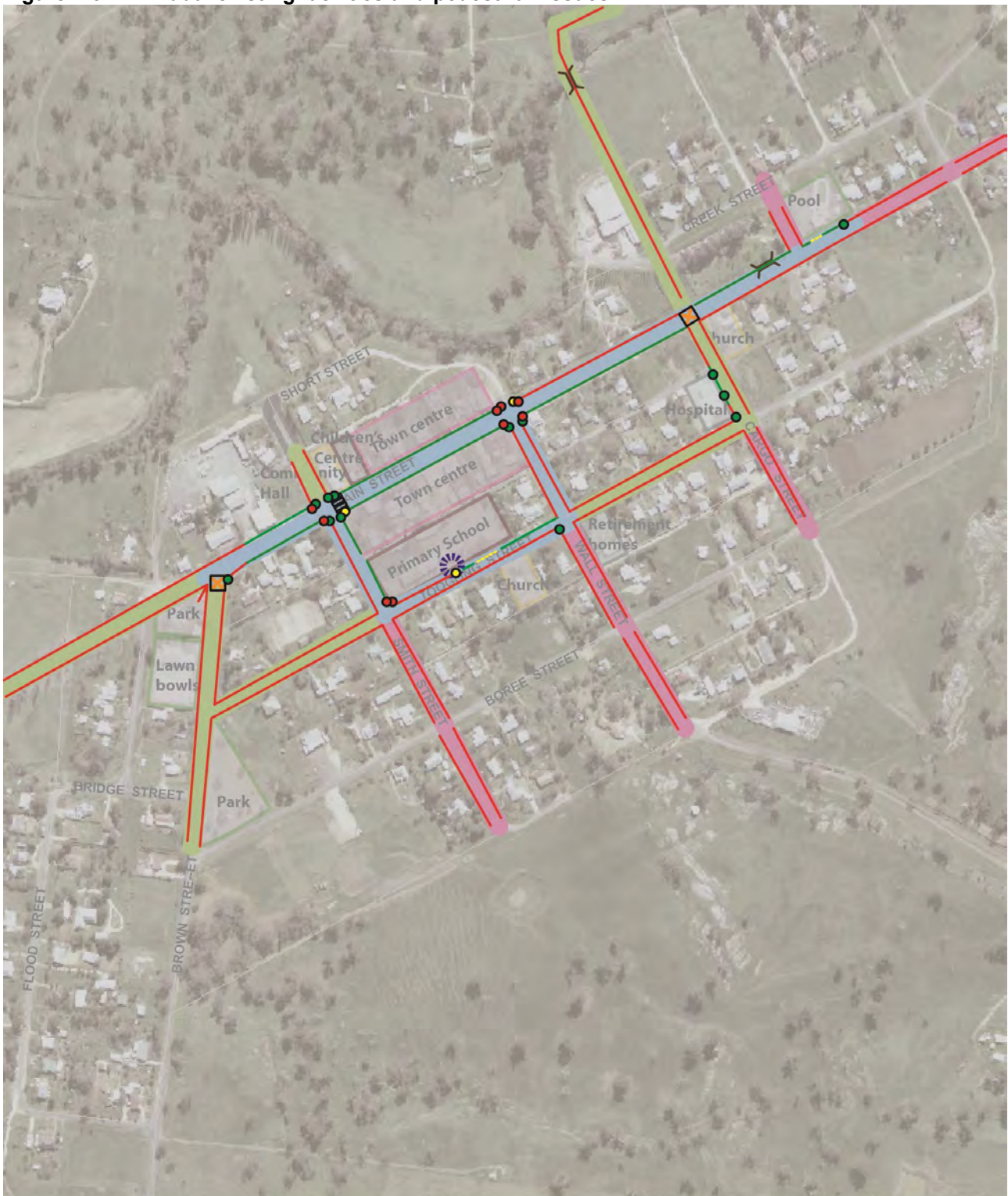
Existing facilities

- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- |||| Zebra crossing
- |||| School crossing/lights
- ||| Pedestrian bridge
- ⊙ School entrance
- B Bus/coach stop

Issues

- No footpath
- ⋯ Narrow/poor quality footpath
- Missing kerb ramp
- Misaligned/non-standard kerb ramp
- ⊠ Missing / inadequate crossing facility
- # Other issue #

Figure 4-3 Cudal existing facilities and pedestrian issues



CUDAL

Existing facilities

- | | | | |
|--|-------------------|--|------------------------|
| | Footpath | | School crossing/lights |
| | Kerb ramp | | Pedestrian bridge |
| | Pedestrian refuge | | School entrance |
| | Kerb build out | | Bus/coach stop |
| | Zebra crossing | | |

Issues

- | | |
|--|--|
| | No footpath |
| | Narrow/poor quality footpath |
| | Missing kerb ramp |
| | Misaligned/non-standard kerb ramp |
| | Missing / inadequate crossing facility |
| | Other issue # |

Figure 4-4 Cumnock existing facilities and pedestrian issues



CUMNOCK

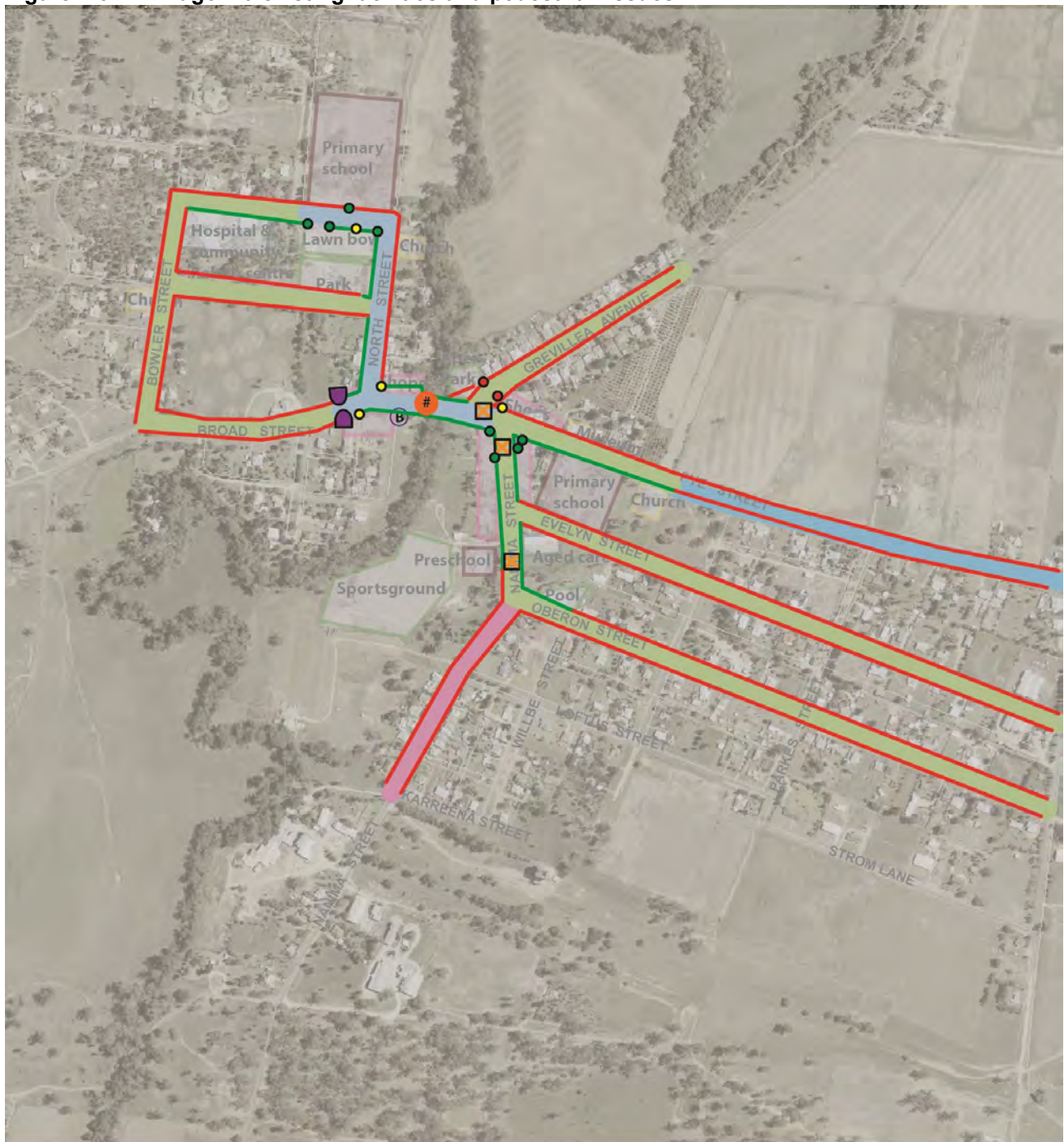
Existing facilities

- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- |||| Zebra crossing
- |||| School crossing/lights
- X Pedestrian bridge
- ⊙ School entrance
- B Bus/coach stop

Issues

- No footpath
- Narrow/poor quality footpath
- Missing kerb ramp
- Misaligned/non-standard kerb ramp
- X Missing / inadequate crossing facility
- Other issue #

Figure 4-5 Eugowra existing facilities and pedestrian issues



Existing facilities

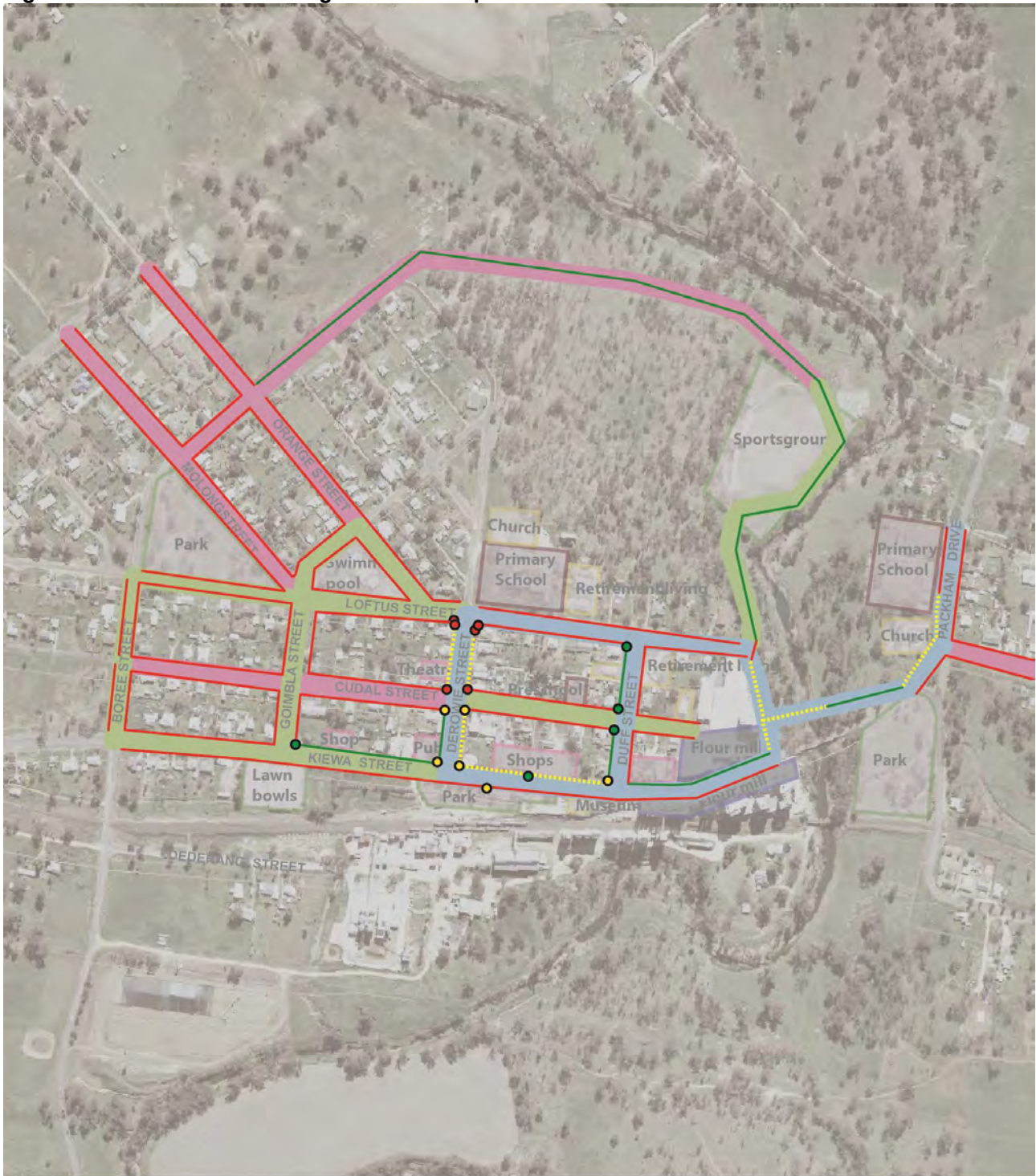
- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- |||| Zebra crossing
- |||| School crossing/lights
- ⋈ Pedestrian bridge
- ⊙ School entrance
- B Bus/coach stop

Issues

- No footpath
- Narrow/poor quality footpath
- Missing kerb ramp
- Misaligned/non-standard kerb ramp
- ⊠ Missing / inadequate crossing facility
- Other issue #

EUGOWRA

Figure 4-6 Manildra existing facilities and pedestrian issues



MANILDRA

Existing facilities

- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- |||| Zebra crossing
- |||| School crossing/lights
- } Pedestrian bridge
- ⊙ School entrance
- B Bus/coach stop

Issues

- No footpath
- Narrow/poor quality footpath
- Missing kerb ramp
- Misaligned/non-standard kerb ramp
- X Missing / inadequate crossing facility
- Other issue #

Figure 4-8 Mullion Creek existing facilities and pedestrian issues



MULLION CREEK

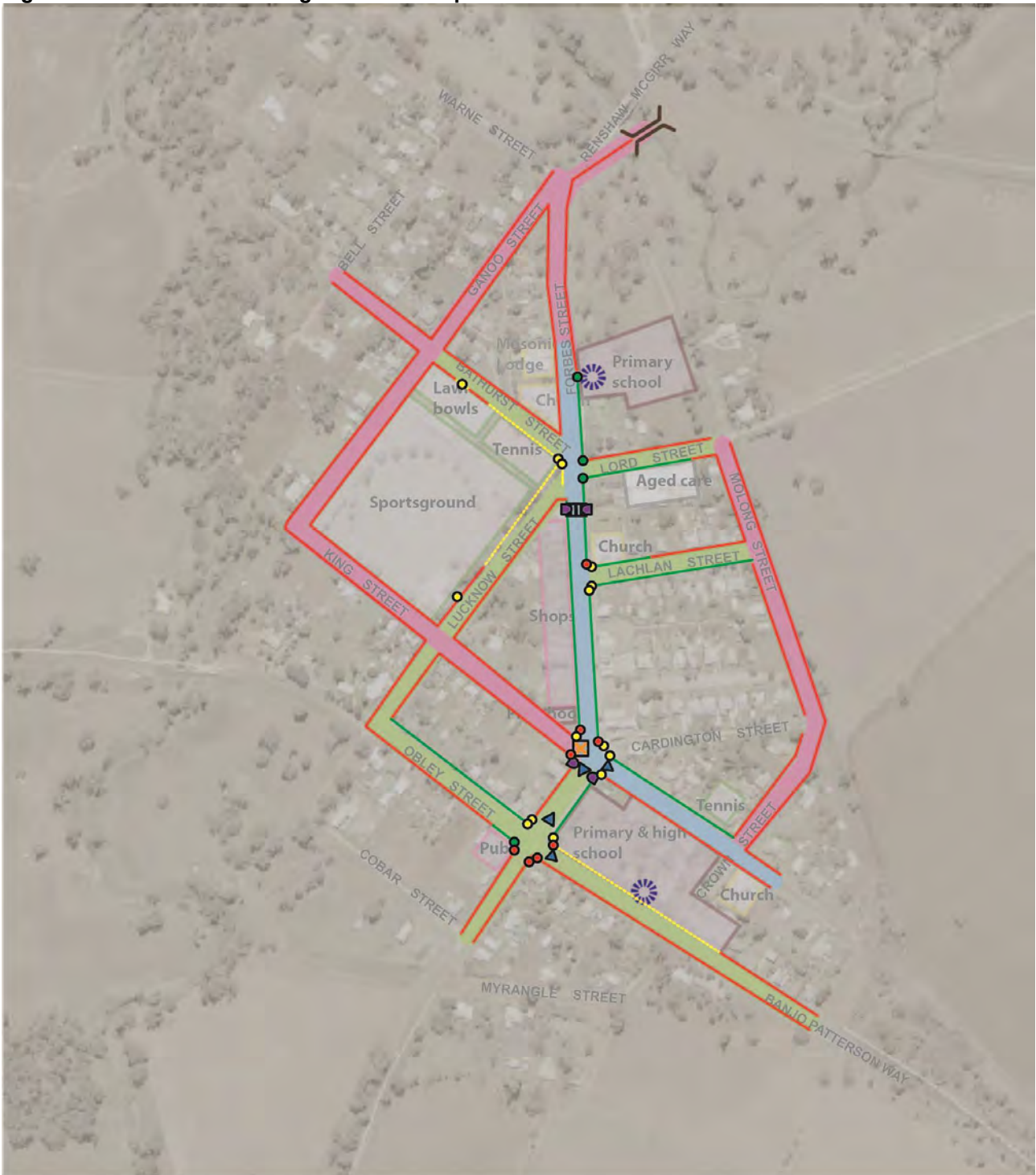
Existing facilities

- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- |||| Zebra crossing
- |||| School crossing/lights
- ⌵ Pedestrian bridge
- ⊙ School entrance
- B Bus/coach stop

Issues

- No footpath
- Narrow/poor quality footpath
- Missing kerb ramp
- Misaligned/non-standard kerb ramp
- Missing / inadequate crossing facility
- Other issue #

Figure 4-9 Yeoval existing facilities and pedestrian issues



YEOVAL

Existing facilities

- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge
- School entrance
- B Bus/coach stop

Issues

- No footpath
- Narrow/poor quality footpath
- Missing kerb ramp
- Misaligned/non-standard kerb ramp
- Missing / inadequate crossing facility
- Other issue #

4.5 Summary of key findings

Key issues with the provision of pedestrian facilities in the towns and villages of Cabonne have been determined through:

- > Outcomes from stakeholder consultation.
- > Examination of existing land uses.
- > Analysis of pedestrian crash data.
- > Identification of the pedestrian, public transport and road network.
- > Facility audits.

These issues are primarily associated with a lack of connectivity from missing infrastructure, a lack of accessibility and safe crossing opportunities. The summarised key issues are presented in the below sections.

4.5.1 Connectivity

Although the towns and villages in Cabonne are generally small in size, connectivity is reduced due to a lack of footpaths and safe crossing opportunities on high priority routes. The creeks in a number of the towns present a significant barrier for pedestrians and a safety issue as they are often required to travel in close proximity to vehicles using the road bridge to cross the creek.

The constant presence of heavy vehicles in most towns also creates a lack of connectivity and often a barrier between two sides of the main shopping centres.

4.5.2 Road safety

All of Cabonne's towns and villages have at least one heavy vehicle route and they almost always converge with the town's main commercial street to travel through the town. There is an obvious conflict between heavy vehicles and school children and shoppers and their interaction creates potential road safety issues for the pedestrians.

The posted change in speed as vehicles enter residential areas is sometimes not adhered to by motorists passing through the town which reduces safety for pedestrians.

Some of Cabonne's existing crossing facilities need to be upgraded. Some zebra crossings involve a long travel distance across the road way and pedestrian refuges can be too narrow. In some places no crossing facility exists on a pedestrian desire line.

Sight distances are an issue in a number of locations where pedestrians are attempting to cross roads.

4.5.3 Accessibility

Cabonne has a number of residents who are reliant on mobility aids, indicating a demand for an accessible pedestrian network that caters for people with limited mobility. The Shire's aging population is likely to increase the prevalence of mobility aids and the need for safe crossing points.

There is a lack of kerb ramps, or kerb ramps are misaligned or too steep which reduces the ability for vulnerable pedestrians to move safely around the town centres.

4.5.4 Legibility

There is generally minimal directional signage for pedestrians in the towns and villages. Although residents in Cabonne's towns are very familiar with the route to pedestrian destinations, visitors will not necessarily know which direction to head in although some villages are addressing this with maps in key locations.

4.5.5 Quality of infrastructure and maintenance

Several sections of Cabonne's existing footpath network require maintenance. In some places vegetation obstructs pedestrian movements and in other sections the path is slippery due to loose gravel. Some kerb ramps are not to standard or are in poor condition.

4.5.6 Recreational routes

A number of the towns have the potential to create or enhance a walking circuit around the town or along a creek. Although this type of infrastructure is not essential, as it is not planned to link two or more destinations, it is desirable as it will encourage walking for health and social benefits, and could also be promoted in some cases as a sight-seeing walk for tourists.

5 Future context

5.1 Population growth

Cabonne's Community Strategic Plan sets out the projected population growth over the next twenty years. The plan expects Cabonne's population to grow by 2,809 people between 2009 and 2031, from 13,246 to 16,055, an increase of 21.2%. This equates to an average annual population growth of 0.9% which is above the anticipated average annual growth for the Central West region which sits at 0.7%.

5.2 Land use changes and new developments

Cabonne's 2012 Local Environment Plan sets the land use zoning for each of the Shire's towns and villages. Of relevance to the PAMP is the zoning that has the potential to increase pedestrian demand and determine new pedestrian routes.

A number of factors, including the land use zoning, will ultimately determine future development in and around the towns.

5.2.1 Residential zoning

Cabonne's LEP zone R5 is Large Lot Residential. It allows for the development of residential housing in a rural setting while attempting to minimise impacts on environmentally sensitive lands.

These lots are located away from the town centres so that they do not impact on future urban development. Areas with large lot residential development potential include Canowindra's north east, Cudal's east and west, Cumnock's east, Eugowra's west, Manildra's east, Molong's east, west and north west and Yeoval's south west.

All of Mullion Creek is zoned as R5 Large Lot Residential.

5.2.2 Known residential developments

In Canowindra new housing blocks have been sold in south Canowindra and new homes are being built north of Clyburn Street.

In Cudal there are new and proposed residential subdivisions planned out along Davys Plains Road towards the showground, south of the town. One has 17 lots and is likely to be developed in the short term. The other has 83 lots and development will occur in the long term. There are also potential new housing blocks along Boree Street and Long Street, east of Cargo Street.

South Molong has been earmarked for potential residential growth and the area around the Molong Golf Course is considered to have development potential.

There is a new residential subdivision in Mullion Creek called Rosella Place and other potential new residential rezoning for subdivisions outside of the main towns include Windera Estate, Horspool Way and Weemila Place.

A potential residential sub-division may occur in eastern Eugowra.

5.2.3 Other land uses

There are potential aged care and retirement living developments proposed for Cabonne, particularly in Canowindra at the town's western entrance on Nangar Road and in Cudal on Long Street, if residential housing is not developed here instead.

There are no known planned health, education or retail developments.

6 Recommended pedestrian improvements

6.1 General

Proposed minimum pedestrian facilities for each route type, high, medium and low are described in **Table 6-1**. Where a pedestrian route aligns with a cycle route, proposed in the draft Cabonne Bike Plan, a shared path is proposed in both plans and the minimum provisions for these paths are also described in **Table 6-1**.

Table 6-1 Minimal pedestrian infrastructure by route

Route priority	Minimal pedestrian infrastructure
High	<ul style="list-style-type: none"> > Footpaths provided on both sides of the road > 1.8m wide minimum.
Medium	<ul style="list-style-type: none"> > Footpaths provided on one side of the road > 1.8m wide minimum.
Low	<ul style="list-style-type: none"> > Footpaths provided on one side of the road > 1.5m wide minimum.
Shared path	<ul style="list-style-type: none"> > Off road shared path provided on one side of the road > 2.5m wide > Shared path signage and markings

6.1.1 Shared paths

The joint preparation of the PAMP and the Bike Plan allow for the identification of routes that cater for both pedestrians and cyclists. Where this occurs, the infrastructure recommended is a shared path to provide enough room for all users of the path to pass each other comfortably.

The AustRoads Guide to Road Design recommends shared path widths between 2.5 metres to 3.5 metres depending on the type of route it would be used for e.g. local access or commuter. In the case of Cabonne, the low pedestrian and cyclist volumes mean that the minimum width of 2.5m will be appropriate.

6.1.2 Crossings

The proposed crossing facilities in Cabonne towns and villages are dependent on each situations needs. A preference has been made for kerb build outs and pedestrian refuges or medians over additional zebra crossings to reduce a pedestrian's reliance on motorists slowing down and stopping in time.

These facilities also help to calm traffic in pedestrian activity areas by acting as a visual clue about the changed traffic conditions, reducing speeds and traffic volumes and discouraging through traffic in some cases.

Where a zebra crossing is proposed, or proposed to be upgraded, a shorter crossing distance is desirable to reduce the time spent in the roadway.

While heavy vehicle routes are unlikely to change, measures can be taken to calm traffic while also providing shorter crossing distances across main roads for pedestrians or providing a staged crossing so that only one direction of traffic is crossed at a time.

6.1.3 Kerb ramps

Where a new footpath is recommended, kerbs ramps are also generally recommended to assist with entering and exiting the road way at intersections. In some cases however, kerb ramps may not be required

as there is no level change between the footpath and the road lane due to a lack of kerb and gutter. The requirement for these kerb ramps can be assessed at design stage.

