

Cabonne Bike Plan

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Appendix A – Stakeholder consultation outcomes report

Appendix B – Public Exhibition consultation outcomes report

1 Introduction

1.1 Background

Cabonne Council has identified the need to review and update Council's Bike Plan 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 bike network for Cabonne was determined by identifying:

- > Existing and proposed routes and facilities
- > Existing issues and future demand
- > The required bicycle facilities for Cabonne's towns and villages.

1.2 Bike Plan Objectives

The objectives of the Bike Plan for Cabonne Council are:

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

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 relevant to cycling and describes the existing bike networks and infrastructure. It also details the different types of bike riders and common and specific barriers to cycling.
- > **Chapter 4** outlines the **future context** including expected residential and employment population growth and land use changes in the study area.
- > **Chapter 5** presents and maps the **proposed bike networks** for each town, based on the constraints and issues from stakeholder consultation and results from the facility audit.
- > **Chapter 6** recommends **infrastructure improvements** for bike riders in each town and prioritises the works.
- > **Chapter 7** discusses **regional cycling considerations**.
- > **Chapter 8** provides ideas for **support initiatives** to encourage safe cycling in Cabonne.
- > **Chapter 9** outlines the **public exhibition** process.

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	3.4.1	18
	Bicycle network	5.3.1	47
Cargo	Town characteristics & land uses	3.4.2	20
	Bicycle network		
Cudal	Town characteristics & land uses	3.4.3	22
	Bicycle network		
Cumnock	Town characteristics & land uses	3.4.4	24
	Bicycle network		
Eugowra	Town characteristics & land uses	3.4.5	26
	Bicycle network		
Manildra	Town characteristics & land uses	3.4.6	28
	Bicycle network		
Molong	Town characteristics & land uses	3.4.7	30
	Bicycle network		
Mullion Creek	Town characteristics & land uses	3.4.8	32
	Bicycle network		
Yeoval	Town characteristics & land uses	3.4.9	34
	Bicycle network		

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 to be considered in the development of the Cabonne Bike Plan. The review built a picture of the policy context and any existing features and deficiencies of the cycling 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 Bike 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 Bike Plan is nine villages and towns throughout the LGA:

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

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

Figure 1-1 Bike Plan study area



2 Policy and planning context

The key documents with relevance to the Bike Plan 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 Bike Plan. 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 bicycle infrastructure in Cabonne include:

- > The National Urban Policy.
- > National Road Safety Strategy.
- > National Partnership on Preventative Health.
- > The Liveable Cities Program.
- > 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 cycling in NSW will help to achieve including.

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

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 recognises that NSW's small and medium towns are important to the state's vitality and character which should be amenable for pedestrians and bike riders 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 acknowledges that although regional towns are often amenable to walking and cycling, many regional roads do not accommodate cycling safely and may have high vehicle volumes which are a deterrent to inexperienced bike riders. The State Government has committed to a Cycling Investment Program which will aim to prioritise opportunities for regional tourism and to connect cycling networks around major regional towns and centres. The Plan notes the growing opportunities for cycling tourism; NSW attracts the greatest share of day and overnight cycling tourists in Australia.

2.2.3 Central West Regional Transport Plan

The Regional Plan (2013) recognises that most of the population within regional NSW live within easy walking or cycling distance of a local centre; and that wider streets, lower traffic volumes and safe routes can make walking and cycling safer and more convenient transport options. The Regional Plan identifies 5km cycling catchments around the eight bigger towns in Cabonne LGA. Actions include rolling out the Connecting Centres Cycling Program and the Cycling Towns Program to identify gaps within the 5km catchments of regional towns and to encourage cycling initiatives and infrastructure.

2.2.4 NSW Bike Plan

The NSW Bike Plan (2010) outlines the NSW Government's focus for cycling across the State over the ten years to 2020. The Plan will be achieved in partnership with local councils and other State departments and promises at least \$5 million in cycling infrastructure funding for regional cities and local councils to complete neighbourhood cycle networks as well as promotion of cycling tourism to regional centres.

The Bike Plan actions range from infrastructure funding and promotion to development of guidelines and growing jobs in cycling.

2.2.5 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 and cycling 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.

2.2.6 How to prepare a Bike Plan

The Bike Plan Guidelines is a practical manual which outlines the planning, preparation and implementation of Bike Plans. It provides a practical, step-by-step process for the development of a plan that will detail the objectives, background data, identifying routes, facility audit, consultation, action plan and prioritisation of improvement works for a designated study area. The Bike Plan Guidelines provide the basis for the development of the updated Cabonne Bike Plan.

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 villages and towns included in the Bike Plan. 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 between 2002-2006.

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 plan proposes 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 bike riders and consideration of their needs in the design, construction and maintenance of roads.
- > Engaging the whole community in relation to the safety of bike riders 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 bike riders:

- > 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: bike riders who cycle 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 bike riders, 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 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 types of bike riders and infrastructure requirements to be outlined in the Bike Plan. Age data is shown below in **Table 3-1**.

Of particular relevance to the Bike Plan is the proportion of children in Cabonne as they are the most vulnerable bike riders and their safety requirements are higher than more experienced and road aware adult bike riders.

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 5-9 and Cargo and Cumnock have higher proportions of children and teenagers 10-19. Cabonne generally has a higher proportion of children aged 0-9 and older youth aged 10-19. Only Cudal has significantly fewer older youth than the NSW average.