6.1.4 Specific improvements

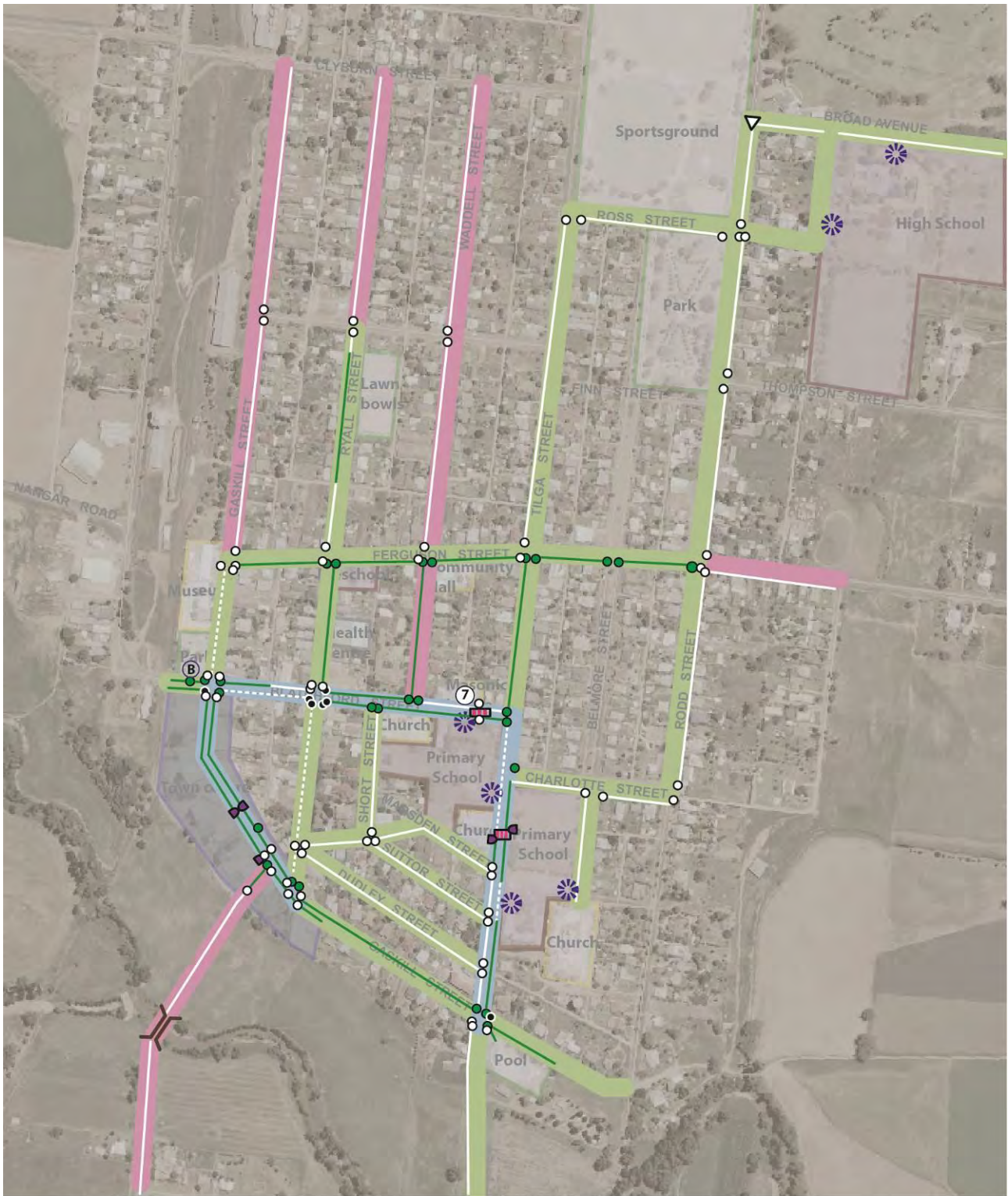
The following table of specific improvements only occurs a couple of times throughout the study area so they have been marked with a number corresponding to the numbers in the table below.

Table 6-2 Specific improvement numbers

#	Improvement
1	Warning signage for motorists regarding pedestrian activity in the area
2	Vegetation maintenance
3	Separate footbridge
4	Driveway markings to warn truck drivers of pedestrian activity
5	Footbridge maintenance
6	Provide access ramp to building
7	Street lighting
8	Move school entrance
9	Reduce footpath obstructions
10	Fix pot holes in laneway
11	New school crossing with lights
12	Underpass

The recommended improvements for each town and village are detailed in **Figure 6-1** to **Figure 6-9**.

Figure 6-1 Canowindra recommended improvements



CANOWINDRA

Existing facilities

- Footpath
- Kerb ramp
- Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge

Improvements

- New footpath
- Upgraded footpath
- New kerb ramp
- Upgraded kerb ramp
- New pedestrian refuge
- Upgraded pedestrian refuge

- New kerb build out
- Other improvement

Figure 6-2 Cargo recommended improvements



CARGO

Existing facilities

- Footpath
- Kerb ramp
- ▲ Pedestrian refuge
- Kerb build out
- ▤ Zebra crossing
- ▤ School crossing/lights
- ⌵ Pedestrian bridge

Improvements

- ▤ New footpath
- ▤ Upgraded footpath
- New kerb ramp
- ◉ Upgraded kerb ramp
- ▲ New pedestrian refuge
- ▲ Upgraded pedestrian refuge

- ◻ New kerb build out
- ⊕ Other improvement

Figure 6-3 Cudal recommended improvements



CUDAL

Existing facilities

- Footpath
- Kerb ramp
- Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge

Improvements

- New footpath
- Upgraded footpath
- New kerb ramp
- Upgraded kerb ramp
- New pedestrian refuge
- Upgraded pedestrian refuge

- New kerb build out
- Pedestrian fencing
- Other improvement

Figure 6-4 Cumnock recommended improvements



CUMNOCK

Existing facilities

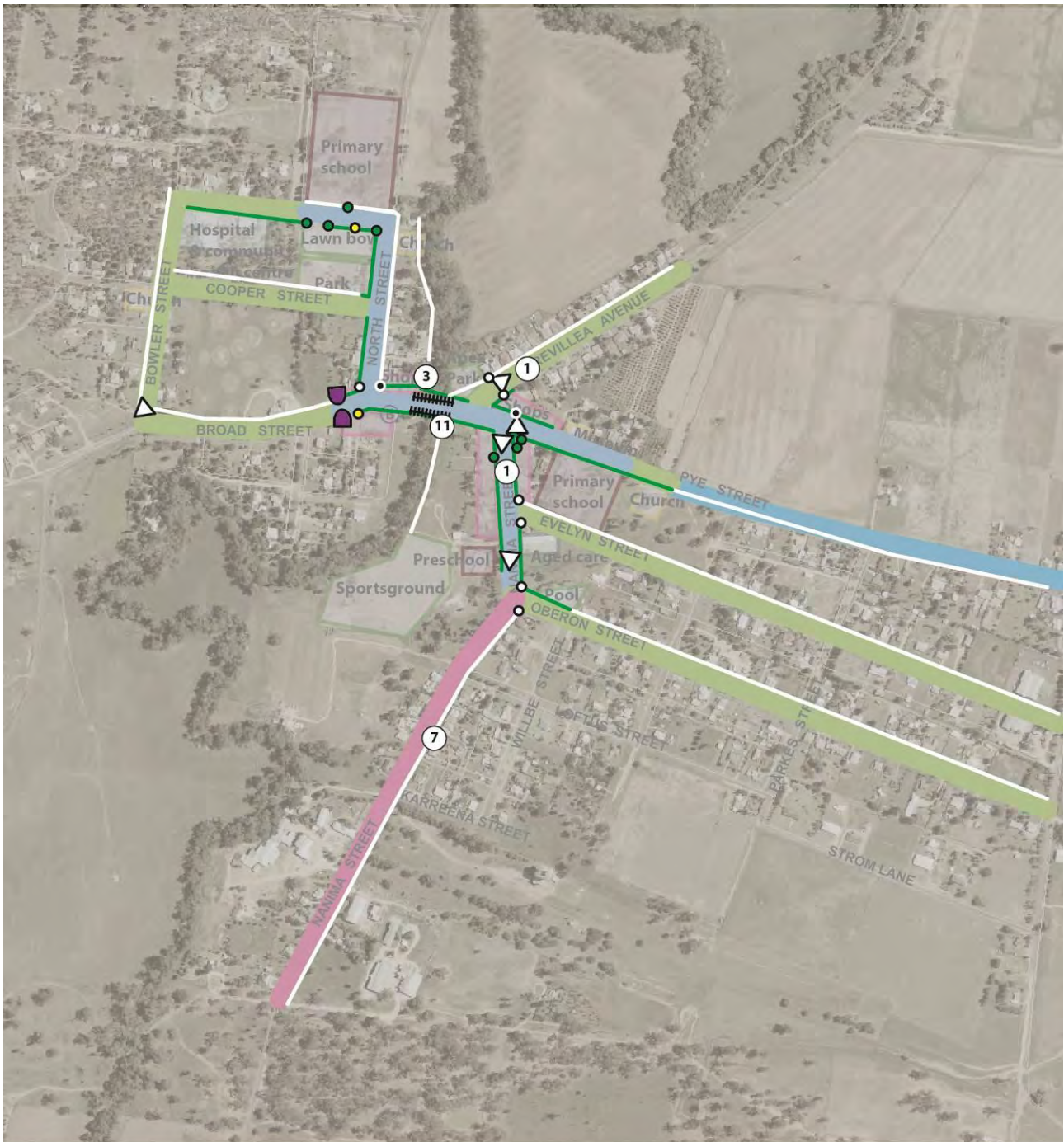
- Footpath
- Kerb ramp
- Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge

Improvements

- New footpath
- Upgraded footpath
- New kerb ramp
- Upgraded kerb ramp
- New pedestrian refuge
- Upgraded pedestrian refuge

- New kerb build out
- Other improvement
- Pedestrian fencing

Figure 6-5 Eugowra recommended improvements



EUGOWRA

Existing facilities

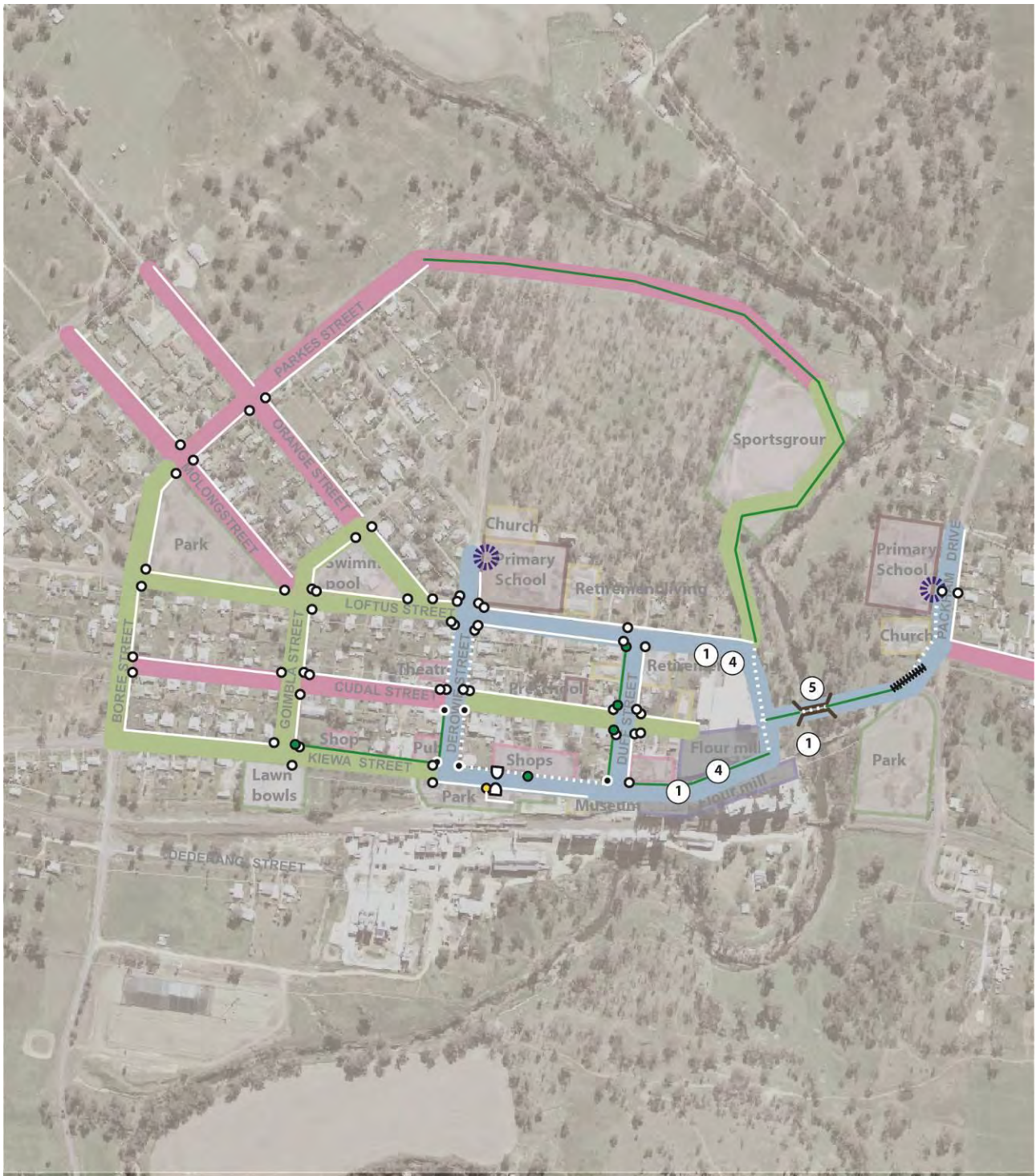
- Footpath
- Kerb ramp
- Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge

Improvements

- New footpath
- Upgraded footpath
- New kerb ramp
- Upgraded kerb ramp
- New pedestrian refuge
- Upgraded pedestrian refuge

- New kerb build out
- Other improvement
- Pedestrian fencing

Figure 6-6 Manildra recommended improvements



MANILDRA

Existing facilities

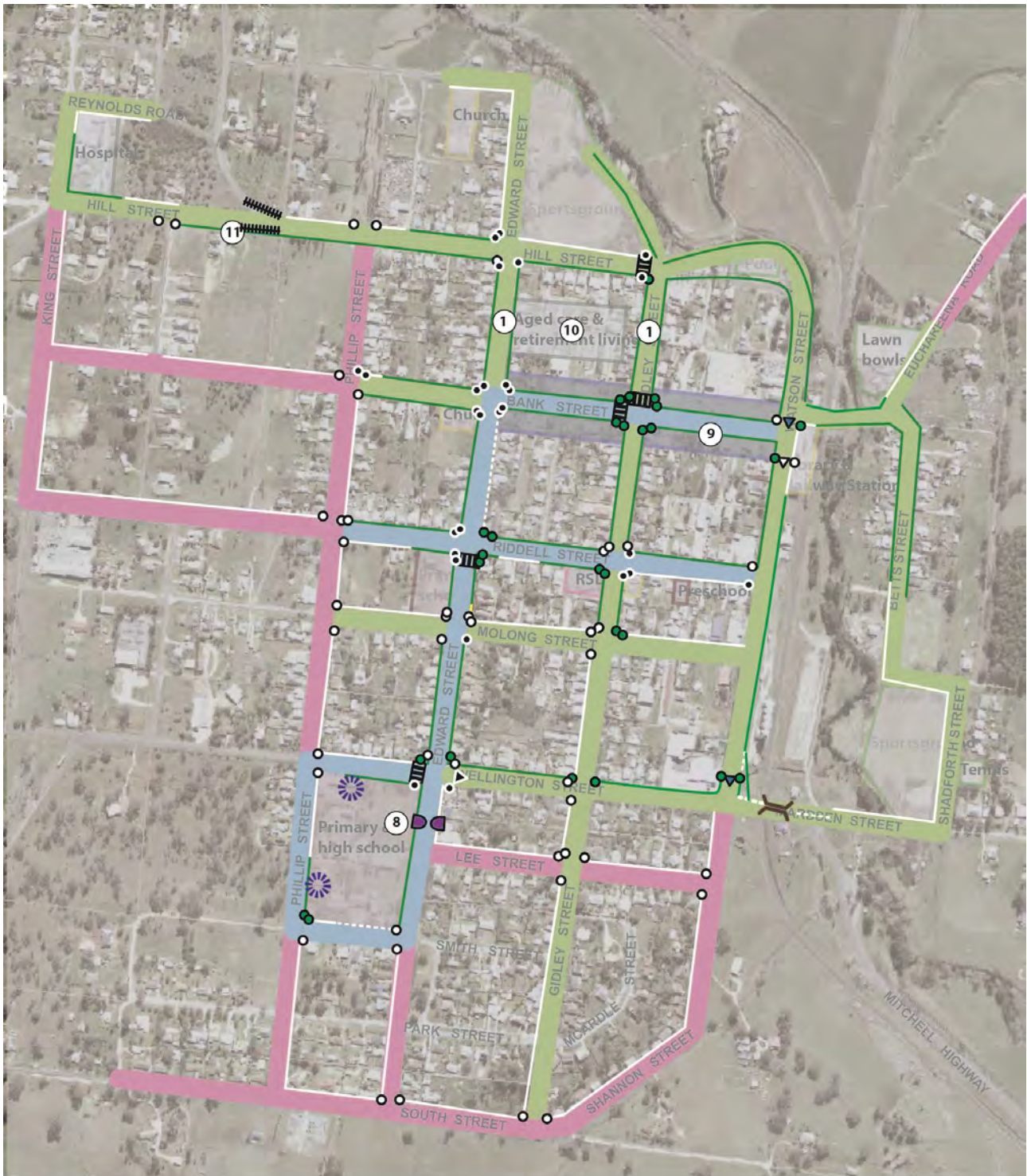
- Footpath
- Kerb ramp
- Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge

Improvements

- New footpath
- Upgraded footpath
- New kerb ramp
- Upgraded kerb ramp
- New pedestrian refuge
- Upgraded pedestrian refuge

- New kerb build out
- Other improvement
- Pedestrian fencing

Figure 6-7 Molong recommended improvements



MOLONG	Existing facilities		Improvements			
		Footpath		New footpath		New kerb build out
		Kerb ramp		Upgraded footpath		Other improvement
		Pedestrian refuge		New kerb ramp		Pedestrian fencing
		Kerb build out		Upgraded kerb ramp		
		Zebra crossing		New pedestrian refuge		
		School crossing/lights		Upgraded pedestrian refuge		
		Pedestrian bridge				

Figure 6-8 Mullion Creek recommended improvements



MULLION CREEK

Existing facilities

- Footpath
- Kerb ramp
- Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge

Improvements

- New footpath
- Upgraded footpath
- New kerb ramp
- Upgraded kerb ramp
- New pedestrian refuge
- Upgraded pedestrian refuge

- New kerb build out
- Other improvement

Figure 6-9 Yeoval recommended improvements



YEOVAL

Existing facilities

- Footpath
- Kerb ramp
- Pedestrian refuge
- Kerb build out
- Zebra crossing
- School crossing/lights
- Pedestrian bridge

Improvements

- New footpath
- Upgraded footpath
- New kerb ramp
- Upgraded kerb ramp
- New pedestrian refuge
- Upgraded pedestrian refuge

- New kerb build out
- Other improvement

7 Works prioritisation

7.1 Works prioritisation criteria

Due to budget and resource constraints the recommendations have been prioritised using a system that accounts for the route priority that the recommended works occurs on and whether the recommendation is for a new facility or a replacement/upgrade to an existing facility. The priority system is outlined below in **Table 7-1**.

Table 7-1 Works prioritisation criteria

Priority	Criteria
1	Occurs on a high priority route and is a new facility or addresses a safety risk
2	Occurs on a high priority route and is a replacement/upgrade to an existing facility
3	Occurs on a medium priority route and is a new facility
4	Occurs on a medium priority route and is a replacement/upgrade to an existing facility
5	Occurs on a low priority route and is a new facility
6	Occurs on a low priority route and is a replacement/upgrade to an existing facility

By providing Council with a tiered system, funding can be allocated to those routes which service the most vulnerable pedestrians. It is unlikely Council has funding to undertake all works within a short time period and accordingly the priority will need a staged approach.

The recommended improvements for each town and village are detailed in the spreadsheet over page.

7.2 Indicative costs and Triple Bottom Line rating.

Cost estimates and a triple bottom line rating for each of the works are included as part of the recommended improvements spreadsheet over page.

7.3 Implementation timings

The general implementation timings for the prioritised works are set out in **Table 7-2**. These timings are indicative and will be dependent on funding availability.

Table 7-2 Implementation timings

Priority	Timing
1	0-2 years
2	0-2 years
3	2-5 years
4	2-5 years
5	5+ years
6	5+ years

Works Priority	Town	Street	Location	Comment	Item	Qty	Shared path (cost in Bike Plan)	Unit Rate	Cost	Works Priority	New/Up grade	Route			Safety works?	RANKING PRIORITY SCORE	TRIPLE BOTTOM LINE		
												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
High	Canowindra	Blatchford Street	School crossing - both sides of Blatchford	Provide kerb ramps on both sides	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Blatchford Street	Between Gaskill Street and Tilga Street	Provide footpath on northern side	2.5m shared path	400	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Gaskill Street	Intersection with Blatchford Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Blatchford Street	Intersection with Ryall Street	Provide kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Blatchford Street	West of Ryall Street	Provide footpath on northern side	2.5m shared path	136	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Gaskill Street	Intersection with Ryall Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Gaskill Street	Intersection with Tilga Street	Upgrade kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	1	U	Y			3.10	Med	Med	Low	
High	Canowindra	Tilga Street	Between Gaskill Street and school crossing	Provide a footpath on the western side	1.8m wide concrete footpath	253		\$207	\$52,371	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Tilga Street	Between Gaskill Street and Catholic school	Provide kerb ramps	Kerb Ramp	6		\$1,500	\$9,000	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Blatchford Street	In front of Masonic Lodge	Provide lighting	Street light	1		\$5,000	\$5,000	1	N	Y			3.10	Med	Med	Low	
High	Canowindra	Gaskill Street	Intersection with Blatchford Street	Upgrade kerb ramps	Kerb Ramp	1		\$1,500	\$1,500	2	U	Y			3.10	Med	Med	Low	
High	Canowindra	Blatchford Street	Intersection with Ryall Street	Upgrade kerb ramps	Kerb Ramp	5		\$1,500	\$7,500	2	U	Y			3.10	Med	Med	Low	
High	Canowindra	Blatchford Street	Between Gaskill Street and Ryall Street	Replace footpath on southern side	2.5m shared path	137	Y		\$0	2	U	Y			3.10	Med	Med	Low	
High	Canowindra	Ryall Street	Between Gaskill Street and Blatchford Street	Replace footpath on western side	1.8m wide concrete footpath	287		\$207	\$59,409	2	U	Y			3.10	Med	Med	Low	
High	Canowindra	Gaskill Street	Provide kerb ramps at kerb build outs	Provide kerb ramps at kerb build outs	Kerb Ramp	2		\$1,500	\$3,000	2	U	Y			3.10	Med	Med	Low	
High	Canowindra	Tilga Street	Between Blatchford Street and school crossing	Upgrade to shared path	2.5m shared path	144	Y		\$0	2	U	Y			3.10	Med	Med	Low	
High	Canowindra	Tilga Street	In front of public school	Replace footpath	2.5m shared path	76	Y		\$0	2	U	Y			3.10	Med	Med	Low	
Medium	Canowindra	Belmore Street	Between Charlotte Street and the Anglican	Provide footpath on western side adjacent to school	1.8m wide concrete footpath	149		\$207	\$30,843	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Browns Avenue	Between Rodd Street and Highschool	Provide footpath on southern side adjacent to school	2.5m shared path	265	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Rodd Street	Between Browns Avenue and Charlotte Street	Provide footpath on eastern side	1.8m wide concrete footpath	921		\$207	\$190,647	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Ross Street	Between Tilga Street and Rodd Street	Provide footpath on southern side	2.5m shared path	230	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Charlotte Street	Between Tilga Street and Rodd Street	Provide a footpath on the southern side	1.8m wide concrete footpath	209		\$207	\$43,263	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Tilga Street	Between Ferguson Street and Ross Street	Provide a footpath on the western side	2.5m shared path	475	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Ferguson Street	Intersection with Gaskill, Ryall, Tilga and W	Provide kerb ramps to cross over Ferguson Street	Kerb Ramp	13		\$1,500	\$19,500	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Charlotte Street	Intersection with Belmore Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Rodd Street	Intersections with Thompson Street and Ch	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Ross Street	Intersections with Tilga Street and Rodd St	Provide kerb ramps	Kerb ramp	6		\$1,500	\$9,000	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Ryall Street	Between Ferguson Street and existing footp	Provide a footpath on the western side	1.8m wide concrete footpath	87		\$207	\$18,009	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Tilga Street	Intersection with Gaskill Street	Provide kerb ramps	Kerb ramp	3		\$1,500	\$4,500	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Tilga Street/Bridge street	South of Gaskill Street	Provide a footpath on western side	2.5m shared path	298	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Dudley Street	Between Tilga Street and Ryall Street	Provide footpath on southern side	1.8m wide concrete footpath	288		\$207	\$59,616	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Short Street	Between Tilga Street and Blatchford Street	Provide footpath on southern side	1.8m wide concrete footpath	357		\$207	\$73,899	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Marsden Street / Suttor Str	Between Tilga Street and Ryall Street	Provide footpath on southern side	1.8m wide concrete footpath	277		\$207	\$57,339	3	N		Y		2.90	Low	Low	Low	

Works Priority	Town	Street	Location	Comment	Item	Qty	Shared path (cost in Bike Plan)	Unit Rate	Cost	Works Priority	New/Up grade	Route			Safety works?	RANKING PRIORITY SCORE	TRIPLE BOTTOM LINE		
												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
Medium	Canowindra	Dudley Street	Intersection with Ryall Street	Provide kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Short Street	Intersection with Marsden Street	Provide kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	3	N		Y		2.90	Low	Low	Low	
Medium	Canowindra	Rodd Street	Intersection with Broad Avenue	Provide crossing facility	Pedestrian refuge	2		\$8,500	\$17,000	3	N		Y	Y	3.65	Med	Low	Nil	
Medium	Canowindra	Gaskill Street	Between Blatchford Street and Ferguson St	Upgrade narrow footpath	1.5m wide concrete footpath	175		\$173	\$30,188	4	U		Y		2.90	Low	Low	Low	
Low	Canowindra	Wardell Street	Between Ferguson Street and Clyburn Stre	Provide a footpath on the western side	1.5m wide concrete footpath	635		\$173	\$109,538	5	N		Y		2.70	Low	Low	Low	
Low	Canowindra	Flanagan Street (WAS WA	Intersection with Gaskill, Ryall and Wardell	Provide kerb ramps to cross over Flanagan Street	Kerb Ramp	6		\$1,500	\$9,000	5	N		Y		2.70	Low	Low	Low	
Low	Canowindra	Ryall Street	Between footpath opposite lawn bowls club and Clyburn Street	Provide a footpath on the western side	1.5m wide concrete footpath	362		\$173	\$62,445	5	N		Y		2.70	Low	Low	Low	
Low	Canowindra	Gaskill Street	Between Ferguson Street and Clyburn Stre	Provide a footpath on the eastern side	1.5m wide concrete footpath	678		\$173	\$116,955	5	N		Y		2.70	Low	Low	Low	
Low	Canowindra	Off road	Access to swinging bridge	Provide footpath on both sides of bridge	1.5m wide concrete footpath	215		\$173	\$37,088	5	N		Y		2.70	Low	Low	Low	
Low	Canowindra	Off road	Access to swinging bridge	Provide kerb ramps between swinging bridge and footpath to Gaskill Street	Kerb Ramp	1		\$1,500	\$1,500	5	N		Y		2.70	Low	Low	Low	
Low	Canowindra	Gaskill Street	Near access to swinging bridge	Provide kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	5	N		Y		2.70	Low	Low	Low	
High	Cargo	Hamilton Street	Between school and Mayne Street	Provide a footpath on the western side	1.8m wide concrete footpath	173		\$207	\$35,811	1	N	Y			3.10	Med	Med	Low	
High	Cargo	Hicks Street	Between Mayne Street and Belmore Street	Provide a footpath on the western side	2.5m shared path	141	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Cargo	Mayne Street	Between Hamilton Street and Hicks Street	Provide a footpath on the southern side	1.8m wide concrete footpath	171		\$207	\$35,397	1	N	Y			3.10	Med	Med	Low	
High	Cargo	Belmore Street	Intersection with Hicks Street	Provide a crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Cargo	Belmore Street	Between the pub and Molong Street	Provide a footpath on the northern side	1.8m wide concrete footpath	183		\$207	\$37,881	1	N	Y			3.10	Med	Med	Low	
High	Cargo	Belmore Street	Near park / intersection with Molong Street	Provide a crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
Medium	Cargo	Hamilton Street	Between Mayne Street and Belmore Street	Provide a footpath on the eastern side	1.8m wide concrete footpath	177		\$207	\$36,639	3	N		Y		2.90	Low	Low	Low	
Medium	Cargo	Belmore Street	Between Hamilton Street and Church Street	Provide a footpath on the southern side	2.5m shared path	283	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Cargo	Molong Street	Between Belmore Street and Powers Street	Provide a footpath on the western side	1.8m wide concrete footpath	85		\$207	\$17,595	3	N		Y		2.90	Low	Low	Low	
Medium	Cargo	Off road	In park north of footbridge	Provide a footpath linked to the toilet block and car park	2.5m shared path	30	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Cargo	Off road	In park between shared path and church st	Provide footpath link	2.5m shared path	53	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Low	Cargo	Forbes Street	North of Belmore Road	Provide a footpath on the western side	1.5m wide concrete footpath	282		\$173	\$48,645	5	N		Y		2.70	Low	Low	Low	
Low	Cargo	Powers Street	North of Molong Street	Provide a footpath on the western side	1.5m wide concrete footpath	133		\$173	\$22,943	5	N		Y		2.70	Low	Low	Low	
Low	Cargo	Belmore Street	east of Church Street	Provide a footpath on the southern side	1.5m wide concrete footpath	408		\$173	\$70,380	5	N		Y		2.70	Low	Low	Low	
Low	Cargo	Thompson Street	Between Church Street and Sportsground	Provide a footpath on the southern side	1.5m wide concrete footpath	416		\$173	\$71,760	5	N		Y		2.70	Low	Low	Low	
Low	Cargo	Brooks Street	Between Church Street and Sportsground	Provide a footpath on the southern side	2.5m shared path	416	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Cargo	Church Street	Between Belmore Street and Brooks Street	Provide a footpath on the western side	1.8m wide concrete footpath/ 2.5m shared path	213	Y		\$0	5	N		Y		2.70	Low	Low	Low	

Works Priority	Town	Street	Location	Comment	Item	Qty	Shared path (cost in Bike Plan)	Unit Rate	Cost	Works Priority	New/Up grade	Route			Safety works?	RANKING PRIORITY SCORE	TRIPLE BOTTOM LINE		
												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
Low	Cargo	Church Street	Between Brooks Street and the church	Provide a footpath on the eastern side	1.8m wide concrete footpath	97		\$207	\$20,079	5	N			Y		2.70	Low	Low	Low
High	Cudal	Main Street / The Escort W	Bridge	Provide barrier between pedestrians and vehicles	Pedestrian fencing	54		\$60	\$3,240	1	N		Y	Y		3.90	High	Med	Nil
High	Cudal	Brown Street	Near intersection with Main Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y				3.10	Med	Med	Low
High	Cudal	Brown Street	Near intersection with Main Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Toogong Street	Between Smith Street and school entrance	Provide a footpath on the northern side	2.5m shared path	63	Y		\$0	1	N	Y				3.10	Med	Med	Low
High	Cudal	Toogong Street	Intersection with Smith Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	1	N	Y				3.10	Med	Med	Low
High	Cudal	Toogong Street	Between Smith Street and Wall Street	Provide footpath on southern side	1.8m wide concrete footpath	216		\$207	\$44,712	1	N	Y				3.10	Med	Med	Low
High	Cudal	Wall Street	Between Main Street and Toogong Street	Provide footpath on the eastern side	1.8m wide concrete footpath	106		\$207	\$21,942	1	N	Y				3.10	Med	Med	Low
High	Cudal	Wall Street	Intersection with Toogong Street	Provide kerb ramps	Kerb Ramp	6		\$1,500	\$9,000	1	N	Y				3.10	Med	Med	Low
High	Cudal	Toogong Street	Near intersection with Wall Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Wall Street	Near intersection with Toogong Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Cargo Street	Intersection with Main Street	Provide kerb ramps as required	Kerb Ramp	TBC				1	N	Y				3.10	Med	Med	Low
High	Cudal	Main Street	East of Cargo Street to the pool	Provide a footpath on the southern side	1.8m wide concrete footpath	175		\$207	\$36,225	1	N	Y				3.10	Med	Med	Low
High	Cudal	Main Street	East of Cargo Street to the pool	Provide barrier to separate people from vehicles	Barrier	175		\$150	\$26,250	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Wall Street	Near intersection with Main Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Main Street	Intersection with Cargo Street	Provide crossing facility	Pedestrian refuge	2		\$8,500	\$17,000	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Main Street	Between Cargo Street and Wall Street	Provide a footpath on the northern side	2.5m shared path	213	Y		\$0	1	N	Y				3.10	Med	Med	Low
High	Cudal	Main Street	Intersection with Wall Street	Provide kerb ramps	Kerb Ramp	5		\$1,500	\$7,500	1	N	Y				3.10	Med	Med	Low
High	Cudal	Smith Street	Between Toogong Street and Main Street	Provide footpath on the western side	1.8m wide concrete footpath	114		\$207	\$23,598	1	N	Y				3.10	Med	Med	Low
High	Cudal	Main Street	Intersection with Smith Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y				3.10	Med	Med	Low
High	Cudal	Main Street	Either side of zebra crossing near Smith St	Provide warning signage to motorists	Signage	2		\$500	\$1,000	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Toogong Street	Intersection with Wall Street	Provide crossing facility	Pedestrian refuge	2		\$8,500	\$17,000	1	N	Y		Y		3.90	High	Med	Nil
High	Cudal	Main Street	East of intersection with Brown Street	Provide missing footpath link	2.5m shared path	20	Y		\$0	1	N	Y				3.10	Med	Med	Low
High	Cudal	Toogong Street	east of school entrance	Replace footpath	2.5m shared path	159	Y		\$0	2	U	Y				3.10	Med	Med	Low
High	Cudal	Toogong Street	School entrance	Replace kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	2	U	Y				3.10	Med	Med	Low
High	Cudal	Toogong Street	west of school entrance	Tree maintenance	Maintenance	1		\$1,000	\$1,000	2	U	Y				3.10	Med	Med	Low
High	Cudal	Main Street	East of Cargo Street to the pool	Replace poor quality footpath on northern side	2.5m shared path	169	Y		\$0	2	U	Y				3.10	Med	Med	Low
High	Cudal	Main Street	Intersection with Wall Street	Replace kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	2	U	Y				3.10	Med	Med	Low
High	Cudal	Main Street	West of intersection with Wall Street	Replace poor quality footpath on southern side	1.8m wide concrete footpath	117		\$207	\$24,219	2	U	Y				3.10	Med	Med	Low
High	Cudal	Main Street	Intersection with Smith Street	Replace kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	2	U	Y				3.10	Med	Med	Low
Medium	Cudal	Main Street / The Escort W	Between Merga Street and Brown Street/end of footpath	Provide a footpath on the northern side	1.8m wide concrete footpath	332		\$207	\$68,724	3	N		Y			2.90	Low	Low	Low
Medium	Cudal	Main Street / The Escort W	Bridge	Provide a pedestrian bridge next to road bridge	Pedestrian footbridge	1		\$1,050,000	\$1,050,000	3	N		Y	Y		3.65	Med	Low	Nil
Medium	Cudal	Brown Street	Between park and Main Street	Provide a footpath on the western side	2.5m shared path	223	Y		\$0	3	N		Y			2.90	Low	Low	Low

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												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
Medium	Cudal	Brown Street	Near intersection with Main Street	Provide a footpath link to the park	1.8m wide concrete footpath	16		\$207	\$3,312	3	N		Y		2.90	Low	Low	Low	
Medium	Cudal	Toogong Street	Between Brown Street and Smith Street	Provide a footpath on the northern side	1.8m wide concrete footpath	196		\$207	\$40,572	3	N		Y		2.90	Low	Low	Low	
Medium	Cudal	Toogong Street	Between Wall Street and Cargo Street	Provide a footpath on the northern side	2.5m shared path	213	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Cudal	Creek Street	Between Cargo Street and Taylor Street	Provide a footpath on the northern side	2.5m shared path	113	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Cudal	Cargo Street	Intersection with Toogong Street	Provide kerb ramps	Kerb Ramp	1		\$1,500	\$1,500	3	N		Y		2.90	Low	Low	Low	
Medium	Cudal	Cargo Street	Between Main Street and Toogong Street	Complete missing footpath sections on the western side	2.5m shared path	120	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Cudal	Off road	From Main Street to sportsground, past Creek	Provide footpath	2.5m shared path	466	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Cudal	Smith Street	North of Main Street	Provide footpath on eastern side	1.8m wide concrete footpath	115		\$207	\$23,805	3	N		Y		2.90	Low	Low	Low	
Low	Cudal	Smith Street	South of Toogong Street	Provide footpath on the eastern side	1.5m wide concrete footpath	238		\$173	\$41,055	5	N		Y		2.70	Low	Low	Low	
Low	Cudal	Wall Street	South of Toogong Street	Provide footpath on the western side	1.5m wide concrete footpath	251		\$173	\$43,298	5	N		Y		2.70	Low	Low	Low	
Low	Cudal	Wall Street	Interesection with Boree Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Cudal	Main Street	East of pool	Provide a footpath on the northern side	1.5m wide concrete footpath	112		\$173	\$19,320	5	N		Y		2.70	Low	Low	Low	
Medium	Cudal	Cargo Street	Between Main Street and Creek Street	Provide a footpath on the western side	2.5m shared path	83	Y		\$0	5	N		Y		2.90	Low	Low	Low	
High	Cumnock	McLaughlan Street	Between Obley Street and new crossing on railway crest	Provide footpath on northern side	1.8m wide concrete footpath / 2.5m shared path	406	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Cumnock	McLaughlan Street	Near new crossing on railway crest	Replace footpath on southern side	2.5m shared path	30	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Cumnock	McLaughlan Street	On railway crossing crest	Provide crossing facility	Kerb build outs	2		\$8,500	\$17,000	1	N	Y		Y	3.90	High	Med	Nil	
High	Cumnock	McLaughlan Street	Between new crossing and church northern	Provide barrier to separate people from vehicles	Pedestrian fencing	90		\$60	\$5,400	1	N	Y		Y	3.90	High	Med	Nil	
High	Cumnock	McLaughlan Street	Between new crossing and church southern	Provide barrier to separate people from vehicles	Pedestrian fencing	90		\$60	\$5,400	1	N	Y		Y	3.90	High	Med	Nil	
High	Cumnock	McLaughlan Street	Near intersection with Obley Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Cumnock	Obley Street	At southern end of road bridge	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Cumnock	Obley Street	At park near Community Hall	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Cumnock	Railway Parade	509 metres from intersection with McLaughlan	Provide school crossing with lights	School crossing lights and markings	1		\$30,000	\$30,000	1	N	Y		Y	3.90	High	Med	Nil	
High	Cumnock	McLaughlan Street	At intersection with Obley Street	Replace kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	2	U	Y			3.10	Med	Med	Low	
High	Cumnock	Obley Street	At northern end of road bridge (east side)	Replace footpath	1.8m wide concrete footpath	20		\$207	\$4,140	2	U	Y			3.10	Med	Med	Low	
High	Cumnock	Obley Street	Between Community Hall to end of commercial	Replace footpath on the western side	2.5m shared path	170	Y		\$0	2	U	Y			3.10	Med	Med	Low	
Medium	Cumnock	Obley Street	At park near Community Hall	Provide missing footpath link	2.5m shared path	30	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Cumnock	Park	Between pre-school and off road shared path	Provide footpath	1.8m wide concrete footpath	69		\$207	\$14,283	3	N		Y		2.90	Low	Low	Low	
Medium	Cumnock	Obley Street	Between Bishop Street and Cudumple Street	Provide footpath on eastern side	1.8m wide concrete footpath	165		\$207	\$34,155	3	N		Y		2.90	Low	Low	Low	
Low	Cumnock	Obley Street	Between Beatty Street and footpath outside	Provide footpath on western side	1.8m wide concrete footpath	205		\$207	\$42,435	5	N		Y		2.70	Low	Low	Low	
Low	Cumnock	Bishop Street	Between Obley Street and Keay Street	Provide footpath on southern side	1.5m wide concrete footpath	187		\$173	\$32,258	5	N		Y		2.70	Low	Low	Low	
Low	Cumnock	Black Street	Between Obley Street and Keay Street	Provide footpath on southern side	1.5m wide concrete footpath	195		\$173	\$33,638	5	N		Y		2.70	Low	Low	Low	
High	Eugowra	Pye Street	Near intersection with Nanima Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Eugowra	Park	Between Grevillea Avenue and bridge	Provide footpath	1.8m wide concrete footpath	79		\$207	\$16,353	1	N	Y			3.10	Med	Med	Low	

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												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
High	Eugowra	Broad Street	Bridge	Provide barrier to separate people from vehicles - both sides	Pedestrian fencing	100		\$60	\$6,000	1	N	Y			Y	3.90	High	Med	Nil
High	Eugowra	Broad Street	Bridge	Provide separate pedestrian crossing of creek	Pedestrian footbridge	1		\$750,000	\$750,000	1	N	Y			Y	3.90	High	Med	Nil
High	Eugowra	North Street	Between Broad Street and Hill Street	Provide footpath on eastern side	2.5m shared path	287	Y		\$0	1	N	Y				3.10	Med	Med	Low
High	Eugowra	Broad Street	Intersection with North Street	Provide Kerb Ramp	Kerb Ramp	1		\$1,500	\$1,500	1	N	Y				3.10	Med	Med	Low
High	Eugowra	Hill Street	Between North Street and far end of public	Provide footpath on northern side	2.5m shared path	143	Y		\$0	1	N	Y				3.10	Med	Med	Low
High	Eugowra	Nanima Street	Near entry to sportsground	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y			Y	3.90	High	Med	Nil
High	Eugowra	Nanima Street	Near intersection with Pye Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y			Y	3.90	High	Med	Nil
High	Eugowra	Nanima Street	At intersection with Oberon Street	Provide Kerb Ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y				3.10	Med	Med	Low
High	Eugowra	Nanima Street	At interection with Evelyn Street	Provide Kerb Ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y				3.10	Med	Med	Low
High	Eugowra	Nanima Street	At intersection with Pye Street	Replace and realign Kerb Ramp (northern side)	Kerb Ramp	2		\$1,500	\$3,000	2	U	Y				3.10	Med	Med	Low
High	Eugowra	Nanima Street	At intersection with Pye Street	Remove Kerb Ramp (south-west side)	Kerb Ramp	1		\$1,500	1500	2	U	Y				3.10	Med	Med	Low
High	Eugowra	Broad Street	Intersection with North Street	Replace Kerb Ramp	Kerb Ramp	1		\$1,500	1500	2	U	Y				3.10	Med	Med	Low
Medium	Eugowra	Grevillea Avenue	Near intersection with Broad Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	3	N		Y		Y	3.65	Med	Low	Nil
Medium	Eugowra	Grevillea Avenue	Between Broad Street and end of residential	Provide footpath on northern side	1.8m wide concrete footpath	369		\$207	\$76,383	3	N		Y			2.90	Low	Low	Low
Medium	Eugowra	Grevillea Avenue	Near intersection with Broad Street	Provide Kerb Ramp	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y			2.90	Low	Low	Low
Medium	Eugowra	Cooper Street	Between North Street and Bowler Street	Provide footpath on northern side	2.5m shared path	348	Y		\$0	3	N		Y			2.90	Low	Low	Low
Medium	Eugowra	Bowler Street	Between Hill Street and Broad Street	Provide footpath on western side	1.8m wide concrete footpath/ 2.5m shared path	364	Y		\$0	3	N		Y			2.90	Low	Low	Low
Medium	Eugowra	Bowler Street	Near intersection with Broad Street	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	3	N		Y		Y	3.65	Med	Low	Nil
Medium	Eugowra	Broad Street	Between Bowler Street and kerb build outs	Provide footpath on northern side	1.8m wide concrete footpath	342		\$207	\$70,794	3	N		Y			2.90	Low	Low	Low
Medium	Eugowra	Pye Street	Between Church and Noble Street	Provide footpath on southern side	1.5m wide concrete footpath	763		\$173	\$131,618	3	N		Y			2.90	Low	Low	Low
Low	Eugowra	Nanima Street	Between Industrial Estate and Oberon Street	Provide footpath on eastern side	1.5m wide concrete footpath	718		\$173	\$123,855	5	N			Y		2.70	Low	Low	Low
Low	Eugowra	Oberon Street	Between Noble Street and Nanima Street	Provide footpath on northern side	2.5m shared path	872	Y		\$0	5	N			Y		2.70	Low	Low	Low
Low	Eugowra	Evelyn Street	Between Noble Street and Nanima Street	Provide footpath on northern side	2.5m shared path	916	Y		\$0	5	N			Y		2.70	Low	Low	Low
Low	Eugowra	N/A	Along creek	Provide footpath	2.5m shared path	455			\$0	5	N			Y		2.70	Low	Low	Low
Low	Eugowra	N/A	Under road bridge	Provide an underpass under the road bridge	Underpass	1		20000	\$20,000	5	N			Y	Y	3.40	Low	Low	Nil
Low	Eugowra	Nanima Street	Sotuhern end	Provide a street light	Street light	1		\$5,000	\$5,000	5	N			Y		2.70	Low	Low	Low
High	Manildra	Kiewa Street	Between the museum and the intersection	Provide a footpath on the southern side	1.8m wide concrete footpath	154		\$207	\$31,878	1	N	Y				3.10	Med	Med	Low
High	Manildra	Kiewa Street	Flour mill	Provide driveway markings to warn truck drivers of presence of pedestrians	Driveway markings/pavement	1		\$500	\$500	1	N	Y			Y	3.90	High	Med	Nil
High	Manildra	Kiewa Street	Intersection with Derowie Street	Provide kerb ramp	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y				3.10	Med	Med	Low
High	Manildra	Kiewa Street	In front of medical centre / toilet block in park	Provide kerb extensions	Kerb build outs	2		\$8,500	\$17,000	1	N	Y			Y	3.90	High	Med	Nil
High	Manildra	Derowie Street	Intersection with Cudal Street	Provide kerb ramps	Kerb ramp	4		\$1,500	\$6,000	1	N	Y				3.10	Med	Med	Low
High	Manildra	Duff Street	Between Loftus Street and Kiewa Street	Provide footpath on eastern side	1.8m wide concrete footpath	109		\$207	\$22,563	1	N	Y				3.10	Med	Med	Low

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												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
High	Manildra	Duff Street	Intersection with Cudal Street	Provide kerb ramps	Kerb ramp	6		\$1,500	\$9,000	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Cudal Street	Intersection with Goimbla Street	Provide kerb ramps	Kerb ramp	4		\$1,500	\$6,000	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Loftus Street	Between Derowie Street and entrance to school	Provide footpath on northern side	2.5m shared path	374	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Loftus Street	Between Derowie Street and Duff Street	Provide footpath on southern side	1.8m wide concrete footpath	211		\$207	\$43,677	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Derowie Street	Between Loftus Street and school entrance	Provide footpath on eastern side	1.8m wide concrete footpath	73		\$207	\$15,111	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Loftus Street	Intersection with Derowie Street	Provide kerb ramps	Kerb Ramp	8		\$1,500	\$12,000	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Packham Drive	Between Old Orange Drive and school entrance	Provide footpath on eastern side	1.8m wide concrete footpath	84		\$207	\$17,388	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Packham Drive	Outside school entrance	Provide kerb ramps to cross road	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Kiewa Street	East of bridge where the off road pedestrian	Provide barrier between pedestrians and vehicles	Pedestrian fencing	100		\$60	\$6,000	1	N	Y		Y	3.90	High	Med	Nil	
High	Manildra	Kiewa Street	Intersection with Duff Street	Upgrade kerb ramp	Kerb ramp	1		\$1,500	\$1,500	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Loftus Street	Intersection with Duff Street	Provide kerb ramp	Kerb Ramp	3		\$1,500	\$4,500	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Kiewa Street	Around flour mill	Provide signage	Signage	3		\$500	\$1,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Manildra	Off road	In park south of Kiewa Street	Provide footpath connection from car park to toilet block	1.8m wide concrete footpath	28		\$207	\$5,796	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Duff Street	Intersection with Kiewa Street	Provide kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	1	N	Y			3.10	Med	Med	Low	
High	Manildra	Packham Drive and off road	Between the school and the pedestrian bridge	Upgrade footpath	2.5m shared path	186	Y		\$0	2	U	Y			3.10	Med	Med	Low	
High	Manildra	Pedestrian bridge	Between school and town	Provide maintenance	Maintenance	1			\$0	2	U	Y			3.10	Med	Med	Low	
High	Manildra	Off road	Between Loftus Street and Kiewa Street park	Upgrade and widen footpath	1.8m wide concrete footpath / 2.5m shared path	143	Y		\$0	2	U	Y			3.10	Med	Med	Low	
High	Manildra	Derowie Street	Intersection with Kiewa Street	Upgrade kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	2	U	Y			3.10	Med	Med	Low	
High	Manildra	Kiewa Street	Between Duff Street and Derowie Street	Replace poor quality footpaths on northern side	1.8m wide concrete footpath	213		\$207	\$44,091	2	U	Y			3.10	Med	Med	Low	
High	Manildra	Derowie Street	Between Kiewa Street and Loftus Street (eastern side)	Replace poor quality footpath	1.8m wide concrete footpath	188		\$207	\$38,916	2	U	Y			3.10	Med	Med	Low	
High	Manildra	Derowie Street	Between Cudal Street and Loftus Street (western side)	Replace poor quality footpath	1.8m wide concrete footpath	104		\$207	\$21,528	2	U	Y			3.10	Med	Med	Low	
High	Manildra	Derowie Street	Intersection with Cudal Street	Upgrade kerb ramps	Kerb ramp	2		\$1,500	\$3,000	2	U	Y			3.10	Med	Med	Low	
Medium	Manildra	Cudal Street	Between Flour mill and Derowie Street	Provide footpath on northern side	1.8m wide concrete footpath	213		\$207	\$44,091	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Cudal Street	Between Derowie Street and Boree Street	Provide footpath on northern side	1.5m wide concrete footpath	437		\$173	\$75,383	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Loftus Street	Between Derowie Street and Boree Street	Provide footpath on northern side	1.8m wide concrete footpath/ 2.5m shared path	416	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Loftus Street	Intersection with Orange Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Loftus Street	Intersection with Goimbla Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Goimbla Street	Between Kiewa Street and Loftus Street	Provide footpath on eastern side	1.8m wide concrete footpath	184		\$207	\$38,088	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Kiewa Street	Between Goimbla Street and Boree Street	Provide footpath on northern side	1.8m wide concrete footpath	210		\$207	\$43,470	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Kiewa Street	Intersection with Goimbla Street	Provide kerb ramps	Kerb Ramp	1		\$1,500	\$1,500	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Boree Street	Between Kiewa Street and Molong Street	Provide footpath on eastern side	1.8m wide concrete footpath	359		\$207	\$74,313	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Cudal Street	Intersection with Boree Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	

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												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
Medium	Manildra	Loftus Street	Intersection with Boree Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Moura Street	Between Loftus Street and Orange Street	Provide footpath on eastern side	1.8m wide concrete footpath	113		\$207	\$23,391	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Orange Street	Between Moura Street and Loftus Street	Provide footpath on northern side	1.8m wide concrete footpath	140		\$207	\$28,980	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Orange Street	Intersection with Moura Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Medium	Manildra	Kiewa Street	Outside lawn bowls club	Provide kerb ramps to cross road	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Low	Manildra	Molong Street	Between Whitton Street and Moura Street	Provide footpath on northern side	1.5m wide concrete footpath/ 2.5m shared path	462	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Manildra	Orange Street	Between Whitton Street and Moura Street	Provide footpath on northern side	1.5m wide concrete footpath	457		\$173	\$78,833	5	N		Y		2.70	Low	Low	Low	
Low	Manildra	Molong Street	Intersection with Loftus Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Manildra	Parkes Street	Between Molong Street and the off road road	Provide footpath on southern side	2.5m shared path	219	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Manildra	Parkes Street	Intersection with Molong Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Manildra	Old Orange Road	Between Packham Drive and end of residential	Provide footpath on northern side	1.5m wide concrete footpath	497		\$173	\$85,733	5	N		Y		2.70	Low	Low	Low	
Low	Manildra	Parkes Street	Intersection with Orange Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
High	Mullion Creek	Long Point Road	Near intersection with Bevan Road, aligned	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y			3.10	Med	Med	Low	
High	Mullion Creek	Bevan Road	Between Rich Street and existing footpath	Provide footpath on northern side	2.5m shared path	44	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Mullion Creek	Bevan Road	At school entrance	Provide kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	1	N	Y			3.10	Med	Med	Low	
High	Mullion Creek	Long Point Road	Intersection with Bevan Road	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	1	N	Y			3.10	Med	Med	Low	
High	Mullion Creek	Bevan Road	Between Rich Street and Long Point Road	Provide footpath on southern side	1.8m wide concrete footpath	96		\$207	\$19,872	1	N	Y			3.10	Med	Med	Low	
High	Mullion Creek	Rich Street	Intersection with Bevan Road	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y			3.10	Med	Med	Low	
High	Mullion Creek	Long Point Road	Near intersection with Bevan Road, aligned	Provide pedestrian refuge	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Mullion Creek	Bevan Road	Between Rich Street and Long Point Road	Upgrade footpath on northern side	2.5m shared path	66	Y		\$0	2	U	Y			3.10	Med	Med	Low	
Medium	Mullion Creek	Long Point Road	Between Reserve entrance and Bevan Road	Provide footpath on eastern side	1.8m wide concrete footpath	243		\$207	\$50,301	3	N		Y		2.90	Low	Low	Low	
Medium	Mullion Creek	Off road	From Long Point Road past Community Hall	Provide footpath	2.5m shared path	93	Y		\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Mullion Creek	Rich Street	Intersection with Long Point Road	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Low	Mullion Creek	Bevan Road	Between Long Point Road and Ostini Lane	Provide footpath on southern side	2.5m shared path	221	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Mullion Creek	Ostini Lane	Between Bevan Road and end of residential	Provide footpath on western side	2.5m shared path	1204	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Mullion Creek	Long Point Road	Between Bevan Road and Miller Street	Provide footpath on western side	2.5m shared path	173	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Mullion Creek	Rich Street	Between Miller Street and Bevan Road	Provide footpath on eastern side	2.5m shared path	144	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Mullion Creek	Rich Street	Between Bevan Road and Long Point Road	Provide footpath on western side	2.5m shared path	198	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Mullion Creek	In reserve	Through reserve to Ostini Lane	Provide footpath	2.5m shared path	386	Y		\$0	5	N		Y		2.70	Low	Low	Low	
Low	Mullion Creek	Miller Street	Between Long Point Road and Rich Street	Provide footpath on southern side	2.5m shared path	265	Y		\$0		N				2.70	Low	Low	Low	
High	Yeoval	King Street	Between the church and Forbes Street	Provide footpath on southern side	2.5m shared path	345	Y		\$0	1	N	Y			3.10	Med	Med	Low	
High	Yeoval	Forbes Street	Intersection with King Street	Upgrade crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Yeoval	Forbes Street	Intersection with King Street	Provide kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	1	N	Y			3.10	Med	Med	Low	

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												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
High	Yeoval	Forbes Street	Red Cross Shop, 31 Forbes Street	Provide ramp to access building	Ramp	1		\$25,000	\$25,000	1	N	Y			3.10	Med	Med	Low	
High	Yeoval	Forbes Street	Intersection with Lachlan Street	Provide kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	1	N	Y			3.10	Med	Med	Low	
High	Yeoval	Forbes Street	Between Bathurst Street and Masonic Lodge	Provide footpath on western side	2.5m shared path	102	Y	\$0	\$0	1	N	Y			3.10	Med	Med	Low	
High	Yeoval	Forbes Street	Intersection with Lachlan Street	Upgrade kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	2	U	Y			3.10	Med	Med	Low	
High	Yeoval	Forbes Street	Intersection with King Street	Upgrade kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	2	U	Y			3.10	Med	Med	Low	
Medium	Yeoval	Forbes Street	Between Cobar Street and Obley Street	Provide footpath on eastern side	1.8m wide concrete footpath	121		\$207	\$25,047	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	Forbes Street	Intersection with Obley Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	Obley Street	Between Molong Street and school	Provide footpath on northern side	1.8m wide concrete footpath	143		\$207	\$29,601	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	Lucknow Street	Between Obley Street and King Street	Provide footpath on eastern side	2.5m shared path	115	Y	\$0	\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	Lucknow Street	Between King Street and entrance to sports	Provide footpath on western side	2.5m shared path	130	Y	\$0	\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	Lucknow Street	Intersection with King Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	King Street	Between Forbes Street and Lucknow Street	Provide footpath on southern side	2.5m shared path	210	Y	\$0	\$0	3	N		Y		2.90	Low	Low	Low	
High		Bathurst Street	Intersection with Lucknow and Forbes Street	Upgrade kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	2	U	Y			3.10	Med	Med	Low	
Medium	Yeoval	Bathurst Street	Between Bell Street and existing footpath	Provide footpath on the southern side	2.5m shared path	224	Y	\$0	\$0	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	Bathurst Street	Intersection with Lucknow and Forbes Street	Provide kerb ramps	Kerb Ramp	1		\$1,500	\$1,500	3	N		Y		2.90	Low	Low	Low	
Medium	Yeoval	Obley Street	Intersection with Forbes Street	Replace pedestrian refuge	Pedestrian refuge	1		\$8,500	\$8,500	4	U		Y	Y	3.65	Med	Low	Nil	
Medium	Yeoval	Obley Street	Between school and Forbes Street	Upgrade footpath on northern side	1.8m wide concrete footpath	239		\$207	\$49,473	4	U		Y		2.90	Low	Low	Low	
Medium	Yeoval	Lucknow Street	Between entrance to sportsground and Forbes	Replace poor quality footpath on western side	2.5m shared path	121	Y	\$0	\$0	4	U		Y		2.90	Low	Low	Low	
Medium	Yeoval	King Street	Interesection with Forbes Street	Remove narrow pedestrian refuge and replace.	Pedestrian refuge	1		\$8,500	\$8,500	4	U		Y	Y	3.65	Med	Low	Nil	
Medium	Yeoval	Bathurst Street	Forbes Street and lawn bowling club	Upgrade poor condition footpath	2.5m shared path	87	Y	\$0	\$0	4	U		Y		2.90	Low	Low	Low	
Low	Yeoval	King Street	Between Lucknow Street and Ganoo Street	Provide footpath on northern side	2.5m shared path	199	Y	\$0	\$0	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Ganoo Street	Between King Street and Warne Street	Provide footpath on the eastern side	1.5m wide concrete footpath/ 2.5m shared path	480	Y	\$0	\$0	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Ganoo Street	Intersection with Bathurst Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Forbes Street	Between primary school and pedestrian bridge	Provide footpath on eastern side	1.5m wide concrete footpath	160		\$173	\$27,600	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Molong Street	Between Lord Street and King Street	Provide footpath on western side	2.5m shared path	478	Y	\$0	\$0	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Molong Street	Intersection with Cardington Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Molong Street	Intersection with Lachlan Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Lord Street	East of Health Centre	Provide footpath on the southern side	1.8m wide concrete footpath	44		\$207	\$9,108	5	N		Y		2.70	Low	Low	Low	
Low	Yeoval	Forbes Street	Intersection with Obley Street	Upgrade kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	6	U		Y		2.70	Low	Low	Low	
High	Molong	Hill Street	At intersection with Mitchell Highway	Provide barrier between pedestrians and vehicles	Pedestrian fencing	50		\$60	\$3,000	1	N		Y	Y	3.90	High	Med	Nil	
High	Molong	Smith Street	Between Phillip Street and existing footpath	Provide footpath on northern side	1.8m wide concrete footpath	48		\$207	\$9,936	1	N	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	Intersection with Smith Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	Between Lee Street and Wellington Street	Provide footpath on eastern side	1.8m wide concrete footpath	120		\$207	\$24,840	1	N	Y			3.10	Med	Med	Low	

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												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
High	Molong	Edward Street	Interesection with Molong Street	Provide kerb ramps	Kerb Ramp	5		\$1,500	\$7,500	1	N	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	Intersection with Wellington Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	1	N	Y			3.10	Med	Med	Low	
High	Molong	Gidley Street	Intersection with Riddell Street	Provide kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	1	N	Y			3.10	Med	Med	Low	
High	Molong	Riddell Street	Between Gidley Street and Watson Street	Provide footpath on southern side	1.8m wide concrete footpath	220		\$207	\$45,540	1	N	Y			3.10	Med	Med	Low	
High	Molong	Riddell Street	Intersection with Watson Street	Provide kerb ramps	Kerb Ramp	1		\$1,500	\$1,500	1	N	Y			3.10	Med	Med	Low	
High	Molong	Watson Street	Aligned with library and railway station entrance	Provide crossing facility	Pedestrian refuge	1		\$8,500	\$8,500	1	N	Y		Y	3.90	High	Med	Nil	
High	Molong	Watson Street	Aligned with library and railway station entrance	Provide kerb ramps	Kerb Ramp	1		\$1,500	\$1,500	1	N	Y			3.10	Med	Med	Low	
High	Molong	Watson Street	Near intersection with Euchareena Street	Provide kerb ramps aligned with pedestrian refuge	Kerb Ramp	1		\$1,500	\$1,500	1	N	Y			3.10	Med	Med	Low	
High	Molong	Wellington Street	Between Phillip Street and Edward Street	Provide footpath on northern side	2.5m shared path	185			\$0	1	N	Y			3.10	Med	Med	Low	
High	Molong	Riddell Street	Between Phillip Street and Gidley Street	Provide missing footpath links	1.8m wide concrete footpath	299		\$207	\$61,893	1	N	Y			3.10	Med	Med	Low	
High	Molong	Smith Street	Between school entrance and Edward Street	Upgrade poor condition footpath	1.8m wide concrete footpath	126		\$207	\$26,082	2	U	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	School entrance	Move school entrance to align with kerb extensions	Entrance	1		\$2,500	\$2,500	2	U	Y		Y	3.90	High	Med	Nil	
High	Molong	Edward Street	Interesection with Molong Street	Upgrade kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	2	U	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	Intersection with Wellington Street	Replace pedestrian refuge	Pedestrian refuge	1		\$8,500	\$8,500	2	U	Y		Y	3.90	High	Med	Nil	
High	Molong	Edward Street	Intersection with Wellington Street	Upgrade kerb ramp	Kerb Ramp	2		\$1,500	\$3,000	2	U	Y			3.10	Med	Med	Low	
High	Molong	Gidley Street	Intersection with Riddell Street	Upgrade kerb ramp	Kerb Ramp	3		\$1,500	\$4,500	2	U	Y			3.10	Med	Med	Low	
High	Molong	Riddell Street	Intersection with Watson Street	Upgrade kerb ramp	Kerb Ramp	1		\$1,500	\$1,500	2	U	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	Between Riddell Street and Bank Street	Upgrade fopath on eastern side in poor condition	2.5m shared path	116	Y		\$0	2	U	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	Intersection with Bank Street	Upgrade kerb ramp	Kerb Ramp	8		\$1,500	\$12,000	2	U	Y			3.10	Med	Med	Low	
High	Molong	Bank Street	Between Gidley Street and Watson Street	Reduce footpath obstructions	Reduce café furniture	1			\$0	2	U	Y			3.10	Med	Med	Low	
High	Molong	Edward Street	Intersection with Riddell Street	Upgrade kerb ramp	Kerb Ramp	4		\$1,500	\$6,000	2	U	Y			3.10	Med	Med	Low	
Medium	Molong	Reynolds Road	East of King Street	Provide footpath on southern side of road	1.8m wide concrete footpath	125		\$207	\$25,875	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	King Street	North of hospital to Reynolds Road	Provide footpath on eastern side	1.8m wide concrete footpath	29		\$207	\$6,003	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Hill Street	At intersection with William Street	Provide kerb ramps to cross road	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Hill Street/Mitchell Highway	West of Phillip Street	Provide footpath on northern side	1.8m wide concrete footpath	145		\$207	\$30,015	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Hill Street	Intersection with Phillip Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Gidley Street	Between South Street and Molong Street	Provide footpath on western side	1.8m wide concrete footpath	673		\$207	\$139,311	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Gidley Street	Intersection with Wellington Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Molong Street	Between Phillip Street and Watson Street	Provide footpath on northern side	1.8m wide concrete footpath	615		\$207	\$127,305	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Gidley Street	Intersection with Molong Street	Provide kerb ramps	Kerb Ramp	3		\$1,500	\$4,500	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Watson Street	Outside library and railway station	Provide footpath on eastern side	1.8m wide concrete footpath	118		\$207	\$24,426	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Betts Street	South of existing footpath to Dean Street	Provide footpath on western side	1.8m wide concrete footpath	113		\$207	\$23,391	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Dean Street	Between Betts Street and Shadforth Street	Provide footpath on southern side	1.8m wide concrete footpath	113		\$207	\$23,391	3	N		Y		2.90	Low	Low	Low	

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												High	Medium	Low			SOCIAL	ENVIRONMENTAL	ECONOMICAL
Medium	Molong	Shadforth Street	Between Dean Street and Marsden Street	Provide footpath on western side	1.8m wide concrete footpath	214		\$207	\$44,298	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Marsden Street	Between Shadforth Street and off road pa	Provide footpath on northern side	1.8m wide concrete footpath	170		\$207	\$35,190	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Edward Street / Gidley Street	Either end of Bells Lane	Provide signage warning motorists of elderly pedestrians	Signage	4		\$1,500	\$6,000	3	N		Y	Y	3.65	Med	Low	Nil	
Medium	Molong	Edward Street	Intersection with Hill Street	Provide kerb ramps	Kerb Ramp	1		\$500	\$500	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Hill Street	Between Edward Street and Gidley Street	Provide footpath on northern side	1.8m wide concrete footpath	4		\$207	\$828	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Edward Street	Between Hill Street and Thistle Street	Provide footpath on western side	1.8m wide concrete footpath	243		\$207	\$50,301	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Thistle Street	West of Edward Street to Church	Provide footpath on southern side	1.8m wide concrete footpath	96		\$207	\$19,872	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Bank Street	Between Edward Street and Phillip Street	Provide missing footpath link	1.8m wide concrete footpath	49		\$207	\$10,143	3	N		Y		2.90	Low	Low	Low	
Medium	Molong	Hill Street	West of Phillip Street	Reduce edge on footpath	Fix footpath	150		\$100	\$15,000	4	U		Y		2.90	Low	Low	Low	
Medium	Molong	Off road	Between Watson Street and Marsden Street	Replace poor condition walkway	2.5m shared path	146	Y		\$0	4	U		Y		2.90	Low	Low	Low	
Medium	Molong	Watson Street	Near Wellington Street	Upgrade footpath on eastern side near pedestrian refuge	1.8m wide concrete footpath	26		\$207	\$5,382	4	U		Y		2.90	Low	Low	Low	
Medium	Molong	Bells Lane	Between Edward Street and Gidley Street	Fix pot holes	Road repair	216		\$150	\$32,400	4	U		Y		2.90	Low	Low	Low	
Medium	Molong	Edward Street	Intersection with Hill Street	Upgrade kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	4	U		Y		2.90	Low	Low	Low	
Low	Molong	King Street	Riddell Street to Hill Street	Provide footpath on eastern side	1.5m wide concrete footpath	435		\$173	\$75,038	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Hill Street	West of William Street to existing footpath	Provide footpath on northern side	1.8m wide concrete footpath	102		\$207	\$21,114	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Bank Street	Between King Street and Phillip Street	Provide footpath on northern side	1.5m wide concrete footpath	451		\$173	\$77,798	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Riddell Street	Between King Street and Phillip Street	Provide on northern side	1.5m wide concrete footpath	463		\$173	\$79,868	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Between Hill Street and Central school entrance	Provide footpath on eastern side	1.5m wide concrete footpath	881		\$173	\$151,973	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Between Smith Street and South Street	Provide footpath on eastern side	1.5m wide concrete footpath	238		\$173	\$41,055	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Intersection with Bank Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Intersection with Riddell Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Intersection with Molong Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Intersection with Wellington Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Intersection with Smith Street	Provide kerb ramps	Kerb Ramp	1		\$1,500	\$1,500	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Edward Street	Between South Street and Smith Street	Provide footpath on western side	1.5m wide concrete footpath	238		\$173	\$41,055	5	N		Y		2.70	Low	Low	Low	
Low	Molong	South Street / Shannon Street	Between George Street and Wellington Street	Provide footpath on northern side	1.5m wide concrete footpath	1239		\$173	\$213,728	5	N		Y		2.70	Low	Low	Low	
Low	Molong	South Street	Intersection with Edward Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	South Street	Intersection with Gidley Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Shannon Street	Intersection with Lee Street	Provide kerb ramps	Kerb Ramp	2		\$1,500	\$3,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Lee Street	Between Edward Street and Shannon Street	Provide footpath on northern side	1.5m wide concrete footpath	437		\$173	\$75,383	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Lee Street	Intersection with Gidley Street	Provide kerb ramps	Kerb Ramp	4		\$1,500	\$6,000	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Euchareena Road	From lawn bowls club to golf course	Provide footpath on northern side	1.8m wide concrete footpath	1590		\$207	\$329,130	5	N		Y		2.70	Low	Low	Low	
Low	Molong	Phillip Street	Intersection with Bank Street	Upgrade kerb ramp	Kerb Ramp	2		\$1,500	\$3,000	6	U		Y		2.70	Low	Low	Low	

8 Opportunities

8.1 Recreational walking routes

Recreational walking is not a means to get somewhere; it is an end in itself. The physical environment criteria for recreational routes differs from that needed to walk for transport. The most direct route through an area is not necessarily required, instead routes that avoid vehicle traffic and high activity pedestrian areas are preferable along with routes that provide an attractive environment.

Cabonne's towns and villages are attractive places to be outdoors. They are often surrounded by scenic surrounds such as creeks, rural landscapes or bushland and many have little or no steep gradients. This section of the PAMP outlines some of the opportunities for enhancing and promoting recreational walking in Cabonne to encourage healthy lifestyles.

The following opportunities exist for Cabonne to enhance the walking culture amongst residents and visitors.

8.1.1 Town circuit walks

Many of Cabonne's residents walk regularly for exercise and recreation. Their routes include circuits around their town, using quiet residential streets and walks out to the showgrounds or sportsgrounds if they are located away from the town centres.

To support and encourage a healthy lifestyle, Cabonne Council could formalise some of the recreational routes along low traffic volume streets through directional signage, signage indicating the length of the walk, maps and promotion.

Council could also help to establish Walking for Pleasure clubs in the interested towns (http://www.dsr.nsw.gov.au/active/whatson_walk.asp).

8.1.2 Nature walks along creeks and through bushland

Many of Cabonne's villages have attractive creeks and bushland with unique flora and fauna features. For example, Cudal and Molong have platypus populations in their creeks within a short walk from the town centres.

To support nature walks Cabonne could create dirt tracks through the natural setting with information signage along the routes. Signage should also be provided from town centres to advise the right direction to access the walk and include details about the length, time and difficulty of each walk.

8.1.3 Historic walks

Cabonne's towns have long and interesting histories that are still reflected in some of the buildings and physical features of the towns. To encourage visitors to spend time exploring the localities, Council could help to establish historic self-guided walking tours in each town.

Yeoval already has a self-guided historic tour which is promoted through a brochure which contains a map of the sights and information about each place of interest. This model could be adopted by other interested towns and the maps could be provided for download on Council's website.

8.2 Synergies with bike plan

The new Cabonne Bike Plan is being developed at the same time as the PAMP. This provides the opportunity for shared facilities where the walking and cycling routes align as indicated in both plans. This will help to allocate funding in an effective and value-driven way.

Other opportunities presented by the co-development of both plans centre around the ways in which active travel can be jointly promoted. Council could consider a dedicated web page on its website focused on active travel promotion and information and engage schools in discussions on supporting active travel by students.

9 Public Exhibition period

The draft PAMP report was placed on public exhibition in May 2014. A copy of the report was made available on Cabonne Council's website with a link provided from the homepage to the report.

Stakeholders who had previously been contacted during the development of the PAMP, including Progress Associations, schools and aged care facilities, were sent a letter informing them that the PAMP was on public exhibition and available for viewing on Council's website. Those stakeholders who had been in contact with the project team via email were sent electronic links to the report via an email.

A meeting was also held with RMS to receive feedback on the PAMP.

9.1 Outcomes of the public exhibition period

Comment and feedback was received during the public exhibition period from members of Progress Associations, schools and RMS. The public exhibition outcomes are summarised and presented in the PAMP and Bike Plan Public Exhibition Outcome Report, attached to the PAMP in **Appendix C**.

Where agreed, the comments and feedback were used to update this final version of the PAMP report.

Cabonne Pedestrian Access and Mobility Plan

APPENDIX

A

COMMUNITY AND STAKEHOLDER CONSULTATION PROCESS AND OUTCOMES



Cabonne PAMP and Bike Plan

Consultation outcomes

Ref: 89914031



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Table of Contents

1	Background and approach	4
1.1	Project objectives	4
1.2	Consultation to date	4
1.3	Consultation strategy objectives	4
1.4	Stakeholder consultation approach	4
2	Stakeholders	6
3	Consultation activities	7
3.1	Study announcement	7
3.2	Consultation with key stakeholders	7
3.3	Consultation minutes	7
4	Consultation outcomes	8
4.1	Canowindra	8
4.2	Cargo	9
4.3	Cudal	9
4.4	Cumnock	11
4.5	Eugowra	11
4.6	Manildra	13
4.7	Molong	14
4.8	Mullion Creek	15
4.9	Yeoval	16
4.10	All towns and regional issues	17
5	Next steps	18

Appendices

Appendix A	List of stakeholders
Appendix B	Minutes from site meetings with Progress Associations
Appendix C	Minutes from phone calls with stakeholders
Appendix D	Emails received from stakeholders
Appendix E	Minutes from internal Council stakeholders meeting

1 Background and approach

Cabonne Council has engaged Cardno to undertake a Pedestrian Access and Mobility Plan (PAMP) and Bike Plan Review. This report outlines the consultation outcomes following the completion of consultation activities which will be used to inform the development of the PAMP and Bike Plan.

1.1 Project objectives

The PAMP's objectives are:

- > To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration.
- > To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads.
- > To identify and resolve pedestrian crash clusters.
- > To facilitate improvements in the level of personal mobility and safety for pedestrians (particularly those with disabilities and older persons) through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.
- > To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards.
- > To ensure pedestrian facilities are employed in a consistent and appropriate manner throughout Cabonne.
- > To link existing vulnerable road user plans in a coordinated manner (e.g. Bike plans, associated issues to accessible public transport etc.)

The Bike Plan's objectives are:

- > To identify the needs of the community for the provision of bicycle facilities.
- > Identify existing bicycle facilities and routes with Cabonne LGA.
- > Develop a clear and achievable plan to provide new bicycle facilities which can be implemented over a five year period.

The combined approach to the studies will involve investigating requirements for an integrated network and identifying efficiencies to support the achievement of objectives for each study.

1.2 Consultation to date

Consultation was undertaken for the previous versions of the PAMP and Bike Plan. There has been no recent consultation related to the plans.

1.3 Consultation strategy objectives

The stakeholder consultation objectives are outlined below:

- > Inform the development of key pedestrian and cyclist routes and desire lines.
- > Stakeholder and community issues and concerns are taken into account in the development of the PAMP and Bike Plan.

1.4 Stakeholder consultation approach

The following consultation principles were adhered to during the project's stakeholder engagement.

- > All stakeholder consultation must be approved by Cabonne Council prior to it occurring and Council representatives to be involved where practical.
- > All material prepared for stakeholder consultation will be reviewed by Council Project Manager Samantha McGufficke.
- > Each stakeholder is briefed on the PAMP and Bike Plan project objectives and scope.
- > Be clear on the limits of the PAMP and Bike Plan project scope.

- > Project team to be informed of site background, known issues and constraints prior to engaging stakeholders.

DRAFT

2 Stakeholders

The following stakeholders are organisations that were contacted to contribute to the development of the PAMP and Bike Plan.

- > Cabonne Council:
 - Cabonne Economic Development
 - Cabonne Town Planning.
 - Cabonne Council Access Committee and Community Services
- > Progress associations and chambers of commerce
- > State government agencies
 - Roads and Maritime Services (RMS)
- > Hospitals and schools
- > Aged care facilities and retirement villages
- > Cycle clubs

A complete list of stakeholders and contact details is provided in **Appendix A**.

DRAFT

3 Consultation activities

3.1 Study announcement

The PAMP and Bike Plan studies can be announced on Council's website and e-newsletter. Content for the announcement will be provided as required by Cardno to advise the public of the studies, its objectives and process.

3.2 Consultation with key stakeholders

Cardno contacted key stakeholders to receive their comment on the issues, constraints, planned development etc. to be taken into account for the studies.

Cardno sent a letter to each key stakeholder that:

- > Described the purpose of the PAMP and Bike Plan project.
- > Outlined the PAMP and Bike Plan scope and objectives.
- > Invited the stakeholder to comment on:
 - The existing and future pedestrian generators, key pedestrian routes and known desire lines and crossing points.
 - The issues, constraints and opportunities for the study area.
 - Any opportunities or suggestions for improvement.
- > Invited the stakeholder to meet with Cardno and Council prior to the site audit to particular areas of concern to discuss particular issues in person.

Cardno followed up on the letter with a phone call and stakeholders were encouraged to provide comment to the project either on the phone or through a letter submission.

Council facilitated consultation with internal stakeholders such as the Access Committee and Council Officers.

3.3 Consultation minutes

Minutes and copies of written feedback are attached to this report in the appendices. The outcomes of the consultation is summarised in **Section 4**.

Minutes from the meetings with progress associations during site audits are provided in **Appendix B**.

Minutes from phone conversations with stakeholders are provided in **Appendix C**.

Copies of written submissions are attached in **Appendix D**.

Minutes of a Council meeting discussing the project are attached in **Appendix E**.

4 Consultation outcomes

The key consultation outcomes are summarised and presented in the below table. They are presented separately for each town, groups according to category of issue or opportunity and the final columns indicated whether they have relevance for the PAMP, the Bike Plan or both plans.

4.1 Canowindra

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	<ul style="list-style-type: none"> > The public school wants students to be dropped off on Belmore Street instead of on the busy Rodd Street. > Around 20 students ride bikes to the high school. > A recreational cycling group often ride out along Longs Corner Road to Escort Way. > A family with triplets who each require motorised scooters live in Ryall Street and the children attend the Catholic School on Blatchford. > Several members of the Masonic Lodge on Blatchford Street are senior citizens with walking aids. 	<p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>
Future growth	<ul style="list-style-type: none"> > New housing blocks have been sold in south Canowindra. > New homes are being built north of Clyburn Street. > The land zoning around the cemetery is 'rural residential'. This allows for future residential development in the area. 	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>
Footpaths / cycle paths	<ul style="list-style-type: none"> > There is no footpath on the northern side of Blatchford Street. This means the school crossing and the Masonic Lodge are not accessible via a path. > Footpath/cycle path required on Browns Avenue to connect the high school with the playing fields on Rodd Street. > Footpath/cycle path required along Tilga Street to Clyburn Street. > Further development of the swinging bridge connection. > New cycle route to the eastern suburb or Moorbel, along Ferguson Street, Belubula Way and Moorbel Drive to Moorbel Hall. 	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>
Crossings	<ul style="list-style-type: none"> > The high school is located in the town's north east. Students have to cross Rodd Street which is a heavy vehicle route to access the school. A safe crossing point to the playing fields is needed. > The Catholic School's Blatchford crossing is located on a crest and is not aligned with the school entrance. > Potential additional crossing of the creek for ped/cycle that aligns with Rodd Street. 	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>
Recreation routes	<ul style="list-style-type: none"> > Consider a recreational route along the creek – either side. > Nangar Road cycle route to camping ground. Could then connect to the creek route. 	<p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
	<ul style="list-style-type: none"> > Route out to Moorbel extended as a scenic route out along Blue Jacket Lane to the lookout. > The cemetery, north of the showground, could be included in a recreational cycle route. 		<ul style="list-style-type: none"> ✓ ✓
Lighting	<ul style="list-style-type: none"> > Lighting required on Blatchford Street between Tilga and Ryall Street. 	✓	

4.2 Cargo

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	<ul style="list-style-type: none"> > Most students are driven by parents. > Children don't walk along Belmore Street / Hamilton Street to get to school as there is a dip in the road which impedes movement. 	<ul style="list-style-type: none"> ✓ ✓ 	<ul style="list-style-type: none"> ✓
Land uses	<ul style="list-style-type: none"> > A new café has opened up on the southern side of Belmore Street, on the opposite side of the road to the pub and the shop. 	✓	
Footpaths / cycle paths	<ul style="list-style-type: none"> > No kerb and gutter on Belmore Street or any footpath. > Extend the footpath through the park from the bridge to connect with the toilet block / car park. > A shared path from the school, along Hicks Street to the intersection with Belmore Street (and to a pedestrian crossing point). 	<ul style="list-style-type: none"> ✓ ✓ ✓ 	<ul style="list-style-type: none"> ✓ ✓ ✓
Crossings	<ul style="list-style-type: none"> > Consider a pedestrian crossing for Belmore Road / Cargo Road through the village. > The desire line for the crossing is at the intersection with Hicks Street however a crossing point aligned with the shop has also been proposed and a design developed. > The school's preference is for a pedestrian crossing close to the park. 	<ul style="list-style-type: none"> ✓ ✓ ✓ 	<ul style="list-style-type: none"> ✓ ✓ ✓

4.3 Cudal

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	<ul style="list-style-type: none"> > 6-7 children cycle to school. . > It is not safe for children to walk from the western side of town 	<ul style="list-style-type: none"> ✓ 	<ul style="list-style-type: none"> ✓ ✓
Future growth	<ul style="list-style-type: none"> > There are new and proposed residential subdivisions planned out along Davys Plains Road towards the showground, south of the town. 	✓	✓

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
	> Potential new housing blocks along Boree Street and Long Street, east of Cargo Street. This might also be developed as an aged care facility.	✓	✓
Footpaths / cycle paths	> Obstructions along Main Street (northern side) from a junk shop.	✓	
	> Footpath required along Cargo Street between Toogong Street and Main Street.	✓	✓
	> Cargo Street and Main Street require a kerb ramp and pedestrian refuge.	✓	✓
	> There is no footpath to access the Anglican Church on the corner of Toogong and Wall Streets and no footpath along Wall Street to Davys Plains Road and Main Street.	✓	
	> No pedestrian access across the Main Street / The Escort Way bridge in the town's east. This is particularly difficult for people with mobility aids. Provide a crossing.	✓	✓
	> No footpath connection on either side of the swinging bridge.	✓	✓
	> Maintenance required on the footpath to the pub.	✓	
	> Footpath to lawn bowls club required.	✓	
	> Footpath / cycle path connected Cudal Gardens with town.	✓	✓
	> Footpath / cycle path along Toogong Street, north side.	✓	✓
	> Footpath on Smith Street between Main Street and Toogong Street needed.	✓	
Kerb ramps	> Needed outside the pub on the corner of Wall Street / Main Street.	✓	
Crossings	> Zebra crossing on Main Street is being redesigned by RMS. The location may change.	✓	
	> Pedestrian refuge required on Canowindra Road to provide access to the park next to the lawn bowls.	✓	✓
	> Safe crossing of Wall Street to reach medical centre.	✓	
Barriers	> Funding is being sought for a wire rope fence along Main Street (pool side) to separate children and vehicles.	✓	✓
Recreation routes	> People walk from Cudal Gardens to town along the road (Davys Plains Road, Wall Street and Main Street).	✓	✓
	> A walking trail to promote to visitors (Merga Street past the windmill, past the old pool, along the creek to the sportsground).	✓	✓
	> Cycleway around Cudal Gardens.	✓	✓
Signage	> Needed for recreational routes.	✓	✓
	> Better signage needed for motorists on approach to the zebra crossing on Main Street.	✓	
Maintenance	> Trees hang low on Toogong Street near the school entrance making it difficult to pass.	✓	✓

4.4 Cumnock

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	> Children ride bikes along Obley Street.		✓
Footpaths / cycle paths	> Town has very few footpaths.	✓	
	> Footpath needed on north side of McLaughlin Street from where the shared path meets the street to the lawn bowls	✓	✓
	> Footpath needed along Obley Street between the creek and Bishop Street.	✓	
	> Provide an off-road path from the preschool to the cycle path through the park.	✓	✓
Bridge	> Potential for a pedestrian bridge on the west side of the road bridge to separate peds and bikes from vehicles.	✓	✓
Crossings	> Intersection of Obley Street and McLaughlin Street is too wide to cross safely.	✓	
	> The current crossing point on McLaughlin Street, where the cycleway crosses from the northern side over to the path on the southern side is close to the elevated rail crossing, creating poor visibility for approaching drivers. Provide safe crossing of McLaughlin Street for children to access the pool and cycle path.	✓	✓
	> Crossing point on Obley Street needed where the shared path meets the road.	✓	✓
	> Railway Parade is busy with buses and cars approaching the school. Students are required to cross this street to get to/from school. A pedestrian crossing of Railway Parade is requested.	✓	✓
Signage	> Signage should be used to promote a walking/cycling route.	✓	✓

4.5 Eugowra

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	> The town has an aging population and a number of people rely on mobility aids.	✓	
	> Some people use gofers to access the hospital but most people drive.	✓	
	> Students don't currently walk or ride through town to get to school; if they cycle to school they live on the same side as the school.	✓	✓
Footpaths / cycle paths	> A lack of footpaths in town means mothers with prams and mobility scooters have to walk on the road.	✓	
	> Footpath needed on both east and west approaches to the public toilets in the park.	✓	
	> Where there is a missing footpath people are choosing to walk on the road rather than the grass verges.	✓	

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
	<ul style="list-style-type: none"> > Provide a footpath on Oberon Street to provide access to a number of land uses (pool, showground, ambulance, pony club, caravan park). > Provide a footpath on Cooper Street, Hill Street and Bowler Street. A Hill Street footpath will provide access to the hospital and the Anglican Church. > Provide a footpath to the granite factory. > Consider a new ped/cycle crossing of the creek next to the existing footbridge. > Provide bike paths from the residential areas to the school. 	✓	✓
Bridge	<ul style="list-style-type: none"> > The bridge is an unsafe environment for pedestrians; the path is not wide enough for two mobility scooters to pass each other. > No access provided to the eastern side of the bridge for pedestrians. > Potential for a footpath under the road bridge to access the sportsground. > Railings should be provided on the bridge to separate vehicles and people. 	✓	✓
Kerb ramps	<ul style="list-style-type: none"> > There are not enough kerb ramps; this leaves mobility impaired people trapped in the roadway. > Some kerb ramps are too steep. > Kerb ramp near pharmacy often floods. 	✓	✓
Crossings	<ul style="list-style-type: none"> > Provide a safe crossing point on Pye Street and on Nanima Road. > Provide a pedestrian refuge on Bowler Street. > The intersection of Nanima Road, Broad Street, The Escort Way and Pye Street is very large and dangerous for people to cross 	✓	✓
Recreation routes	<ul style="list-style-type: none"> > Consider a shared path along the creek, south-west of the bridge. > Consider a recreation route along the old stock routes, past the showground, along the creek. > Consider a rail trail. 	✓	✓
Bike parking	<ul style="list-style-type: none"> > Provide bike parking at the school. 		✓
Signage	Signage needed on Nanima Road to warn motorists that there are children on foot.	✓	✓

4.6 Manildra

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	<ul style="list-style-type: none"> > Elderly people walk to the service station store from the retirement village on Loftus Street. > Mill employees cross Kiewa Street throughout the day to access the different buildings on either side of the street. > Heavy vehicle movements to/from the flour mill occur 24 hours a day which is dangerous for children travelling to/from the school. There are entrances to the mill on both Kiewa Street and Loftus Street. > Students pass the entrance to the flour mill on Kiewa Street to reach the Memorial Hall. > Although some students walk /cycle to school, a lot catch the bus as parents have safety concerns. 	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p></p> <p></p> <p>✓</p> <p>✓</p> <p>✓</p>
Footpaths / cycle paths	<ul style="list-style-type: none"> > Footpath is missing Loftus Street between Derowie Street and Duff Street. > Kiewa Street has poor quality footpaths through the shopping area. > Footpath is missing on Derowie Street between the theatre and Loftus Street. > Footpaths to the Catholic school along Goimbla Street / Derowie Street needed. > Provide a footpath through the park on the south side of Kiewa Street to link the car park with the park, toilet block and the proposed crossing point. > Provide kerb and gutter and footpath from the school entrance on Loftus Street to the entrance to the sportsground. > Derowie Street east – footpath maintenance needed. > Footpath needed: Cudal Street between Duff Street and Derowie Street. > Provide footpath to entrance to the pool. > A cycle route that avoids the main street is preferable. 	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p>✓</p> <p></p> <p>✓</p> <p>✓</p> <p></p> <p>✓</p> <p></p> <p>✓</p> <p>✓</p> <p>✓</p>
Bridge	<ul style="list-style-type: none"> > The footbridge needs maintenance, the timber is aging and should be checked. > Consider an underpass or overpass on the road bridge so that students can access the town while remaining separated from the vehicles. 	<p>✓</p> <p>✓</p>	<p></p> <p>✓</p>
Gradients	<ul style="list-style-type: none"> > Loftus Street has a steep gradient. 	<p>✓</p>	<p>✓</p>
Visibility	<ul style="list-style-type: none"> > Orange Road / Henry Parkes Way on approach to the town, and close to the public school has a severe bend which makes visibility poor. 	<p>✓</p>	<p></p>
Kerb ramps	<ul style="list-style-type: none"> > Kerb ramps on Goimbla Street needed. > Kerb ramp required to cross over Loftus Street from Derowie Street needed. 	<p>✓</p> <p>✓</p>	<p></p> <p></p>
Crossings	<ul style="list-style-type: none"> > Lack of crossing facility for mill employees. > Safe crossing point on Kiewa Street that aligns with the public toilet / medical centre is needed. 	<p>✓</p> <p>✓</p>	<p></p> <p></p>

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Recreation routes	<ul style="list-style-type: none"> > Link the park reserve to the south east of the bridge with the pedestrian walkway north of the bridge via a footpath under the road bridge. > The recently built recreation route could be extended along Parkes Street (south of Orange Street), through the park and past the skate park, onto Loftus Street, past the police station back to the sportsground. 	✓	

4.7 Molong

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	<ul style="list-style-type: none"> > Elderly citizens access the library daily. > Students at Molong Central School need to cross Edward Street to travel to/from the school; this is a heavy vehicle route. > Most people drive to the hospital in private cars and park on the opposite side of King Street. Some people use gofers. > There are several aged care facilities along Bells Lane, many of their residents use mobility aids. 	✓ ✓ ✓ ✓	
Future growth / planning	<ul style="list-style-type: none"> > South Molong ear-marked for potential growth. > Area around Molong Golf Course has development potential. > There is a condition of consent on the golf course for inclusion of a new cycleway. 	✓ ✓	✓ ✓ ✓
Footpaths / cycle paths	<ul style="list-style-type: none"> > Hill Street new footpath – the edge sits about 10 centimetres above the ground level creating a trip hazard. > Many streets around Molong don't have footpaths. > Extend footpath on King Street down Hill Street to William Street. > Current footpath on Hill Street is on one side of the road then switches sides, requiring users to cross over. Provide a continuous footpath on one side. > Some sections of the Hill Street footpath are just bitumen. > No footpath on Reynolds Road. > Pots holes in Bells Lane affect ability of mobility scooters to use Bells Lane to access the main street. 	✓ ✓ ✓ ✓ ✓ ✓ ✓	✓ ✓
Gradient	<ul style="list-style-type: none"> > Steep footpaths to access the hospital. 	✓	
Kerb ramps	<ul style="list-style-type: none"> > There are several missing kerb ramps around Molong. > Kerb ramps missing on Edward Street (where it meets Mitchell Highway). 	✓ ✓	
Crossings	<ul style="list-style-type: none"> > Provide a crossing to the library from Bank Street over Watson Street (Mitchell Highway) through the park to the entrance. > Lack of pedestrian crossings around Molong Central School. 	✓ ✓	

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
	<ul style="list-style-type: none"> > There are no marked crossings in Edward Street. > School crossing supervisor is not provided. > Intersection of Hill Street, Kite Street and the Mitchell Highway is difficult to cross. People cross from north to south because there is no footpath on the northern side of the road. > Crossing of Mitchell Highway through Molong is lacking and dangerous. > Zebra crossing on Hill Street is being upgraded, location could be moved to others side of Gidley Street. > Kerb blisters were installed on Edward Street at the public school, school agreed to move the school entrance to this location but this has not occurred yet. > Wellington Street / Edward Street zebra crossing – designs exist for an upgrade, setting the crossing back from the intersection is preferred by RMS. 	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p>
Recreation routes	<ul style="list-style-type: none"> > Extend the bike/walking track along the railway line to the southern end of town. 	✓	✓
Signage	<ul style="list-style-type: none"> > No signage on the road network around Bell's Lane to warn motorists that there are elderly people about. Only sign is at entrance to facility car park. 	✓	

4.8 Mullion Creek

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	<ul style="list-style-type: none"> > A growing younger demographic. A number of new families live in Ostini Lane. > Adults walk for exercise in the morning and evening. > Children ride bikes on the road around the village and to the park. 	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>
Future growth	<ul style="list-style-type: none"> > Rosella Place is a new subdivision. 	✓	✓
Land uses	<ul style="list-style-type: none"> > A community reserve is located off Long Point Road, it is underutilised as it does not have a walking/cycling path. 	✓	✓
Footpaths / cycle paths	<ul style="list-style-type: none"> > Footpath/cycle path needed on Bevan Street. > Footpath/cycle path needed on Ostini Lane. > Footpath connecting community hall and the park from the school. 	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>
Crossings	<ul style="list-style-type: none"> > Consider location for school crossing. 	✓	✓

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Recreation routes	> A walking / cycling route around Mullion Creek. (community hall, the reserve, Ostini Lane)	✓	✓
Bike parking	> High school students ride and park their bike in the primary school before boarding the bus to their school.		✓

4.9 Yeoval

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Users	> A vision impaired resident lives on Forbes Street beyond the extent of the footpath.	✓	
Footpaths / cycle paths	> A laneway between Forbes Street and the sportsground provides a shortcut but it is prone to flooding and is of poor quality.	✓	
	> The path from the tennis courts to the lawn bowling club ends before it reaches the club's entrance.	✓	
	> Footpath missing along Lucknow Street and King Street to the pool. Lucknow Street needs a footpath between King Street and Obley Street.	✓	✓
	> Footpath missing in front of the day care centre on Forbes Street.	✓	
	> Footpath needed in Banjo Patterson Park, through the park to the toilets and a path to the footbridge that is located east of the road bridge	✓	✓
Kerb ramps	> The ledge on the entrance the Red Cross Shop prevents people with mobility aids from accessing the building. Ramp required.	✓	
	> Poor quality kerb ramps on Forbes Street and King Street. Forbes Street has a steep kerb ramp near the old bank.	✓	
Recreation routes	> Recreational route along Railway Parade north of the town.	✓	✓
	> Walking/cycling route around town (Obley Street west, Cobar Street, Myrangle Street, Molong Street, Warne Street past the golf course, Bell Street and back to Obley Street). A detour could include Banjo Patterson Park and crossing the footbridge.	✓	✓
	> Convert the railway line to a bike track.		✓
	> Cycle route through Banjo Patterson Park to the footbridge, along Railway Parade to Somerset Drive to Burnwood Road. This would involve collaboration with Wellington Council.		✓
	> The Mulga Bill Bike Festival ran for 5 years as a family ride between Cumnock and Yeoval. The original organisers pulled out of the event because of proposals to change the route to a less safe option. At its peak it attracted over 300 riders.		✓

4.10 All towns and regional issues

Issue/ requirement/ opportunity	Detail	Relevant for	
		PAMP	Bike Plan
Planning	> The DA process for mountain bike events is onerous.		✓
	> Potential preapproval for bike event routes. Through the DA process a 5 year approval is available.		✓
Regional bike rides	> Rail trails – there is the potential for development however there are lots of land issues.		✓
	> Road conditions prevent larger bike ride events from occurring, such as the one in Cootamundra.		✓
	> Build on the reputation of the Mulga Bill Bike Festival.		✓
	> Mountain bike races provide tourism opportunities.		✓
	> There is a proposal for an off-road cycle route at Lake Canoblas, currently seeking funding. This facility would have the potential to host cycling events.		✓
Footpaths / cycle paths	> Uneven footpaths	✓	
	> Maintenance of footpaths is generally required.	✓	
Future growth outside towns	> Potential rezoning to all large lot residential areas (rural lifestyle) at: <ul style="list-style-type: none"> - Windera Estate - Horspool Way - Mullion Creek - Weemila Place 	✓	✓
Orange Cycle Guide	> The Cycle Orange Guide identifies several regional routes that enter Cabonne areas.		✓
	> Lake Canoblas is a popular destination and the neighbouring Earth Sanctuary is popular for mountain bikes.		✓
	> Opportunity for Cabonne to dove-tail into the Orange Cycle Guide.		✓
Road upgrades	> Upgrade the road between Lake Canoblas and the teahouse.		✓

5 Next steps

Outcomes from the stakeholder engagement will be used to inform the development of the PAMP and Bike Plan. All stakeholder comments will be considered to see whether and the extent to which they should be positively reflected in the recommendations.

The draft PAMP and Bike Plan will be placed on public exhibition and stakeholders will have the opportunity to comment on the plans and their recommendations before the plans are finalised.

DRAFT

Appendix A

List of stakeholders and contact details

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Identified Stakeholders for Cabonne PAMP and Bike Plan Project

Progress Associations

Group/Organisation	Contact Name	Contact Number	Address
Canowindra Chamber of Commerce	David Cullane	0427 443 265 02 6344 3265	C/- Canowindra Newsagency CANOWINDRA NSW 2804
Cargo Progress Association	Jill Sands	02 6364 3119	Dalton Street CARGO NSW 2800
Cudal Progress Association	Geoff Capper	02 6364 2512	6 Flood Street CUDAL NSW 2864
Cumnock Progress Association	Rhonda Watt	0429 661 638 02 6366 1638	PO Box 22 CUMNOCK NSW 2867
Eugowra Progress and Promotion Association	Bob Roach (secretary)	02 6859 2243 0427 774 174	8248 Escort Way EUGOWRA NSW 2806
Manildra and District Improvement Association (MADIA)	Glenda Gibson	02 6366 1621	87 Old Bocobra Road MANILDRA NSW 2865
Molong Advancement Group (MAG)	Kerry Connelly (secretary)	0427 668 800	PO Box 263 MOLONG NSW 2866
Mullion Creek and District Progress Association	Janelle Culverson	0429 650 676	PO Box 310 ORANGE NSW 2800
Yeoval and District Progress Association	Alf Cantrell (secretary)	0427 208 913	C/- Yeoval Post Office YEOVAL NSW 2868

Hospitals

Group/Organisation	Contact Name	Contact Number	Address
Canowindra Soldier's Memorial Hospital		02 6340 3033	Browns Avenue CANOWINDRA NSW 2804
Eugowra Memorial Multi Purpose Service (incl Aged Care)		02 6850 4000	Hill Street EUGOWRA NSW 2806
Molong District Hospital		02 6366 8606	King Street MOLONG NSW 2866

Schools

Group/Organisation	Contact Name	Contact Number	Address
Canowindra High School		02 6344 1305	Browns Avenue CANOWINDRA NSW 2804
Canowindra Public School		02 6344 1403	Tilga Street CANOWINDRA NSW 2804
St Edwards Primary School Canowindra		02 6344 1170	PO Box 75 CANOWINDRA NSW 2804
Cargo Public School		02 6364 3093	Hutton Street CARGO NSW 2800
Cudal Public School		02 6364 2101	Toogong Street CUDAL NSW 2864
Cumnock Public School		02 6367 7207	Railway Parade CUMNOCK NSW 2867

Eugowra Public School		02 6859 2233	Hill Street EUGOWRA NSW 2806
St Joesph's Primary School Eugowra		02 6859 2485	Pye Street EUGOWRA NSW 2806
Manildra Public School		02 6364 5055	Molong Road MANILDRA NSW 2865
St Joesph's Primary School Manildra		02 6364 5177	Loftus Street MANILDRA NSW 2865
Molong Central School		02 6366 8224	Phillip Street MOLONG NSW 2866
St Joesph's Primary School Molong		02 6366 8306	Edward Street MOLONG NSW 2866
Mullion Creek Public School		02 6365 8382	45 Long Point Road MULLION CREEK NSW 2800
Yeoval Central School		02 6846 4004	Obley Street YEOVAL NSW 2868
St Columba's Primary School Yeoval		02 6846 4205	38 Forbes Street YEOVAL NSW 2868

Aged Care Facilities

Group/Organisation	Contact Name	Contact Number	Address
Moyne Aged Care Plus Canowindra		02 6344 1475	161 Nangar Road CANOWINDRA NSW 2804
Molong UPA		02 6366 8097	Bells Lane MOLONG NSW 2866
Yeoval UPA		02 6846 4100	3-7 Lord Street YEOVAL NSW 2868

Other stakeholders

Group/Organisation	Contact Name	Contact Number	Address
Cabonne Access Committee and Community Services	Gary Brown	02 6392 3200	PO Box 17 MOLONG NSW 2866
Cabonne Economic Development	Dale Jones	02 6392 3200	PO Box 17 MOLONG NSW 2866
Cabonne Town Planning	Amanda Rasmussen	02 6392 3200	PO Box 17 MOLONG NSW 2866
Orange Cycle and Triathlon Club (including Orange + Cabonne BUG)	Steve Martin (president)	02 6393 6430 0447 603 732	octc@octc.org.au Stephen.Martin@ghd.com.au

Appendix B

Minutes from site meetings with Progress
Associations

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Town: Eugowra

Location: Central Hotel, Eugowra

Date: 3 February 2014

Attendees: 8

Meeting Minutes

General

- > There are four key roads in Eugowra: The Escort Way, Nanima Road, Broad Street and Pye Street.
- > Escort Way (Grevillea Avenue)
- > Forbes Street
- > Pye Road: A regional road, meant to accommodate heavy vehicles
- > The town has an aging population and a number of residents rely on wheelchairs or mobility scooters, including one woman who lives on a street off Escort Way and some off Canowindra Road (Nanima Road). This means there will be more and more need for mobility aids.
- > The showground is used for special events.
- > The school's only entrance is on Hill Street.
- > Cycle paths exist to town.
- > Children can already cycle between the school and the pool and to the town.

Issues

Footpaths

- > Mothers with prams have to walk on the road because there are no footpaths.
- > Mobility scooters have to also use the roadway which is unacceptable.
- > Paths through the park are currently dirt tracks.
- > Access to the eastern side of the bridge is not provided for pedestrians.
- > The public toilets in the park need a footpath on both approaches (east and west).
- > School to the shops is acceptable and so is the path to the bowling club and the hospital.
- > Where there is a missing footpath, people choose to walk on a road, over the grass verges.
- > The Broad Street Bridge lacks safe facility for pedestrians to cross the creek. The path on the bridge is not wide enough for two mobility scooters to pass each other (1.5m wide).

Kerb ramps

- > There are not enough kerb ramps, a problem which can leave mobility impaired people trapped in the roadway.
- > Often too steep.
- > The kerb ramp near the pharmacy often floods.
- > There are high gutters throughout the town.

Required improvements

Pedestrian

- > Prioritise pedestrian facilities in the town over bike facilities. Start from the town centre and work outwards.
- > Provide a path to the showground including a crossing of Pye Street.
- > Prioritise footpaths on Oberon Street as it provides access to the pool and showground, ambulance, pony club, caravan park.
- > A footpath on Cooper Street.

- > Consider a shared path along the creek, south-west of the bridge.
- > A footpath to Bowler Street including a pedestrian refuge.
- > Footpath to the Anglican Church and the hospital along Hill Street.
- > Footpath to the granite factory.
- > Potential for a path through the park next to the bowling club.
- > Crossing from the other side of the road to the sportsground with a path under the bridge.

Cycle

- > Cycle paths from residential areas to the school.
- > Bike parking at the pool

Opportunities

Pedestrians

- > Combined and separated pedestrian and bike creek crossing next to the existing bridge, similar to the one in Forbes.
- > Recreational route along the old stock route: past the showground, along the creek.

Bike

- > Combined and separated pedestrian and bike creek crossing next to the existing bridge, similar to the one in Forbes.
- > Recreational route along the old stock route: past the showground, along the creek.
- > Bike tracks along the railway line.

Town: Canowindra

Location: Services Club, Canowindra

Date: 3 February 2014

Attendees: 2

Meeting Minutes

General

- > The South Canowindra cycleway is now complete.
- > Heavy vehicles access the town from:
 - Forbes / Parkes – along Nanima Road
 - Cowra – along Tilga Street
 - Orange – along Rodd Street
- > The Catholic primary school's main entrance is on Blatchford with secondary entrances on Tilga Street and Short Street.
- > The public primary school wants children to be dropped off on Belmore Street instead of on the busy Rodd Street.
- > New kerb blisters have been provided at the intersection of Gaskil Street and Rodd Street near the swimming pool?
- > Heavy vehicle routes need to be confirmed.
- > Canowindra hosts an annual hot air balloon show at the sportsground that attracts 5,000 visitors to the town.
- > There is a walking track around the sportsground.
- > Retirement village is still under proposal on Blatchford Street west. The site is contentious due to risk of flooding.
- > There is public reserve land in South Canowindra.
- > A swinging bridge provides pedestrian access between north and south Canowindra on the west side of town.
- > Ferguson Street has an existing good quality path.

User groups

- > Around 20 students ride bikes to the high school.
- > A Sunday bike riding group often rides out along Longs Corner Road to Escort Way and back again (around 20km each way). This route is not high traffic but does not have wide shoulders. It is a paved, rural road with no centre line.
- > A family with three triplets who each require motorised scooters live on Ryall Street. The children attend the Catholic primary school on Blatchford Street.
- > Several members of the Masonic Lodge on Blatchford Street (opposite the Catholic primary school) are senior citizens who have walking aids.

Future growth

- > New housing blocks have been sold in South Canowindra.
- > New homes are being built north of Clyburn Street.
- > The land zoning around the cemetery of 'rural residential' allows for future residential development in this area.

Issues

Routes

- > The high school is located on the far side of town, across Rodd Street (main road through town used by heavy vehicles) from the playing fields that they need to access regularly for sports. Students on bikes also have to cross

here.

Crossings

- > The Catholic primary school's Blatchford Street crossing is on a crest and is not aligned with the school entrance.
- > The triplets in motorised scooters need a safe, accessible way to cross Blatchford Street to reach the school entrance.

Footpaths

- > There is no footpath outside the Masonic Lodge creating access issues for its elderly members.

Lighting

- > There is no lighting on Blatchford Street outside of the masonic lodge.

Required improvements

Pedestrians

- > A safe crossing point of Rodd Street between the high school and the playing fields.
- > New kerb blisters or refuge at the intersection of Gaskill Street and Rodd Street near the swimming pool? Combined with a give way sign.
- > The triplets need either a footpath along the northern border of Blatchford Street to reach the school crossing or a refuge across Blatchford Street at the intersection with Ryall Street to assist with crossing to the existing footpath on the southern side of Blatchford Street.
- > Footpath and lighting along Blatchford Street between Ryall Street and Tilga Street – this is a high priority.
- > Footpath along Browns Avenue between the school and Rodd Street.
- > Footpath along Tilga Street to Clyburn Street.

Bike

- > Cycle path along Browns Avenue between the school and Rodd Street.
- > A safe crossing point of Rodd Street between the high school and the playing fields.
- > Cycle path along Tilga Street to Clyburn Street.

Opportunities

Pedestrians

- > A recreational route along the creek – consider both sides of the creek.
- > Further development of the swinging bridge connection that provides access over the creek between north and south Canowindra.
- > Another pedestrian/bike crossing of the creek that aligns with Rodd Street in the town's east.
- > A western bike route could be to the camping ground out along Nangar Road. The route could then head back along the creek and be used by pedestrians as well.

Bike

- > A recreational route along the creek – consider both sides of the creek.
- > Further development of the swinging bridge connection that provides access over the creek between north and

south Canowindra.

- > Another pedestrian/bike crossing of the creek that aligns with Rodd Street in the town's east.
- > A cycle connection to the eastern suburb of Moorbel, along Ferguson Street then Belubula Way and Moorbel Drive to Moorbel Hall. It could also be extended as a scenic route out along Blue Jacket Lane to the lookout.
- > The cemetery, north of the showground, could be included in a recreational route.
- > A western bike route could be to the camping ground out along Nangar Road. The route could be along the creek and be used by pedestrians as well. It could provide a link north to Longs Corner Road as well.

Town: Whole LGA

Location: Orange, NSW

Date: 3 February 2014

Attendees: 7

Meeting Minutes

General

- > The Cycle Orange Guide was developed out of the Orange City Bike Plan and the Cycle Committee.
- > As well as intercity routes within Orange, the guide presents several regional cycling routes, many of which enter into the Cabonne LGA.
- > The Cycle Orange Guide doesn't comment on surface or safety but doesn't provide guidance
- > One of the popular cycle destinations within Cabonne is Lake Canoblas and the neighbouring Earth Sanctuary. Mount Canoblas is also popular for mountain bikes.
- > The Earth Sanctuary is a 40 hectare site within Cabonne that is owned by Orange City Council. It has recently been leased to motorbike clubs to use.
- > A previously popular motor biking site in Cabonne was the Kinross State Forest but this has been earmarked for logging so the Earth Sanctuary is going to receive increased biking demand.
- > The Cycle Orange Guide's Pinnacle route has received some of the RMS black spot funding and warning signs have been installed.
- > Cycle and triathlon races are currently held in Orange and Blayney, not Cabonne.
- > The pine forest at Mullion Creek is no longer suitable for biking as it is private property and since recent bush fires.
- > There used to be a 'Tour de Cabonne' bike race.
- > The Ronde van de Nob Rotary Charity Bike Ride is on Saturday 29 March 2014. It is a one day 160km charity bike ride that starts and finishes in Orange, travelling through Cabonne towns including Cudal and Canowindra and also Mount Canoblas. The Cycle and Triathlon Club will provide the route for the Cabonne Bike Plan for consideration in future years.
- > Mount Canoblas is on the list to be upgraded.
- > Lake Canoblas Road is proposed to receive shoulder widening, resealing, guard rails and line marking. All proposed elements may not be in the final package of works.
- > There is a proposal for an off-road racing circuit at Lake Canoblas, currently seeking funding. This facility would have the potential to host cycling events.

Issue

- > Road conditions prevent larger events from occurring such as those in Cootamundra.
- > Mountain biking events require a DA but road race events do not. DAs can be burdensome.

Required improvements

- > An upgrade to the road between the lake and the teahouse.

Opportunities

- > Cabonne could dovetail into the Cycle Orange Guide; guide could be updated with additional Cabonne rides.
- > Involvement in the Cycle Orange Guide's Facebook page.
- > Building on the reputation of the Mulga Bill Bike Festival.
- > Mountain bike races provide tourism opportunities, drawing riders from Sydney and other regions.
- > Plans of Management or five-year DAs for mountain biking events so that they don't need to go through the DA

process annually.

- > Seeking support from Cabonne's Economic Development Committee for bike ride events.
- > Rail trails are a nice idea but hard to deliver, they are popular in Victoria.
- > A Cowra to Eugowra rail line cycle route was considered as part of the Cowra Bike Plan but received resistance from farmers.
- > Provide support to the proposal for the off-road cycling circuit at Lake Canoblas.

Town: Cudal

Location: Council offices, Cudal

Date: 4 February 2014

Attendees: 2

Meeting Minutes

General

- > The zebra crossing on Main Street near the intersection with Smith Street is being redesigned by RMS currently. It may stay in the same location or move away from the intersection (to the west)(
- > The Uniting Church on Toogong Street is about to permanently close.
- > A safety barrier is proposed on the swimming pool side of Main Street to separate children and vehicles. Funding is being sought for a wire rope fence.
- > The school bus route now picks up students on Merga Street (rather than Main Street) as it is safer and doesn't require students to access the busy through road.
- > A pedestrian only swinging bridge provides access from Taylor Street to the Dean Park sportsground.
- > The public school entrance is on Toogong Street.

Future growth

- > There are new and proposed residential subdivisions planned out along Davys Plains Road towards the showground. One has 17 lots and is likely to be developed in the short term. The other has 83 lots and development will occur in the long term.
- > Potential new housing blocks along Long Street (east of Cargo Street). This may instead be developed as an aged care facility.
- > Potential future housing on Boree Street (east of Cargo Street).

Issues

- > A 'second hand/junk' store's goods are often obstructing the pedestrian footpath along Main Street. This affects the ability of wheelchairs to move along the path. This is a long-standing issue that Council is aware of.
- > The footpath to the swimming pool from the school is not finished in the section along Cargo Street between Toogong Street and Main Street.
- > Cargo Street and Main Street require a kerb ramp and pedestrian refuge to assist with crossing Main Street to reach the pool.
- > There is no footpath to access the Anglican church on the corner of Toogong and Wall Street.
- > No footpath along Wall Street to Davys Plains Road.
- > No pedestrian access across the Main Street/The Escort Way bridge in the west of the town. This is particularly difficult for wheel chair users.
- > Lack of footpath to and from the swinging pedestrian bridge.
- > People walk from Cudal Gardens to town along the road, the route is along Davy Plains Road, Wall Street and Main Street.
- > Maintenance on the footpath to the pub.

Required improvements

- > A footpath along Wall Street to Davys Plains Road to connect to a walking track.
- > Pedestrian refuge on Main Street / Canowindra Road to provide access to the park next to the lawn bowling club. Footpath also required to access the club.

- > Footpath/cycleway connecting Cudal Gardens with town.
- > Pedestrian crossing of the Escort Way / Main Street bridge – a high priority.
- > Kerb ramp required outside of the pub on the corner of Wall Street / Main Street.
- > Retirement housing needs a footpath along Wall Street to access Main Street.
- > Footpath/cycle path on Toogong Street (northern side).
- > Safe crossing of Wall Street to reach the medical centre.

Opportunities

Pedestrian

- > A walking/cycling trail to promote to visitors: Along Merga Street past the windmill, past the old pool, along the creek to the sportsground. Signage required.
- > Boree Creek is an attraction to visitors.
- > There are lots of recreational walkers around Cudal. They walk to the sportsground, the showground and around the town.

Cycling

- > A walking/cycling trail to promote to visitors: Along Merga Street past the windmill, past the old pool, along the creek to the sportsground. Signage required.
- > A cycleway around Cudal Gardens, an 83 lot subdivision, to provide access to the town.

Town: Manildra

Location: Sportsground, Manildra

Date: 4 February 2014

Attendees: 2

Meeting Minutes

General

- > A new walking track has recently been opened from the back of the sportsground to the golf club and then down Orange Street to return to the sports ground. This gravel track will allow ambulance access via gates at the golf club. The track will soon be sealed which will improve its attractiveness to cyclists.
- > The public school is located on the other side of the creek to most of the town. The pedestrian access to the school is via a footbridge north of the Kiewa Street road bridge. Pedestrians are not able to use the road bridge.
- > A heavy vehicle turning bay is proposed, and approved by RMS, for Kiewa Street west of the park but there is no allocated funding yet.
- > Mill employees park throughout surrounding streets.
- > The public toilets are planned to be redeveloped and in a similar location but set back further from Kiewa Street.

User groups

- > Elderly people walk to the service station store from the retirement village on Loftus Street.
- > High school students travelling to school in other towns get picked up/dropped off by the bus outside the primary school and then travel over the railway line to their homes.
- > Mill employees cross Kiewa Street throughout the day to access the different buildings on either side of the street. Employee shift changes over at 3pm, a busy time with vehicles arriving and leaving.
- > School buses for the Catholic School use Loftus Street.

Issues

- > Footpath is missing on Loftus Street between Derowie Street and Duff Street.
- > Heavy vehicles including B-doubles are (illegally) using Derowie Street, Loftus or Cudal Street and Duff Street to change direction as there is not enough room for them to turn around on Kiewa Street at the flour mill.
- > Kiewa Street has poor quality footpaths through the shopping centre.
- > Footpath is missing on Derowie Street between the movie theatre and Loftus Street.
- > East – West sun along Kiewa Street affects vision at the beginning / end of the day.
- > Lack of crossing facility for mill employees. John Farr will contact the Mill's Health & Safety Representative to understand their issues and concerns.
- > Kerb ramps on Goimbla Street needed.
- > Route to Catholic primary school along Goimbla Street / Derowie Street required.

Required improvements

- > A safe crossing point over Kiewa Street between the shops/medical centre and the public toilets on the other side. There is a proposal for kerb blisters here but this will remove parking. A pedestrian refuge here could be damaged from being run over by trucks. This should align with the toilets.
- > Provide a footpath through the park south of Kiewa Street to link the car park with the park, toilet block and the crossing point to reach the other side of Kiewa Street.
- > Disabled access to the medical centre on Kiewa Street.
- > Upgrade to footpath along Kiewa Street.

- > A safe crossing point for mill employees on Kiewa Street.
- > Kerb and gutter at the school bus stop on Loftus Street through to the entrance to the sportsground.
- > Derowie Street east – maintenance needed.
- > Kerb ramp required to cross over Loftus Street from Derowie Street needed.
- > Cudal Street north side between Duff Street and Derowie Street.

Opportunities

Pedestrian

- > Link the park reserves south east of the bridge with the pedestrian walkway north of the bridge via a footpath under the road bridge.
- > Coordinate with the flour mill to fund pedestrian safety upgrades near the entrances.
- > The recreation route could be extended along Parkes Street (south of Orange Street), through the park and past the skate park, onto Loftus Street, provide a link to the pool entrance and past the police station before returning to the sportsground.

Town: Yeoval

Location: Red Cross Shop

Date: 5 February 2014

Attendees: 5

Meeting Minutes:

General

- > There is a preschool on Forbes Street.
- > Through traffic uses Forbes Street to go to Wellington/Parkes.
- > Banjo Patterson Way has a bike track; it is unsealed (gravel) but is cleared and graded and used by BMX bikes.
- > Lord Street south has a footpath the whole way long in front of the aged care facility.
- > There is a lane between Forbes Street and the sportsground that provides a short cut but it is prone to flooding and is of poor quality.
- > The zebra crossing is useful. The zebra crossing aligns with a laneway behind the aged care facility on Lord Street.
- > Molong Street is good for recreational walking, it has a low gradient.

Issues

- > The ledge on the entrance to the Red Cross Shop prevents people with mobility aids from accessing the building.
- > The path from the tennis courts to the lawn bowling club ends before it reaches the club's entrance.
- > Pedestrians are required to walk on the road along Lucknow Street to the pool because there is no footpath.
- > Footpath also missing on King Street.
- > Missing footpath in front of the day care on Forbes Street.
- > A vision impaired residents who lives on Forbes Street beyond the extent of the footpath, often walks along Forbes Street and Obley Street with a cane.
- > Poor quality kerb ramps on Forbes Street and King Street. Forbes Street has a steep kerb ramp near the old bank.
- > The path on Cardington Street is of poor quality, the pavement is lifting up in places due to tree roots.
- > Paths in town seem to end at certain points.

Required improvements

- > Ramp to enter the Red Cross Shop.
- > Lucknow Street and King Street, the footpath needs to extend to, and past, the pool.
- > Lucknow Street between Obley Street and King Street.
- > Banjo Patterson Park – path through the park to the toilets and path to the footbridge east of the road bridge.
- > Footpath in front of the day care on Forbes Street.

Opportunities

Pedestrian

- > A recreational walk along Railway Parade, north of the town.
- > Connections through Banjo Patterson Park to the toilets and the footbridge.
- > A walking route around the town, the Yeoval Historic Society already promotes a walking tour of the sites.
- > Potential town walking route: Obley Street (west), Cobar Street, Myrangle Street, Molong Street, Warne Street (past the golf course), Bell Street and back to Obley Street. A detour could include Banjo Patterson Park and crossing the

footbridge.

Bike

- > Shared pedestrian and bike facilities.
- > A cycle route through Banjo Patterson Park to the footbridge along Railway Parade to Somerset Drive to Burnwood Road. This would involve collaboration with Wellington Council.
- > Convert the railway track to the cycling track.

Town: Cumnock

Location: Obley Street Park

Date: 5 February 2014

Attendees: 3

Meeting Minutes:

General

- > Flashing school crossing lights are planned for Railway Parade.
- > A temporary kerb ramp was trialled.
- > The kerb ramps around the pub are ok as are the ones on the Obley Street.
- > Showground is west of the town along McLaughlin Street.

Issues

- > The intersection of Obley Street and McLaughlin Street is too wide to cross safely. It is also a heavy vehicle route.
- > The currently crossing point on McLaughlin Street, where the cycleway crosses from the northern side over to the path on the southern side is close to the elevated rail crossing, creating poor visibility for approaching drivers.
- > Children ride on bikes on the road along Obley Street, the town has very few footpaths.
- > Drainage issues around the intersection of Obley Street and McLaughlin Street.

Required improvements

- > McLaughlin Street needs a path between the lawn bowls club and the entry point to the cycleway to the sportsground. North side of the street.
- > Safe crossing of McLaughlin Street to/from the school.
- > Footpaths along Obley Street between the creek and Bishop Street.

Opportunities

Pedestrian

- > Pedestrian footbridge on the west side of the bridge.
- > Signage to promote a walking route.
- > Crossing point over Obley Street where the cycle path meets Obley.

Cycling

- > An off-road path from the preschool to the cycle path in the park.

Town: Mullion Creek

Location: Park

Date: 5 February 2014

Attendees: 1

Meeting Minutes:

General

- > Mullion Creek has a growing younger demographic.
- > The Progress Association has only existed for a few years.
- > Adults walk for exercise early in the morning and in the evening.
- > A community reserve is located off Long Point Road, south of the church. The reserve is an attractive place that is underutilised as it does not have a path or walking track. It has been used for grazing until recently.
- > Ostini Lane has a number of families with children living along it.
- > High school students ride their bikes to, and park their bikes in, the Mullion Creek primary school grounds before boarding the bus to travel to school.

Future growth

- > The tennis courts will be upgraded to be multi-purpose.
- > New subdivision – Rosella Place.

Issues

- > Children ride bikes on the road around the village and to the park.
- > Although there is no footpath on Bevan Street there is a goat track on the southern side where walkers have worn a path.

Required improvements

- > Path along Bevan Street.
- > Path along Ostini Lane.
- > Path past community hall to park from the school.

Opportunities

- > A walking/cycling route around Mullion Creek. The track could take in the community hall, the reserve and Ostini Lane where a number of new families with children are living.
- > The community reserve is an opportunity to provide an off road path between the village centre and Ostini Lane.

Town: All

Location: Orange

Date: 5 February 2014

Attendees: 2

Meeting Minutes:

General

- > RMS doesn't provide funding for new footpaths. Only other pedestrian infrastructure such as kerb ramps, crossings etc.
- > RMS does provide funding for new cycleways. Where pedestrian and bike routes align, consider a shared path for increased benefit.

Future growth

- > Include future growth potential in the PAMP and Bike Plan, refer to the new LEP.
- > Consider the speed limits, new subdivisions outside of towns in 80kph areas are not appropriate pedestrian environments.

Issues

- > Cargo – no kerb and gutter on Belmore Street (Cargo Road).
- > Mullion Creek – school crossing location.
- > Molong – zebra crossing on Hill Street is being upgraded. The location could remain the same or could be moved further away from the bend to the other side of Gidley Street.
- > Molong – kerb blisters were installed on Edward Street at the public school. The school agreed to move the entrance to align with this crossing point but this has not occurred yet.
- > Manildra – trucks back up along Kiewa Street near the flour mill. They also park in the bowling club car park overnight.

Required improvements

- > Cargo: Consider the location of a crossing point on Belmore Street. The desire line is at the intersection with Hicks Street however a crossing point aligned with the shop has also been proposed and a design developed.
- > Cargo: Consider a shared path from the school to the pedestrian crossing along Hicks Road.
- > Molong – Intersection of Wellington Street and Edward Street near the public school. Designs exist – RMS will provide these. Setting the crossing back from the intersection is preferable.

Appendix C

Minutes from phone calls with stakeholders

DRAFT

Phone call minutes – February / March 2014

Cathy Eppelstun, Principal - St Joseph's Primary School, Eugowra

- > Students don't walk to the school currently, one or two may cycle but they access the school from the back and don't ride through the town.
- > The student's route to access the park on North Street requires safety improvements. Students walk to Pye Street, cross Nanima Street to the chemist side and then travel over the bridge on the southern side. They then cross at the intersection of Broad Street and North Street and walk up the western side to the park.
- > The school has requested a pedestrian crossing at Pye Street in the past.
- > Safe crossing of Nanima Street is needed.

Carmel Doyle, Principal – Eugowra Public School, Eugowra

- > The school has very few students who ride from the other side of the town because it is unsafe.
- > Students have to cross the road bridge to travel between the school and the pool/sportsground.
- > Broad Street is crossed at the kerb blisters in front of the Rural Transaction Centre on the corner of North Street and Broad Street by staff and students.
- > There should be railings on the footpaths over the bridge to separate the cars and the people.
- > There is no safe crossing point on Nanima Road and no signage to make motorists aware that it is an area with lots of children.
- > A safe crossing is required here, the school generally gets students to cross in front of the hairdresser but it can be dangerous.
- > Speed humps could help to reduce speed.
- > The intersection of Nanima Road, Broad Street, Pye Street and The Escort Way is shocking to try and cross as it is such a big intersection.

Stephen Wilkinson, Principal – Manildra Public School, Manildra

- > Manildra is home to the largest flourmill in Australia. The mill is located in-between 90% of the town and the public school.
- > The mill has vehicle entrances on both Kiewa Street and on Loftus Street.
- > There are continuous heavy vehicle movements through the town as the mill operates 24 hours a day.
- > The presence of heavy vehicles means there is always a danger for students riding bikes.
- > Students travel from the school to the Manildra memorial hall on Kiewa Street; this requires them to pass the entrance to the mill.
- > Although students can use the footbridge to avoid travelling on the road bridge near the vehicle traffic, once they are over the footbridge they need to turn either left or right, both directions then require them to pass a driveway to the mill on Kiewa Street or Loftus Street.
- > The mill has expanded its operations and so the situation has become worse and parents are concerned. Although some students walk and cycle to school, a lot catch the bus.
- > The road bridge is an inadequate size; two trucks can't pass each other on it. It may need to be replaced like the one on Old Orange Road towards Orange.
- > The bridge is old and needs to be widened.
- > An underpass or overpass so that students can avoid the traffic around the road bridge is a possibility but dependant on budget.
- > The footbridge needs maintenance, the timber is aging and should be checked.

- > Loftus Street has a steep gradient.
- > A cycle path that avoids the main street is preferable.
- > Orange Road / Henry Parkes Way on approach to the town, and close to the public school, has a severe bend, visibility is poor at this point and it is a key heavy vehicle entry point to the town.

Tanya Gavin, Nurse Manager - Eugowra Memorial Multi Purpose Service, Eugowra

- > A new footpath has been provided on King Street and there is a pedestrian crossing as well.
- > There is not too much traffic through the area.
- > Some visitors/patients use gofers to travel to the hospital but most people drive in private cars.

Adrian, Nurse Manager - Molong District Hospital, Molong

- > Most people drive to the hospital in private cars and park on the opposite side of King Street and cross over to reach the entrance.
- > Although there is no pedestrian crossing on King Street near the hospital there is not much traffic here so it is easy to cross the road.
- > There is a new footpath on King Street at the hospital which is appreciated. This footpath could be extended down Hill Street to William Street.
- > The current footpath on Hill Street is on one side of the road for part of the road and then switches, requiring users to cross the road. It would be good to have a continuous footpath on one side.
- > Some sections of the Hill Street footpath are just bitumen.
- > Some visitors / patients use gofers to access the hospital.
- > There are steep footpaths to access the hospital.
- > Some people accessing the hospital park on Reynolds Road, there is not footpath here.
- > Although the hospital is located in a 50kph zone some motorists drive fast past the facility.

Tony, Manager - Molong UPA Aged Care

- > There are several aged care and retirement housing facilities along Bells Lane.
- > Several residents use mobility aids including gofers.
- > There are pot holes in Bells Lane which affect the ability of gofers to use Bells Lane to access the main street.
- > There is no signage warning motorists that there are elderly pedestrians in the area. The only sign is at the car park entrance to the facility, there could be more on the street when entering and exiting Bells Lane.

Karen Canning, Principal - Cumnock Public School, Cumnock

- > Students attend the swimming pool on Mondays after school.
- > There is no continuous footpath access to the pool on McLaughlin Street and children need to cross the road.
- > Railway Parade is busy with buses and parents in cars approaching the school. Students have to cross this road to get to/from the school.
- > A pedestrian crossing of Railway Parade is requested.

Tracy Sherringham, Principal - Cargo Public School

- > There are currently 12 students attending the school and most are driven there by parents.
- > Around four students live on the other side of Belmore Street / Cargo Road.
- > There is no pedestrian crossing on Belmore Street / Cargo Road.

- > A pedestrian crossing close to the park is preferred.
- > A new café shop has opened up on the southern side of Belmore Street, on the opposite side of the road to the pub and the shop.
- > Children don't walk along Belmore Street to Hamilton Street to get to the school as there is a dip along the road impeding movement.

Barbara Chown, Parent at Cudal Public School

- > The school is promoting the use of the entrance on Toogong Street as the single entry point to the school.
- > There is no footpath along Smith Street between Main Street and Toogong Street.
- > Trees on Toogong Street are low hanging which makes it difficult to access from Smith Street.
- > There needs to be better signage for motorists of the zebra pedestrian crossing of Main Street.

Liz Beasley, Cudal Public School

- > A popular walking route is between the school and the swimming pool on Main Street.
- > A pedestrian crossing of Main Street is provided near the intersection with Smith Street but if students and teachers cross at this point they will then have to walk along a section of Main Street with no footpath. They therefore
- > There is a culvert on Main Street on the way to the pool. So the students are forced to walk on the roadway to get past the culvert.
- > There is no footpath exiting the school to the left of the entrance on Toogong Street.
- > It is not safe for children to walk to the school from the western side of town.
- > 6-7 children cycle to school.

Glen Brown, St Columba's Primary School, Yeoval

- > Quite a few students walk to school but not many cycle.
- > Footpaths in Yeoval are patchy with sections missing.
- > There is a section of footpath missing outside the Catholic Church opposite the school.
- > There is no crossing close to the school entrance.

Jane Cody, Yeoval UPA

- > Signs are needed to advise motorists to not park their cars over the footpath on Lord Street.
- > The facility's visitors and residents use entrances on both Lord Street and on the back lane way.
- > The footpaths around town are pretty rough for elderly people to use; there are several locations where the path is broken or bad quality.

Appendix D

Emails received from stakeholders

DRAFT

Larissa Miller (Sydney)

From: Helen and David Crisp <crisp3@bigpond.com>
Sent: Friday, 31 January 2014 9:32 PM
To: Larissa Miller (Sydney)
Subject: RE: Cabonne PAMP and Bike Plan - site audit in Molong

Larissa,

Unfortunately I only had one response other than mine to the email I sent out. I have forwarded the email to you.

I have a couple of issues I would like to raise about Pedestrian Safety.

1. Lack of pedestrian crossings around Molong Central School – There are no marked pedestrian crossings in Edward Street which allow for children to cross the road. Edward Street is utilised by large semi trailer trucks (and sometimes bigger) and I constantly cringe when I see a truck in Edward Street when kids are walking too and from school. I have a seven year old son who attends the school – after school care for him is provided by a lady who lives in Wellington Street at the eastern end and to get to her residence he is required to cross Edward Street. He has absolutely NO road sense (despite me trying) and as such I have to pay an older child to walk him home from school and ensure he crosses the road safely. I understand an audit was done ON ONE DAY ONLY to determine the requirement for a crossing supervisor and the result was that it was not required. ONE DAY **is insufficient** and in addition many kids change their walking home route (to a longer one) so that they don't have to cross Edward Street. There is a crossing at one side of the Wellington Street end but this is not enough. I am curious to know why every school in Orange has a crossing supervisor BUT rural communities miss out. There are just as many kids at Molong Central, if not more, than some schools in Orange. – On the map below my son is cared for by a lady who lives in Wellington Street on the bit that is not colour red.
2. Hill Street – opposite 71 Hill Street (my house) – the Council (I assume) did a wonderful job and installed a footpath. Fantastic and well needed BUT they failed to identify that the edge of the footpath is about ten centimetres off being level with the ground, and hence is a trip and fall hazard.
3. Hill Street where it leaves the main highway part (of Hill Street) and heads up to what the locals call Hospital Hill – this area is simply a debacle and is unsuitable for people of bikes, people on mobility scooters etc. Particularly an issue is someone is crossing from the northern side of the road to the southern side of the road to use the footpath as there is not one on the northern side. On the map below it is where the second A32 features on what the map says is Mitchell Highway – so looking at the map below it is the intersection of Hill Street, Kite Street and the Mitchell Highway.

North



West

South

East

There are many streets in and around Molong which don't have footpaths or the footpath does not allow for easy movement onto the road to cross the road. I used to push a pram down Hill Street and cross Edward Street and found that there was no smooth transition area between the footpath and the road.

I also completely concur with the comments in the other email.

I unfortunately won't be able to come and see you on the 4th as I work in Orange. I would be more than happy to discuss this with you further.

If you were inclined to follow up further the lack of crossings around Molong Central I KNOW the Principal of the school would be more than happy to discuss it with you. They were rather disappointed when it was deemed that one was not needed in Edward Street.

I don't know if this helps or is what you are seeking.

Thanks

Helen Crisp

(Just in case you are suffering from a case of confusion – my maiden name is Baker and this is the name I still use at work so I answer my work phone Helen Baker).

From: Larissa Miller (Sydney) [mailto:larissa.miller@cardno.com.au]
Sent: 24 January 2014 2:53 PM
To: crisp3@bigpond.com
Subject: Cabonne PAMP and Bike Plan - site audit in Molong

Good afternoon Helen,

Thanks very much for your time on the phone yesterday and for your collection of the feedback for the Pedestrian Plan and Bike Plan.

As discussed I will be on site in Molong to review the pedestrian and cycle infrastructure in the afternoon of Tuesday 4 February. If anyone from the Molong Advancement Group is available to attend the site audit it would be a great

opportunity to discuss the issues and opportunities in person. If you are able to send an invitation to the group's members about the site audit and know of any confirmed attendees could you please email me their names and mobile numbers so that we can meet up?

I plan to be in town at 2:30pm on the 4th and my mobile number is 0439 464 434. I'm sorry, I can't remember if we agreed on a good meeting place for the audit, is the front of Council Chambers appropriate?

Many thanks,
Larissa

Larissa Miller
TRANSPORT PLANNER
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From: [Helen and David Crisp](#)
To: [Larissa Miller \(Sydney\)](#)
Subject: FW: Pedestrian crossings
Date: Friday, 31 January 2014 9:33:24 PM

From: Senior Constable Helen Baker, Youth Case Manager [mailto:orange@pcycnsw.org.au]
Sent: 29 January 2014 6:07 PM
To: crisp3@bigpond.com
Subject: FW: Pedestrian crossings

Senior Constable Helen Baker, Youth Case Manager
Orange PCYC - Youth Command | New South Wales Police Force
T 02 6360 2249 | F 02 6360 2672 | M 0408 412 674 | 2-10 Seymour Street, Orange NSW 2800



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From: Alex & Robert Dowling [mailto:dowling.gumble@westnet.com.au]
Sent: Tuesday, 28 January 2014 9:51 PM
To: Senior Constable Helen Baker, Youth Case Manager
Subject: Pedestrian crossings

Sorry, probably a bit late with this email and have given it all a bit of thought. I guess the only one that comes to mind as far as the community round the main Street is concerned is a crossing to the library from Bank street.

i.e. near Minna-Murra across the highway to the little park and beyond.

Why nobody has been hit on this main road before this amazes me. So many older people cross here everyday.

This suggestion has come up many a time before, but now that we have the Orange City Council trucks as well, it is an added concern.

In time we would really love to extend the bike/walking track along the railway line to the southern end of town.

Bye for now and thank you for your help, Helen.

Best regards,
Alex

Larissa Miller (Sydney)

From: alf@mulgabillfestival.com.au
Sent: Friday, 7 February 2014 7:46 PM
To: Larissa Miller (Sydney)
Subject: Re: Thank you and Mulga Bill Bike Festival

Categories: PROJECT: to action

Dear Larissa,

CSorry I couldn't be with you on Wed but in a smalkll community there are a lot of thing to do and my wife was putting together the local paper with her happy band of ladies so I had to hold the fort in our newly opened Banjo Paterson Exhibition. We ran the Mulga Bill Festival very sucessfully for 5 years each year learning a lot about road cycling what and what dousnt work always putting safety first. It was firstly organised as a family ride between Cumnock and Yeoval, a great idea, a hell of a lot of headaches. We had 312 on the second years ride but safety issues and a complete disregard for safety, signs and instruction by many riders young and old alike meant an alternative had to be found before we had a major accident oin our hands. I entered into discussion with the then R.T,A. and Cabonne Council. A very good and successful alternative was found and worked very well. Attracted hundreds on both days and was trouble and headache free.

There are two roads out of Yeoval heading towards Wellington one the Renshaw McGirr Way and the other Bournewood Road. We were able to block off the Bournewood Road at either end with a Marshall at each end and written advice of the road closure to all local residents. 17 Klms of unrestricted riding very safe very picturesque and very enjoyable for those who went on it for the two years it was held. It didn't meet the expectations of some who say the Cumnock to Yeoval Ride as more exciting and organised a unlawful ride in competition to the Committee and RTA sanctioned Ride. This was the end of the festival my wife and I pulled out from running it before someone was killed and the rebels found doing it on their own was just too hard, they could get the rebels together it was the rest of the public that they neglected to cater for. Best Wishes Alf Cantrell

-----Original Message-----

From: [Larissa Miller \(Sydney\)](#)
Date: 6/02/2014 5:18:21 PM
To: alf@mulgabillfestival.com.au
Subject: Thank you and Mulga Bill Bike Festival

Good afternoon Alf,

Thank you very much for organising yesterday's meeting with Yeoval residents, it was really useful to receive their comments and also great to meet Travis and his mum and hear about their accessibility issues first hand.

I also wanted to ask you about the Mulga Bill Bike Festival. I understand that it hasn't run for the past couple of years but I am interested in the route that it used, it would be good to acknowledge the festival in the Cabonne Bike Plan.

Would you have a map of the festival ride's route?

Many thanks,

Larissa

Larissa Miller
TRANSPORT PLANNER
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Appendix E

Minutes from Council stakeholders internal
meetings

Cabonne PAMP and Bike Plan Review

Internal stakeholders meeting

Tuesday 11 February 2014, 11.00am, Molong Offices

Present:

Gary Brown	Community Services Manager
Tracey Smith	Community Services Trainee
Amanda Rasmussen	Senior Town Planner
Brett Gilmour	Development Engineer
Samantha McGufficke	Road and Traffic Assets Coordinator
Jason Theakstone	Design and Assets Manager

Notes from meeting

- Possible preapproval for bike routes – cycling events (e.g. Mulga Bill Festival) through DA process – 5 year approval available
- Missing links in growth areas (town planning)
 - o South Molong growth potential
 - o Growth potential near Molong Golf Course. Condition of consent on golf course development for cycleway
- No footbridge in Cudal over creek – there is a person in wheelchair who lives on western side of Cudal who is unable to access Cudal as a pedestrian without using the road (which is a main road, and a truck route)
- Uneven footpaths – maintenance issues generally
- Bank St and Gidley Street blisters are great and meet recent standards
- Potential rezoning at Windera Estate and Mullion Creek and Weemila Place and Windera Estate (Horspool Way) – large lot residential areas “rural lifestyle” lots
- Rail trails – potential for development, however lots of land issues
- Pedestrian access across Market Street (Mitchell Highway), Molong is lacking and dangerous.

Internal stakeholders to meet again when draft PAMP and Bike Plan is released.

Cabonne Pedestrian Access and
Mobility Plan

APPENDIX

B

FACILITY AUDIT
OUTCOMES



Facility audits

Facility audits were undertaken between February 3 and February 5 after discussing the issues with members of each town's Progress Association or Chamber of Commerce.

The site audit identified a number of issues throughout the study area ranging from the quality of facilities through to locations of personal and road safety risk. These issues included:

- > Missing footpaths
- > Poor quality footpath pavement
- > Missing or misaligned kerb ramps
- > Lack of crossing facility
- > Unsafe crossing facility
- > Steep gradients
- > Obstructions
- > Lack of maintenance
- > Other safety issues

Photo examples of the issues from the facility audits in each town are provided in on the following pages, with issue locations and missing facilities shown on **Figures 4-1 to 4-9** of the main report.

Canowindra

Missing footpath



Browns Avenue between the high school and the sportsground



Rodd Street adjacent to the sportsground



North side of Blatchford Street including outside the Masonic Lodge



Belmore Street near the entrance to the public school



Tilga Street and Charlotte Street



Lola Street outside the Anglican Church



Southern approach to swinging footbridge



Northern approach to swinging footbridge

Missing or misaligned kerb ramps



School crossing on Blatchford Street (south side)



School crossing on Blatchford Street (north side)



Kerb in laneway to/from swinging footbridge from Gaskill Street



Kerb on Gaskill Street near laneway to swinging footbridge



Kerb blister on southern side of Gaskill Street



Opposite kerb blister on northern side of Gaskill Street



Corner of Gaskill Street and Ryall Street



Corner of Gaskill Street and Ryall Street



Gaskill Street and Blathford Street (south-west and north-west corners)



Gaskill Street and Blathford Street (south-east corner)

Poor quality surface



Tigla Street footpath becomes loose gravel near entrance to public school

No crossing facility



Intersection of Browns Avenue and Rodd Street

Cargo

Missing footpath



Northern side of footbridge in the village green park



No footpath linking the footbridge and the toilet block



No footpath linking the picnic table to the car park or toilet block



Belmore Street southern side



Belmore Street northern side



Hamilton Street near intersection with Belmore Street



Hicks Street



Hamilton Street outside of church



Hamilton Street outside the school

No crossing facility



Intersection of Belmore Street and Hicks Street

Obstructions



Bus stop on Church Street



Steps and parked cars on Belmore Street southern side

Cudal

Missing footpath



Boree creek bridge (western approach)



On approach to Boree Creek bridge from Merga Street



Cargo Street and Toogong Street



Park at corner of Brown Street and Main Street



Brown Street (western side) to lawn bowls club and public toilets



Toogong Street



Toogong and Smith Streets



Wall Street near Anglican Church



Main Street near the Catholic Church



Main Street near the caravan park



Cargo Street between the medical centre and Main Street

Poor quality pavement



Pedestrian access to Boree Creek bridge (western approach)



Smith Street near Main Street in the roadway at crossing point



Pedestrian access to Boree Creek bridge (eastern approach)



Toogong Street



Toogong Street



Main Street northern side near caravan park

Missing or unsafe crossing facility



Zebra crossing on Main Street near Smith Street



Intersection of Brown Street and Main Street

Missing or misaligned kerb ramp



Corner of Main Street and Smith Street

Obstructions



Corner of Main Street and Smith Street

Cumnock

Missing footpath



Between Obley Street and the footbridge



Bishop Street



From preschool across the road bridge (western side)



Access to the footbridge



McLaughlin Street near Obley Street



McLaughlin Street near lawn bowls



Bishop Street

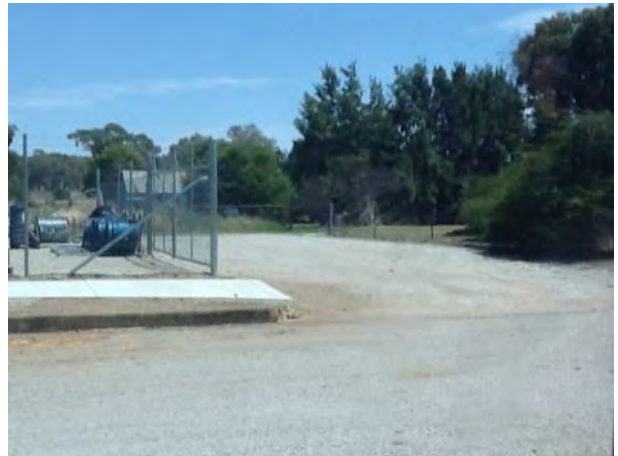


Obley Street near Bishop Street

Poor quality pavement



Obley Street driveway



Obley Street driveway



Obley Street driveway



Obley Street driveway



Narrow footpath on eastern side of Obley Street south of bridge



McLaughlin Street end of shared path

No / unsafe crossing facility



McLaughlin Street where the shared path ends



McLaughlin Street where the shared path ends – close to crest on road (west)



Obley Street where the shared path ends at the park



Southern side of Obley Street bridge (footpath over bridge only on eastern side)



Intersection of Obley Street and McLaughlin Street

Missing or misaligned kerb ramp



Southern side of footbridge

Eugowra

Missing footpath



Grevillea Avenue (north side)



Grevillea Avenue (south side)



Park at corner of Broad Street and Grevillea Street

Poor quality pavement



Corner of Broad Street and Myall Street in roadway



In roadway at crossing point, Nanima Street and Pye Street

No / unsafe crossing facility



Intersection of Grevillea Avenue, Broad Street and Pye Street



Nanima Street near Pye Street



Narrow pedestrian refuge at the intersection of Nanima Street and Pye Street

Missing or misaligned kerb ramp



Corner of Pye Street and Grevillea Avenue



Corner of Pye Street and Grevillea Avenue



Corner of Pye Street and Nanima Street

Maintenance needed



Gravel path in park near road bridge

Safety issue



Footpath on bridge adjacent to vehicle traffic



Pye Street east of the road bridge, footpath leads to the middle of a large intersection with no safe crossing point



Accessing the bridge on both sides of the western approach involves traveling towards the road traffic before a sharp and narrow turn onto the bridge's footpath



Lack of safety barrier on approach to Broad Street bridge (western approach, southern side)

Manildra

Narrow footpath

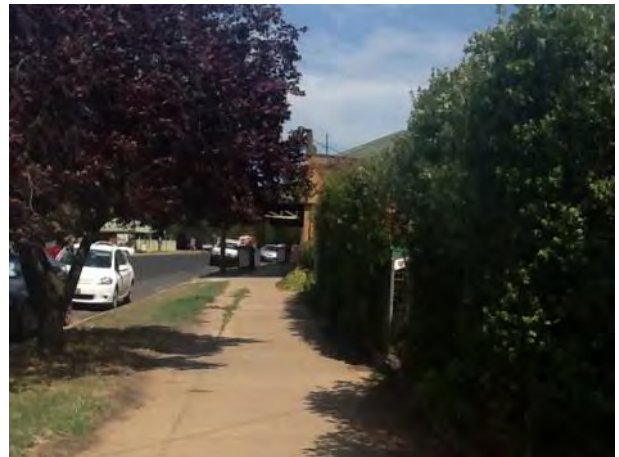


Access to footbridge from Loftus Street

Poor quality pavement



Recreational track is unsealed



Kiewa Street

Missing or misaligned kerb ramp



Corner of Kiewa Street and Duff Street



Kiewa Street opposite car park

No / unsafe crossing facility



Kiewa Street between the public toilets and the medical centre on the shopping strip



Interesection of Kiewa Street and Duff Street

Safety issue



Footpath conflicts with mill driveway at eastern end of Loftus Street



Flour mill generates a lot of heavy vehicle traffic on Kiewa Street, through the shopping strip

Maintenance needed



Packham Drive outside church and school

Molong

Missing footpath



Wellington Street and Edward Street



Edward Street south of Wellington Street



Smith Street near Phillip Street



Riddell Street east of Edward Street



Hill Street



Hill Street adjacent to recreation ground



Hill Street near Kite Street (link needed between kerb ramp and Hill Street path)



Corner of Edward Street and Hill Street



Molong Central School



Phillip Street outside Molong Central School



King Street north of hospital



Thistle Street

Poor quality pavement



Smith Street adjacent to public school



Riddell Street and Edward Street



Riddell Street and Edward Street



Edward Street near Riddell Street



Riddell Street



Riddell Street



Corner of Edward Street and Hill Street

Steep gradient



Smith Street adjacent to public school



Riddell Street



Hill Street



Molong Central School



Shared path near Wellington Street / Watson Street intersection

No / unsafe crossing facility



Narrow pedestrian refuge - Wellington and Edward Streets southern leg



Narrow pedestrian refuge - Wellington and Edward Streets eastern leg



Watson Street outside the library



Edward Street near Wellington Street



Narrow pedestrian refuge on Watson Street near Wellington Street



Intersection of Thistle Street and Edward Street

Missing or misaligned kerb ramp



Wellington and Edward Streets (south-west corner)



Wellington and Edward Streets (north-west corner)



Edward Street and Riddell Street



Edward Street and Riddell Street



Edward Street near Hill Street

Maintenance needed



Watson Street near Wellington Street



Edward Street and Riddell Street north west corner



Edward Street near the Catholic School



Edward Street and Riddell Street north-east corner

Safety issue



Hill Street footpath



Watson Street near Wellington Street – no separation from vehicles

Obstructions



Bank Street southern side

Mullion Creek

Missing footpath



Through park to courts



Bevan Road west of school (northern side)



Past community hall west of Long Point Road



Past community hall west of Long Point Road



Bevan Road east of Long Point Road



To and through Mullion Creek reserve



Rich Street south

Poor quality pavement



Narrow path on Bevan Street



Bevan Street south

Yeoval

Missing footpath



To Banjo Patterson Park on Forbes Street



In Banjo Patterson Park



To Buckinbah Creek footbridge



Bathurst Street in front of lawn bowls club



Bathurst Street in front of lawn bowls club



Lucknow Street



Lucknow Street



Forbes Street near Lucknow Street



Forbes Street near Lucknow Street



Outside swimming pool



Lucknow Street



Crown Street and King Street

No / unsafe crossing facility



Forbes Street and Obley Street

Missing kerb ramp



Obley Street and Forbes Street



Obley Street and Forbes Street

Poor quality pavement



Corner of Bathurst Street and Forbes Street

Maintenance needed



Lucknow Street



King Street and Forbes Street



King Street and Forbes Street



Outside bowling club entrance



Forbes Street and King Street

Obstructions



Overhanging tree



Corner of King Street and Forbes Street

No / unsafe crossing facility



Narrow pedestrian refuge on King Street



Kings Street with intersection with Forbes Street

Cabonne Pedestrian Access and Mobility Plan

APPENDIX

C

PUBLIC EXHIBITION OUTCOMES REPORT



Cabonne PAMP and Bike Plan

Public exhibition outcomes

Ref: 89914031

Prepared for
Cabonne Council

June 2014



Document Information

Prepared for	Cabonne Council
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Table of Contents

1	Background and approach	4
1.1	Project objectives	4
1.2	Public Exhibition period	4
2	Public exhibition submissions outcomes	5
2.1	General comments	5
2.2	Cumnock	7
2.3	Eugowra	8
2.4	Manildra	12
3	Next steps	14

Appendices

Appendix A Responses received during Public Exhibition period.

1 Background and approach

Cabonne Council engaged Cardno to undertake a Pedestrian Access and Mobility Plan (PAMP) and Bike Plan Review. This report outlines the consultation outcomes from the Public Exhibition period which will be used to inform the finalisation of the PAMP and Bike Plan.

1.1 Project objectives

The PAMP's objectives are:

- > To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration.
- > To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads.
- > To identify and resolve pedestrian crash clusters.
- > To facilitate improvements in the level of personal mobility and safety for pedestrians (particularly those with disabilities and older persons) through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.
- > To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards.
- > To ensure pedestrian facilities are employed in a consistent and appropriate manner throughout Cabonne.
- > To link existing vulnerable road user plans in a coordinated manner (e.g. Bike plans, associated issues to accessible public transport etc.)

The Bike Plan's objectives are:

- > To identify the needs of the community for the provision of bicycle facilities.
- > Identify existing bicycle facilities and routes with Cabonne LGA.
- > Develop a clear and achievable plan to provide new bicycle facilities which can be implemented over a five year period.

The combined approach to the studies allowed for investigation of the requirements for an integrated network and identifying efficiencies to support the achievement of objectives for each study.

1.2 Public Exhibition period

Both plans were placed on public exhibition in May 2014. Copies of the plans were made available on Cabonne Council's website with a link provided from the homepage to each of the plans.

Stakeholders who had previously been contacted during the development of the plans, including Progress Associations, schools and aged care facilities, were sent a letter informing them that the plans were on public exhibition and available for viewing on Council's website. Those stakeholders who had been in contact with the project team via email were sent electronic links to the plans via an email.

A meeting was also held with RMS to receive feedback on the plans.

2 Public exhibition submissions outcomes

Comment and feedback was received during the public exhibition period from members of Progress Associations, schools and RMS. The public exhibition outcomes are summarised and presented in the following sections. They are presented separately for each town, groups according to category of issue or opportunity and the final columns indicated recommendation for incorporation into the PAMP, Bike Plan, both or other follow-up action. The upfront general comments section includes comments that are relevant to all towns or the development of the plans and the public exhibition period generally.

2.1 General comments

Issue/ requirement/ opportunity	Detail	Recommendation/response
Public Exhibition process	<ul style="list-style-type: none"> > Unsatisfied with the internet-only public exhibition process as it is unavailable to people who don't have computer skills or access. 	For Council to note
Structure of both plans	<ul style="list-style-type: none"> > The structure of the reports made it difficult/frustrating to find all the information related to a particular town easily, this meant that reviewing the plans involved extra time and effort and some residents may not have been able to find the right information. > Suggestion to summarise information in a village to village format so that it could be printed and presented to residents of each villages in a coherent and cohesive manner. 	Amend <ul style="list-style-type: none"> > Without changing the structure of the plans, which are set out to build a case for the recommended improvement options and include necessary introduction sections, an overview could be provided as an executive summary which includes a table that directs people interested in village-specific sections of the plans to the right sections/pages.
Numbering and formatting	<ul style="list-style-type: none"> > Section 3.1 – Travel Behaviour. This should be section 3.2 as the number 3.1 is repeated from the previous section > Travel behaviour Section 3.1 (3.2): The colours in the graphs columns are not plain to decipher as the colours are indistinct. Bus and bicycle are shown as similar colours, can't identify which is which. > Would be great to have the listed recommended improvements shown on a street map of the town – of adequate size and with a legend and colours that can be easily distinguished. 	Amend Amend <ul style="list-style-type: none"> > Use more distinct colours in this graph. Not changed The aerials were used as there was a lot of information to be added to each map (routes, land uses, existing issues, recommendations), a street map would have completing information which would make the PAMP details unclear.

Issue/ requirement/ opportunity	Detail	Recommendation/response
Car ownership	<ul style="list-style-type: none"> > Section 3.1.2 Car ownership - It should be acknowledged that multiple car ownership may indicate different vehicles for different purposes – only one car can be driven at once. > This is a village strategy so why is the issue of multiple car ownership by rural dwellers mentioned as a reason why people don't walk in villages. > Section 3.1.2 Car ownership - Concerned that ABS statistical data is being misused. Reference is made to 'villages' and then on page 16 "this could be because rural households (outside of the villages) are more likely to own multiple motor vehicles than those within the centres. > My point is: multiple car ownership outside the RU5 zones is pretty likely given that there is no public transport either within the village or throughout the district. To get to the village, therefore, involves use of a vehicle. High car ownership for rural households has nothing to do with the state of pedestrian amenity within the village. It has everything to do with lack of ANY alternatives. > Using high levels of car ownership as an indicator of the "lack of good pedestrian amenity" in small rural villages is just crazy. 	<p>Amend</p> <ul style="list-style-type: none"> > Amend sentence as per blue text: Around half of the villages are more likely to own multiple cars than the NSW average; these are Canowindra, Cargo, Eugowra and Molong. Cabonne LGA has the highest incidence of multiple motor vehicles; this could be because rural households (outside of the villages) are more likely to own multiple motor vehicles than those within the centres which may be because of the requirement of different vehicles for different purposes. <p>Response</p> <ul style="list-style-type: none"> > The reference to multiple car ownership in rural areas is to offer an explanation as to why the proportion of multiple car households is shown as higher across Cabonne LGA than in any single village. <p>Response</p> <ul style="list-style-type: none"> > The reference to multiple car ownership in rural areas is to offer an explanation as to why the proportion of multiple car households is shown as higher across Cabonne LGA than in any single village. > The data on Cabonne LGA is provided as a comparison in all of the ABS Census data presented. The data is still presented for each village and each of the issues and recommendations included in the plans is focused on the villages. <p>Response</p> <ul style="list-style-type: none"> > The reference to multiple car ownership in rural areas is to offer an explanation as to why the proportion of multiple car households is shown as higher across Cabonne LGA than in any single village. > It's not unreasonable to suggest that in areas with poor pedestrian amenity there is likely to be higher reliance on motor vehicles.
ABS Census data boundaries/locations	<ul style="list-style-type: none"> > Does the ABS data differentiate between the village & the district? E.g. the 2806 census area includes both the village and surrounding district? 	<p>Response:</p> <ul style="list-style-type: none"> > The location used for Eugowra's ABS data is defined as Eugowra (L) NSW, Urban Centre/Locality. A map of this area is provided at the end of this section.
Pre-schools	<ul style="list-style-type: none"> > Section 3.2 - Town and village characteristics – Include pre-schools for all towns. 	<p>Add</p> <ul style="list-style-type: none"> > To Section 3.2 and all figures

2.2 Cumnock

Issue/ requirement/ opportunity	Detail	Recommendation
Recommended pedestrian improvements	> Figure 6-4 Cumnock recommended improvements – Concern about the recommendation of a pedestrian refuge in Obley Street and the Hotel Corner. One was built before and only lasted a week due to the area not being wide enough for heavy machinery to pass through. A crossing for safety is a great idea but the heavy vehicle use needs considerable thought.	Widths of the heavy machinery that pass through the towns will be taken into account in the design and construction of the recommendations.
	> Figure 6-4 Cumnock recommended improvements – Pedestrian fencing is a good safety measure for children but do not wish to see it too long/large as this area is also utilised for parking when church is on so space for both needs to be considered.	Amend Provide note in Section 7.4 about the requirement to retain space for parking. This will be acceptable as the school children’s desire line when exiting the off road path is either left to the school or remaining on the same side of the street to access the pool.
	> Figure 6-4 Cumnock recommended improvements – The width of the kerb build outs near the railway line in McLachlan Street need consideration as heavy vehicles use this road regularly.	Widths of the heavy machinery that pass through the towns will be taken into account in the design and construction of the recommendations.
	> Figure 6-4 Cumnock recommended improvements – Include levelling out of the area at the railway line so that motorists can see school children who need to cross the road to school. This would make a major safety improvement.	The proposed changes will improve children’s crossing safety without the need for levelling the crest which supports the discussed railway line.
	> Figure 6-4 Cumnock recommended improvements – A crossing in Railway Parade would be great for school children.	The traffic and pedestrian volumes do not warrant a pedestrian crossing at this location. This location will however be recommended to be formalised as a school crossing.
	> Figure 6-4 Cumnock recommended improvements – Assuming the school lights are already installed on Railway Parade.	Recommended.

2.3 Eugowra

Issue/ requirement/ opportunity	Detail	Recommendation
Cabonne Council plans and policies	<ul style="list-style-type: none"> > PAMP Section 2.3.3 - Eugowra's murals attract a lot of attention from visitors and are to be included in a future 'mural walk' to encourage viewing. > PAMP Section 2.3.4 - 'youth cycling to school' etc. may change significantly if safe routes are provided. 	<p>Amend</p> <ul style="list-style-type: none"> > This section is a review of the 2007 PAMP by GHD; the report does not refer to the murals. > Section 3.2.5.2 of the PAMP report (Eugowra's tertiary pedestrian activity generators) updated with this information instead. <p>No change</p> <ul style="list-style-type: none"> > This section is a review of the 2005 Bike Plan by Constructive Solutions. Section 3.2 of the Bike Plan 'categories of bike riders' already includes statements about the required riding environment for young people.
Travel behaviour	<ul style="list-style-type: none"> > Section 3.1 (now 3.2) – it should be noted that car travel to work, whether local or long distance, is mandatory for Eugowra residents as there is no suitable public transport. > Nobody travels to work by bus. 	<p>No change:</p> <ul style="list-style-type: none"> > Plan states in Section 3.1 Travel Behaviour: "public transport is not an option for many Cabonne residents, buses account for a small proportion of trips in most villages with the exception of Yeoval where buses account for 14% of trips (noting that this equates to only eight people)". > 7% of journeys to work in Eugowra were made on foot in the latest ABS Census so recommend not stating that car travel is 'mandatory'. > Plan states in Section 3.4.4.2 Public transport that the only town with a local bus service in the Cabonne Shire is Molong. <p>No change.</p> <ul style="list-style-type: none"> > The 2011 ABS Census reports that six people travelled to work by bus on the day of the Census, this equates to 4% of journeys to work that day in Eugowra out of the 149 people who attended work.
Characteristics and land uses	<ul style="list-style-type: none"> > Section 3.3.5 - East and west of Mandagery Creek are equal 'activity centres'. The west contains the newsagent/supermarket and post/office credit union as well as other businesses. > Section 3.3.5.1 – St Josephs School does not have 260 students 	<p>Amend</p> <p>Amend</p> <ul style="list-style-type: none"> > School had 32 enrolments in 2013.

Issue/ requirement/ opportunity	Detail	Recommendation
	<ul style="list-style-type: none"> > Section 3.2.5 – The Community Health Centre is location in the MPS in Hill Street. The part-time doctor’s surgery and new pharmacy are located in Nanima Street. 	Add > What is the MPS?
	<ul style="list-style-type: none"> > Section 3.2.5 - The mural walk, cafes, and craft shop and antique emporium (barrack Street) should be included in the tourism section. 	Add
	<ul style="list-style-type: none"> > Section 3.2.5 – Include Apex/Pioneer Park near the bridge/ 	Amend
	<ul style="list-style-type: none"> > Section 3.2.5 – Include aged independent living units on Nanima Street 	Amend
	<ul style="list-style-type: none"> > Section 3.2.5 – Include preschool and community hall (Nanima Street), Uniting Church in North Street 	Amend
	<ul style="list-style-type: none"> > Section 3.2.5.2 Tourism – Need to expand on this section, include: There are a number of “in village centre” visitor attractions/ stops/ shops located on the eastern and western sides of the bridge. > Examples west of the bridge include Murals, The Lodge Emporium, The Gentle Cow Café, RV Rest Stop, Craft on the Creek, Anzac Park, Bowling Club, and Visitor Info- Supermarket & Newsagency. > Examples east of the bridge include Murals, Lady Bushranger & Somerset Lane, Butcher & Supermarket, Museum & Bushranger Centre, Central Hotel, Swimming Pool, Oval, Apex/ Pioneer Park, BBQ & Toilets. 	Amend
	<ul style="list-style-type: none"> > Figure 3-6 Eugowra pedestrian generators – make the following changes: > Bowler Street is wrongly shown as North Street > Include the Uniting Church in North Street > Include Town Notice Board > Include the Antique Emporium in Barrack Street > Include the museum on Pye Street > Include the fuel depot on Oberon Street > Include showground/ caravan park 	Amend Amend Amend Amend > What is the location of this business on Barrack Street? Amend > What is the location of this museum on Pye Street? Not changed > The fuel depot does not include a convenience store and is therefore not classified as a pedestrian generator. Amend > Text not words. The showground is 1.2 kilometres out of the town centre. It could be described in Section 3.3.5. > What is the location of the caravan park on Noble Street?




Issue/ requirement/ opportunity	Detail	Recommendation
	<ul style="list-style-type: none"> > Strom Lane is wrongly shown as a continuation of Loftus Street > Reg Morgan Park and the area near the Mandagery Creek Bridge are not indicated. 	<p>Council to confirm</p> <ul style="list-style-type: none"> > Shown as Loftus Street on both NSW six.maps and Google Earth. <p>Amend</p> <ul style="list-style-type: none"> > Location required
Legibility	<ul style="list-style-type: none"> > Section 4.5.4 Legibility - Eugowra is currently developing a Mural Discovery Walking Trail – which involves walking around the village centre, both sides of the bridge to view and photograph the murals. A new Town map and visitor information board is under development, one to be located at the RV Rest site & the other to be located in Apex/ Pioneer Park. 	<p>Amend</p> <ul style="list-style-type: none"> > This section is a summary of all villages. These comments can be added to the stakeholder consultation key outcomes Table 4-1 (Eugowra). > Change Section 4.5.4 to include 'generally'.
Pedestrian networks	<ul style="list-style-type: none"> > Section 3.4.3.5 Pye Street should not be a low priority route. 	<p>Amend</p> <ul style="list-style-type: none"> > Mistake on the figure, the route is mentioned as a medium priority route in Section 3.4.3.5
Stakeholder consultation	<ul style="list-style-type: none"> > Table 4-1 (Eugowra) – Any recreational walk along Mandagery Creek could include an underpass near the bridge to double as a Broad Street crossing 	<p>Add</p> <ul style="list-style-type: none"> > Add to proposed works as well.
	<ul style="list-style-type: none"> > Table 4-1 (Eugowra) - Having fenced footpaths on the bridge is a great idea, but will make shared/ passing foot traffic very difficult, as the footpath is not very wide. Would it be possible to have one wider footpath along just one side of the bridge? > The bridge crossing is a main thoroughfare for pedestrian, bike, mobility scooter, horse, truck car traffic. > Pedestrians often cross from one side of Broad Street roadway to the other at or on the bridge. I have seen them do this many times. Fencing the bridge footpath will disrupt this. The reason for this behaviour I suspect is because at that point there is the best visibility of traffic in both directions. On the bridge is the best place cross from one footpath to the other. Many people cross Broad Street there because Broad Street elsewhere is so broad (!) and the bridge is so narrow, allowing for good visibility and a quick crossing. 	<p>Response/discuss with Council</p> <ul style="list-style-type: none"> > Table 4-1 – is a summary of comments received during stakeholder consultation. > There is no separation between vehicles and pedestrians on the bridge creating safety issues. > There comments will be discussed with Council.
Mapping of existing issues	<ul style="list-style-type: none"> > Figure 4-5 – Include Countrylink bus stop 	<p>Add</p>
	<ul style="list-style-type: none"> > Figure 4-5 - Not marked on the map is an existing pedestrian path & bridge in Nanima Street crossing Billy Goat Creek between Evelyn & Oberon Streets 	<p>Add</p>
Summary of key findings	<ul style="list-style-type: none"> > Section 4.5.2 Road Safety - Sight distance issues area created by Mandagery Creek bridge in Pye and Broad Streets > Section 4.5.6 Recreational routes – strongly agree that recreational walkways should be created, particularly along Mandagery Creek 	<p>Amend</p> <ul style="list-style-type: none"> > This is a summary section with no reference to specific villages, suggest add this to Table 4.1 (Eugowra) <p>Noted</p>

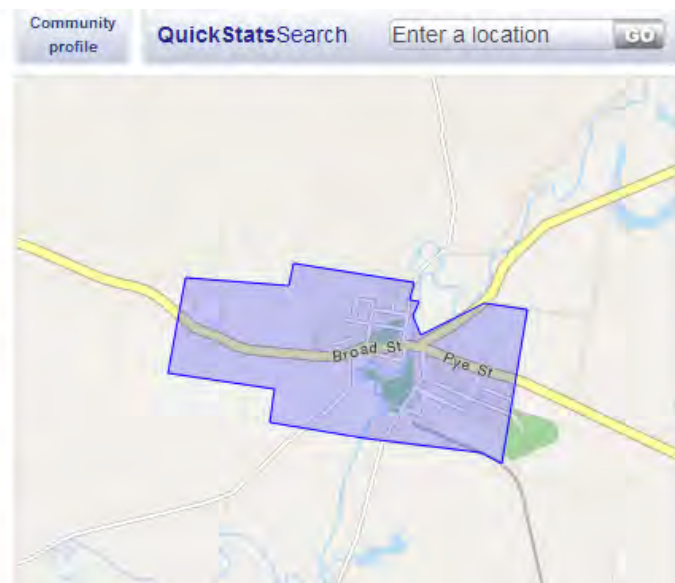
Issue/ requirement/ opportunity	Detail	Recommendation
Future context	<ul style="list-style-type: none"> > Section 5.2.2 Known residential sub-division: Add in information provided about the potential residential sub-division as described 	Add
Recommended pedestrian works	<ul style="list-style-type: none"> > Figure 6-5 Eugowra recommended improvements – think that the bridge work and pedestrian fencing is an excellent addition that needs to be in place. 	Noted
	<ul style="list-style-type: none"> > Figure 6-5 Eugowra recommended improvements – in Broad Street review the signs at the kerb crossing, when kids are on bikes or walking it is hard to see over the signs, therefore they are leaning/stepping out closer to the road to check for oncoming traffic before they cross. 	Add <ul style="list-style-type: none"> > Additional recommendation: New signs of appropriate height at the kerb build out on Broad Street.
	<ul style="list-style-type: none"> > Figure 6-5 Eugowra recommended improvements – shared footpath should I believe extend the full length of the eastern side of Nanima Street to the village boundary to facilitate access to the proposed Eugowra Industrial Estate. Why stop the footpath at Karreena Street, where at least one resident in Nanima Street south of Karreena Street is using a mobility scooter now, using the road or the grass verge? 	Amend <ul style="list-style-type: none"> > Extend proposed footpath on eastern side of Nanima Street south to the proposed Industrial Estate.
	<ul style="list-style-type: none"> > Figure 6-5 Eugowra recommended improvements – There is also a lack of street lighting in Nanima Street up the southern end, which would make any such footpath difficult to use at night. 	Amend / confirm with Council <ul style="list-style-type: none"> > Include street lighting on Nanima Street?
	<ul style="list-style-type: none"> > As a creek walk has been proposed for Eugowra in the past, it may be beneficial to launch this concept in conjunction with the footpaths proposed in Hill & Bowler Streets. A bridge underpass footpath on the western side of the creek could link to the bridge crossing(s) and the creek walk and be an alternative picturesque route to the MPS & Bowling Club. > This could be built as a substitute for the proposed shared footpath on the eastern side of North Street up to the church and school. A footpath already exists along the western side of North Street, where most of the foot traffic now goes. > A bridge underpass may eliminate the need for a very expensive footbridge, and if concreted, would be an attractive cycling/ scooter alternative to crossing Broad Street at the bridge. See illustration attached. 	Discuss with Council
	<ul style="list-style-type: none"> > Pedestrian footbridge sounds awesome! Given the cost of this measure, the only acceptable realistic substitute for Eugowra is ONE widened footpath with a traffic barrier (not two narrow ones) crossing the bridge. Whether this is possible given the bridge construction – who knows. > Simply providing barriers on existing pathways will not meet the needs of pedestrians to feel safe and accommodate the flow of bikes, multiple pedestrians and mobility scooters. 	Discuss with Council <ul style="list-style-type: none"> > Providing crossing on only one side of the bridge will reduce accessibility.
Works prioritisation	<ul style="list-style-type: none"> > Table 7.5.1 Eugowra recommended improvements: It should be made plain that the footpath proposal links Apex/Pioneer Park with the Mandagery Creek Bridge. 	Amend

Issue/ requirement/ opportunity	Detail	Recommendation
Recreational walking routes	> Section 8.1.3 Historic walks: Council's assistance in creating Eugowra's 'mural walk' would be appreciated.	Council to note
Parking	<p>> Inability to parallel park in Eugowra may also be an issue preventing people from parking and walking around the town. People driving RVs, towing Caravans or trailers, Buses and trucks have no designated parking zones in central Eugowra. The south side of Broad Street is angle parking outside the Visitor Information / Supermarket where the largest Murals are located. I have seen many vehicles (trucks, cars and trailers, RVs) wishing to stop, being unable to do so, or parking illegally (parallel) in order to stop. Locals have been booked for parallel parking outside the Supermarket in Broad Street.</p> <p>> On the other (northern) side of Broad Street, west from North Street, angle parking is the normal practice, even though there are no parking signs of any sort. It would seem that if parallel parking is intended, it really should be signposted, to enable long vehicles to park there.</p>	<p>Response</p> <p>> Comments relate to parking in Eugowra, Council to note/follow-up.</p>

Eugowra ABS Census location definition:

Australia | New South Wales | Urban Centres and Localities
Eugowra (L)
Code UCL121037 (UCL)

	People	530
	Male	267
	Female	263
	Median age	49
	Families	137
	Average children per family	1.7
	All private dwellings	260
	Average people per household	2.2
	Median weekly household income	\$751
	Median monthly mortgage repayments	\$867
	Median weekly rent	\$100



2.4 Manildra

Issue/ requirement/ opportunity	Detail	Recommendation
	> Section 3.2.6 – the Catholic Church is on Derowie Street.	Amend text and figures.

Issue/ requirement/ opportunity	Detail	Recommendation
Pedestrian activity generators	> Section 3.2.6 Public open spaces and recreational uses – The road to Jack Huxley oval is sealed.	Amend
	> Section 3.2.6 – tourism – Manildra has a shared walk/cycleway along the Mandagery creek from Honan Reserve to the Golf Club via Jack Huxley Oval, where platypus, kangaroos and birds can be seen.	Add
	> Section 3.2.6 – tourism – Should include the Amusu Theatre shows movies monthly, available to bus groups and special events any day.	Add
	> Poster Museum, open every weekend, open for bus tours and special events by request any day.	Add
	> Manildra has a self-guided heritage walk, 10 sites	Add

3 Next steps

Comments and feedback from the public exhibition period will be reviewed and considered for their implementation in the final reports. The final plans will be published on Council's website.

Appendix A

Responses received during Public Exhibition
period

Larissa Miller (Sydney)

From: Glenda Gibson <bggibson@skymesh.com.au>
Sent: Tuesday, 20 May 2014 6:51 PM
To: Larissa Miller (Sydney)
Subject: RE: Cabonne Pedestrian Access and Mobility Plan

Categories: PROJECT: to action

Hi Larissa,
Just a couple of alterations and additions to list.

Canowindra Pre-School
Ferguson St Canowindra 2804

Cudal Community Children's Centre
15 Main St Cudal 2864

Eugowra Community Children's Centre
41 Nanima St Eugowra 2806

Cumnock Village Pre-School
9Obley St Cumnock 2867

Yeoval Pre-School
King St Yeoval 2868

Manildra Pre-School
65 Cudal St Manildra 2865

Cabonne/ Blayney Family Day Care
Bank St Molong 2866

Molong Pre-School
14 Riddell St Molong 2866

Thanks ,
Glenda

From: Larissa Miller (Sydney) [mailto:larissa.miller@cardno.com.au]
Sent: Tuesday, 20 May 2014 10:28 AM
To: Glenda Gibson
Subject: RE: Cabonne Pedestrian Access and Mobility Plan

Dear Glenda,

Thank you very much for your comments and updates for the draft plans.

Would you be able to confirm the locations of the childcare centres in Cabonne? I have found the below list of child care centres/kindergartens in the yellowpages directory, do you know if there are any other ones that should be included in the plans?

Canowindra Pre-School Kindergarten
Ferguson St, Canowindra NSW 2804

Cudal Community Children Centre
15 Main St, Cudal NSW 2864

Cudal & Eugowra Community Pre-School Association
Nanima St, Eugowra NSW 2806

Cumnock Village Pre-School
Obley St, Cumnock NSW 2867

Yeoval Pre-School
King St, Yeoval NSW 2868

Pre School Kindergarten
Riddell St, Molong NSW 2866

Many thanks,
Larissa

Larissa Miller
TRANSPORT PLANNER
CARDNO



Phone +61 2 9496 7700 Fax +61 2 9439 5170 Direct +61 2 9496 7862 Mobile +61 439 464 434
Address Level 9 - The Forum, 203 Pacific Highway, St Leonards, NSW 2065 Australia
Postal PO Box 19, St Leonards NSW 1590
Email larissa.miller@cardno.com.au Web www.cardno.com

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From: Glenda Gibson [<mailto:bggibson@skymesh.com.au>]
Sent: Monday, 19 May 2014 3:18 PM
To: Larissa Miller (Sydney)
Subject: Cabonne Pedestrian Access and Mobility Plan

Manildra and District Improvement Association.

Hi Larissa,
I have had a look over development plans and have just a couple of comments to make.

I noticed that none of the villages had Pre-Schools or Long Day Care centre's marked as I work in one of these centre's, not in my home town it concerns me that these centre's have not been taken into consideration, our centre is licensed for 27 children per day we have almost 60 children on our books under the age of 5. This means a lot of traffic movements twice a day five days a week and yes there could be improvements made to make access easier. Could all centre's in Cabonne be taken into consideration . Our kids are our future.

Page 28 Community.
Catholic Church is located in Derowie st.

Public open space and recreational uses.

The road to Jack Huxley Oval is sealed.

Manildra has a shared walk/cycle way along the Mandagery creek from Honan Reserve to the Golf Club via Jack Huxley Oval, where platypus, kangaroos and birds can be seen.

Tourism

Should include the Amusu Theatre showing movies monthly, available to bus groups and special events any day.

Poster Museum, open every weekend, open for bus tours and special events by request any day.

Manildra also has a self guided heritage walk, 10 sites.

Hope these items can be addressed,

Kind Regards,
Glenda Gibson.

Larissa Miller (Sydney)

From: Glenda Gibson <bggibson@skymesh.com.au>
Sent: Monday, 19 May 2014 3:18 PM
To: Larissa Miller (Sydney)
Subject: Cabonne Pedestrian Access and Mobility Plan

Categories: PROJECT: to action

Manildra and District Improvement Association.

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Manildra also has a self guided heritage walk, 10 sites.

Hope these items can be addressed,

Kind Regards,
Glenda Gibson.

Item	Page	Comment / Suggestion
		elsewhere is so broad (!) and the bridge is so narrow, allowing for good visibility and a quick crossing.
Figure 3-1		Legend: Bus & Bicycle are identified in the graph the same colour – cannot identify which is which. Other colours also are unclear.
3.2.5 “The western side of the town is separated from the activity centre of the village by the Mandagery Creek”	26	This is incorrect. The Eugowra village centre is not east of the creek. The reality is that Eugowra’s village centre is linked together by the bridge/ creek crossing. There are as many businesses and important facilities located on the western side as on the eastern side of the bridge.
<p>LEP/ DCP : There are no specific provisions that relate directly to the provision of walking or cycling infrastructure in the DCPs</p> <p>Key Outcomes: “ a recreational route could be provided along the creek”</p> <p>4.5.6 Recreational Routes “... potential to create a walking circuit around the town or along a creek”</p>	12, 61, 75	<p>WOOOHOOO!!!!</p> <p>As a creek walk has been proposed for Eugowra in the past, it may be beneficial to launch this concept in conjunction with the footpaths proposed in Hill & Bowler Streets.</p> <p>A bridge underpass footpath on the western side of the creek could link to the bridge crossing(s) and the creek walk and be an alternative picturesque route to the MPS & Bowling Club.</p> <p>This could be built as a substitute for the proposed shared footpath on the eastern side of North Street up to the church and school. A footpath already exists along the western side of North street, where most of the foot traffic now goes.</p> <p>A bridge underpass may eliminate the need for a very expensive footbridge, and if concreted, would be an attractive cycling/ scooter alternative to crossing Broad Street at the bridge.</p> <p>See illustration attached.</p> <p>Such a footpath underpass exists at Dubbo on the Macquarie River which also floods, so engineering of a path in a flood zone on Mandagery Creek in Eugowra may be possible??? ☺</p>
3.2.5.2 Tourism “The Eugowra Historical Museum & Bushranger Centre...”	26	<p>Need to expand this section for Eugowra!</p> <p>There are a number of “in village centre” <u>visitor attractions/ stops/ shops</u> located on the eastern and western sides of the bridge.</p> <p>Examples west of the bridge include Murals, The Lodge Emporium, The Gentle Cow Café, RV Rest Stop, Craft on the Creek, Anzac Park, Bowling Club, and Visitor Info- Supermarket & Newsagency.</p> <p>Examples east of the bridge include Murals, Lady Bushranger & Somerset Lane, Butcher & Supermarket, Museum & Bushranger Centre, Central Hotel, Swimming Pool, Oval, Apex/ Pioneer Park, BBQ & Toilets.</p>
4.5.4 Legibility	74	Eugowra is currently developing a Mural Discovery Walking Trail – which involves walking around the village centre, both sides of the bridge to view and photograph the murals. A new Town map and visitor information board is under development, one to be located at the RV Rest site & the other to be located in Apex/ Pioneer park.
3.2.5.2 Tourism 4.5.3 Accessibility		<p>Inability to parallel park in Eugowra may also be an issue preventing people from parking and walking around the town. People driving RVs, towing Caravans or trailers, Buses and trucks have no designated parking zones in central Eugowra. The south side of Broad Street is angle parking outside the Visitor Information / Supermarket where the largest Murals are located. I have seen many vehicles (trucks, cars and trailers, RVs) wishing to stop, being unable to do so, or parking illegally (parallel) in order to stop. Locals have been booked for parallel parking outside the Supermarket in Broad street.</p> <p>On the other (northern) side of Broad Street, west from North Street, angle parking is the normal practice, EVEN THOUGH THERE ARE</p>

Item	Page	Comment / Suggestion
		NO PARKING SIGNS OF ANY SORT. It would seem that if parallel parking is intended, it really should be signposted, to enable long vehicles to park there. (Refer to Traffic Committee, Jason???)
3.2.5.2 Public Open space...	26	Need to include Apex/ Pioneer Park near the bridge.
3.2.5.2 Healthcare	26	Need to add Aged Care? Community Health Centre is now located at the MPS. Doctor's Surgery is in Nanima Street. Also should mention Pharmacy in Nanima Street. Aged Independent Living Units located in Nanima Street
3.2.5.1 School	26	What about the Preschool next to the Community hall in Nanima Street? It is not mentioned at all.
3.2.5.2 Community	26	Add Community hall in Nanima Street, Uniting Church in North Street.
Figure 4-5 Existing Facilities & Pedestrian Issues	69	Not marked on the map is an existing pedestrian path & bridge in Nanima Street crossing Billy Goat Creek between Evelyn & Oberon Streets
5.2.2 <u>Known</u> Residential Developments	76	No mention is made of block subdivision, new buildings & home sales in Eugowra. Maybe ask local Real Estate Agency about this, rather than leave this Village in a state of dormancy?!
		Residential buying & building I believe is the greatest development growth area in Eugowra.
		Eastern Eugowra, in spite of the inundation zoning, is the greatest growth area. Consequently, a footpath along one side each of Oberon, Pye and Evelyn streets to Noble Street is greatly needed, and if possible each should be wide / able to be shared.
		PS: I note " Known " residential developments in this plan includes areas "earmarked for potential residential growth", and "considered to have development potential", or "proposed residential subdivisions planned..", and "potential new housing blocks..." and "potential new residential rezoning.." But no mention is made of "the potential " domestic subdivision of existing blocks in Eugowra identified in Council's LEP. Hmmmm!
Eugowra: Recommended Improvements 1LT Provide separate pedestrian crossing of creek	96	A pedestrian footbridge sounds awesome! Cudal and Canowindra each have one, and both are away from the main pedestrian thoroughfare, though useful in flood times. Manildra has one that is used every day. Given the cost of this measure, the only acceptable realistic substitute for Eugowra is ONE widened footpath with a traffic barrier (not two narrow ones) crossing the bridge. Whether this is possible given the bridge construction – who knows. Simply providing barriers on existing pathways will not meet the needs of pedestrians to feel safe and accommodate the flow of bikes, multiple pedestrians and mobility scooters..

<https://www.facebook.com/EugowraVillageofMurals>

<http://www.pozible.com/project/18848>

<http://www.youtube.com/watch?v=C557UUTXeDU>

<http://www.lithgowmercury.com.au/story/2280933/eugowra-festival-of-murals/#slide=1>



Creek Walks / Circuit
~~~~~

# CUMNOCK & DISTRICT PROGRESS ASSOCIATION INC

P O Box 22  
Cumnock NSW 2867

## ***Regional Achievement and Community Awards Winner Community of the Year under 15,000 population for "2010"***

President: Don Bruce  
Secretary: Rhonda Watt  
Treasurer: Barbara O'Brien  
Email Rhonda Watt : [weaniewatt4@bigpond.com](mailto:weaniewatt4@bigpond.com)  
Telephone: 63661638 Fax : 63661648

General Manager-Andrew Hopkins  
Cabonne Council  
Bank Street MOLONG NSW 2866

20<sup>th</sup> May 2014

Dear Andrew,

I write to you on behalf of the Cumnock and District Progress Association regarding the PAMP consultation. We are passing on feed back from the Draft proposal.

Initially after the consultation we felt very happy that our concerns were heard clearly and that some initiatives would take place over the coming years.

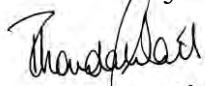
Looking at the draft we see some real positives being brought forward with new paths connecting to some already placed within the village.

The only concerns we would like to ask you to look at closely before any thing is done is the

- The idea of a pedestrian refuge in Obley St and the Hotel Corner. There was one built once before and only lasted a week - due to the area not being wide enough for heavy machinery to pass through. We feel a crossing is a great idea for safety but some how the heavy vehicle use would need considerable thought.
- The Idea a pedestrian fencing is a good safety measure for children, but we would not like to see it very large/long as this area is also utilised for parking when Church is on, so some consideration again into the space for both.
- The Kerb "build outs" near the Railway line in McLachlan Street again needs consideration as heavy vehicles use this road regularly, so much consideration needs to be done on the width of this kerb.
- The other improvements stated at the railway crossing- I presume could be levelling out this area so motorist could see children who need to cross the road to school. I agree this would make a major improvement to safety.
- A crossing for the school in Railway Parade would be great for the children also.
- I am presuming that school lights are also installed in this area.

Any further info required please feel you can ring me at any time

Sincerely

  
Rhonda J Watt  
Hon Sec

Larissa Miller (Sydney)

---

From: Jason Theakstone <Jason.Theakstone@cabonne.nsw.gov.au>  
Sent: Friday, 30 May 2014 4:07 PM  
To: Larissa Miller (Sydney)  
Cc: Michael Butler  
Subject: FW: Eugowra pedestrian access and bike draft plans

Categories: PROJECT: to action

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From: Doyle, Carmel [mailto:Carmel.Madeleine.McMurray@det.nsw.edu.au]  
Sent: Thursday, 29 May 2014 11:15 AM  
To: Jason Theakstone  
Subject: Eugowra pedestrian access and bike draft plans

Does this email need to be registered in InfoXpert?

Hi Jason,

I have looked at the draft plans on the website and have a few comments:

- For school information it says 260 students for St Joseph's school which would not be correct
- I think the bridge work and pedestrian fencing is an excellent addition that needs to be in place
- In Broad st, I think the signs at the kerb crossing need to be looked into. As when kids are on their bikes or walking it is hard to see over the signs, therefore they are leaning/ stepping our closer to the road to check for oncoming traffic before they cross.

Thank you – I think the other additions and amendments will be of great advantage to the children and members of the Eugowra community.

Regards,

**Carmel Doyle**  
Principal  
Eugowra Public School

 6859 2233

 6859 2581



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Larissa Miller (Sydney)

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From: Michael Butler <Michael.Butler@cabonne.nsw.gov.au>  
Sent: Monday, 26 May 2014 8:36 AM  
To: Larissa Miller (Sydney)  
Subject: FW: submission regarding Cabonne Pedestrian Access and Mobility Plan

Categories: PROJECT: to action

Good morning Larissa,

Hope that you had a good weekend :) )

Jason received another submission for the PAMP and cycleway - please see below.

Kind regards,

Michael Butler  
Acting Roads and Traffic Engineer  
Cabonne Council  
Ph: (02) 6390 7139

-----Original Message-----

From: Jason Theakstone  
Sent: Monday, 26 May 2014 7:20 AM  
To: Michael Butler  
Subject: FW: submission regarding Cabonne Pedestrian Access and Mobility Plan

Does this email need to be registered in InfoXpert?

Mick,  
Can you please send to Larissa.  
Jason

---

From: Bob Roach [secretary.of.eppa@gmail.com]  
Sent: Sunday, May 25, 2014 11:58 PM  
To: Jason Theakstone  
Subject: submission regarding Cabonne Pedestrian Access and Mobility Plan

Does this email need to be registered in InfoXpert?

Hello Jason,  
Herewith is my submission regarding the Cabonne Pedestrian Access and Mobility Plan.

However, I wish to commence by saying the exhibition process, by internet only, is entirely unsatisfactory. It is unavailable to those who don't have computer skills or access, and with the information concerning each village spread throughout the whole 107 pages of the document it has been a mammoth task just to track the consultant's thoughts on the situation in Eugowra. There are many residents in Eugowra who may be interested in the report but have no idea of finding the necessary information or making a submission.

Surely it would have been better to have summarised the information in a village to village format so it could have been printed and presented to residents of each in a coherent and cohesive manner.

I make the following points:

Cl 2.3.3 In Eugowra, "pedestrian activity generators" should include the murals, which attract a lot of attention from visitors and are to be included in a future "mural walk" to ensure all are seen;

Cl 2.3.4. "youth cycling to school" etc may change significantly if safe routes are provided;

Cl 3.1.2 It should be acknowledged that multiple car ownership may indicate different vehicles for different purposes - only one car can be driven at once!!!;

Page 16 "travel behaviour" should surely be clause 3.2 not 3.1 repeated;

Travel behaviour - it should be emphasised that car travel to work, whether local or commuting, is mandatory for Eugowra residents as there is no suitable public transport;

Figure 3-1 The columns are not plain to decipher as the colours are indistinct. Nobody in Eugowra travels to work by bus!

Cl 3.2.5 Contrary to the consultant's assertion, east and west of the Mandagery Creek bridge are equal "activity centres", the west side containing the newsagent/supermarket and post office/credit union as well as other businesses.

Cl 3.2.5.1 An obvious typo - St Joseph's School does not have 260 students!

Cl 3.2.5.2 The Community Health Centre is located in the MPS in Hill Street. The part-time doctor's surgery and the new pharmacy are located in Nanima Street. The mural walk, cafes and craft shop and antique emporium (Barrack Street) should be included in "Tourism" section;

Figure 3-6 There are many inaccuracies:

Bowler Street is wrongly shown as North Street; the Uniting Church in North Street is not indicated; the antique emporium in Barrack Street is not indicated; the museum in Pye Street is not indicated; the fuel depot in Oberon Street (only fuel in town) is not indicated; the showground/caravan park in Noble Street is not indicated; Strom Lane is wrongly shown as a continuation of Loftus Street; Reg Mongan Park and the park area near the Mandagery Creek bridge are not indicated.

Cl 3.3.3.5 I disagree strongly that Pye Street east of the Catholic school is a low priority. The south side is a main pedestrian and cycle route for residents of Pye and Parkes Streets, as well as the showground/caravan park. It is also a main traffic route to and from Canowindra, placing pedestrian and cycle users using the roadway (there is no made footpath) at risk. This issue was pointed out to the consultant at her meeting with local representatives;

Figure 3-15 Perpetuates the mistakes in Fig. 3-6;

Table 4-1 Any recreational walk along Mandagery Creek could include an underpass near the bridge on the western side to double as a Broad Street crossing;

Figure 4-5 Perpetuates the mistakes in Fig. 3-6, and doesn't seem to indicate the Countrylink stops in Broad Street;

Cl 4.5.2 Sight distance issues are created by the Mandagery Creek bridge in Pye and Broad Streets;

Cl 4.5.6 I strongly agree recreational walkways should be created, particularly along Mandagery Creek;

Table 7.5.1 It should make plain the footpath proposal links Apex/Pioneer Park with the Mandagery Creek bridge.

Cl 8.1.3 Council assistance in creating Eugowra's "mural walk" would be appreciated.

Bob Roach  
Eugowra.

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