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 Key considerations for the study

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

All of the villages have significantly older populations than the NSW average. Elderly people are less likely to cycle and may not want to share facilities such as shared paths with bike riders. Providing appropriately sized share paths should help to alleviate any concerns.

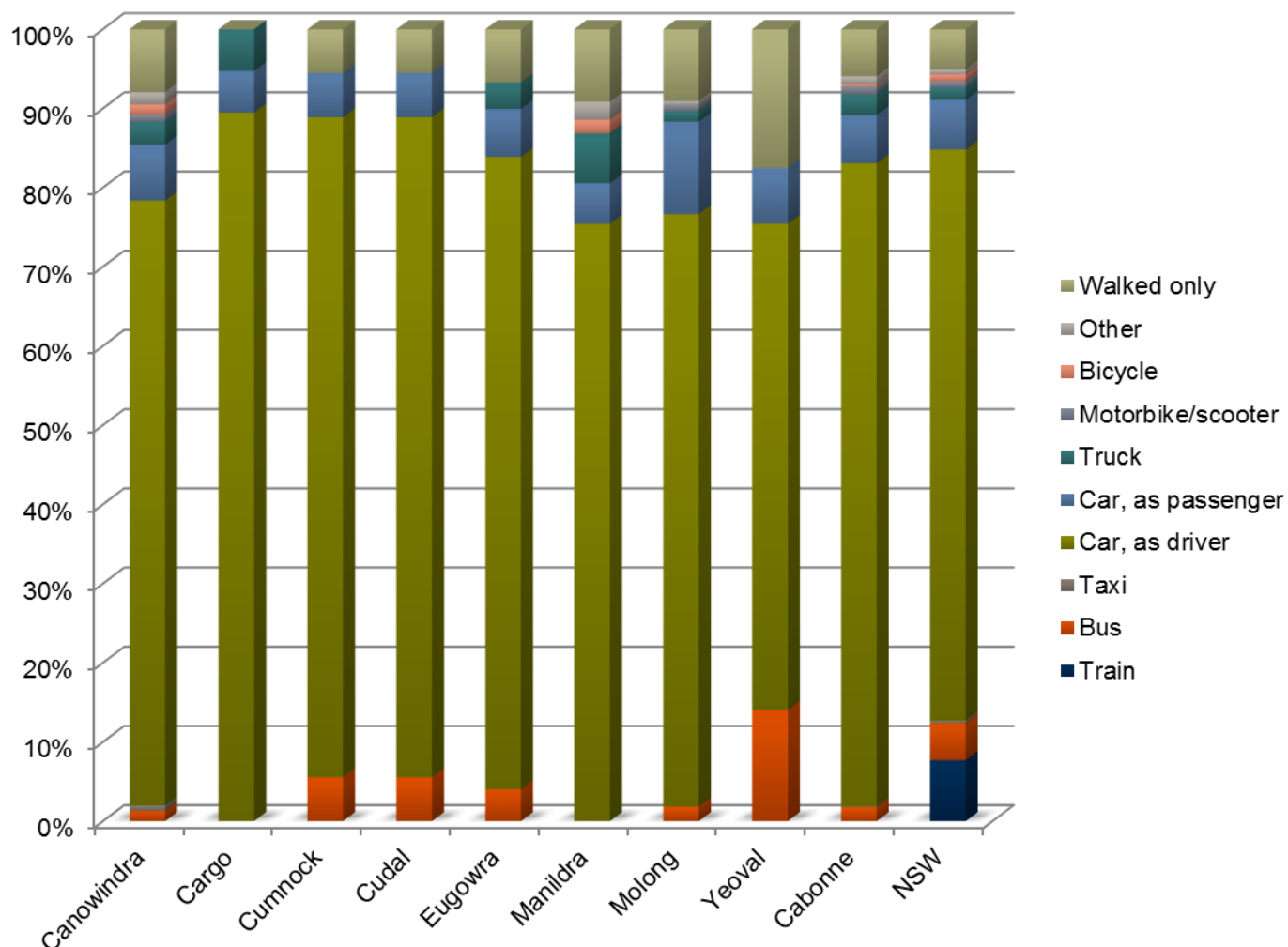
Young children and youth make up a relatively high proportion of Cabonne. This demographic has less road safety awareness than adults and keeping them separated from high vehicle volumes is desirable. They are allowed to ride on footpaths until the age of 12 and can be accompanied by an adult bike rider as well.

3.1 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. Cycling makes up a very small proportion of work trips in Cabonne. The only towns that register bike riders for commuting trips are Canowindra and Manildra.

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



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

3.2 Categories of bike riders

The 2005 Bike Plan identified three types of bike riders within Cabonne. These definitions include:

- > Recreational/local village errands: Youth within the shire villages who cycle to school and also use recreational facilities such as sporting parks and swimming pools.
- > Commuters: Generally adults who cycle to work or to use recreational facilities within the various villages.
- > Recreational/Health and Competition: Cyclists who undertake competitive training and cycling for exercise. Generally affiliated with a cycle club or group and participate in organised events.

The different categories of bicycle riders in the RMS Bike Plan Guidelines were adapted from AustRoads Guide to Traffic Management Part 4. Of the eight different categories, a number are relevant for Cabonne's current and potential cycling population. These include:

Table 3-1 Bicycle rider categories

Category	Rider characteristics	Required riding environment
Non-bike riders and potential bike riders	Does not currently ride	Off road paths, footpaths or very low volume residential streets
Primary school children	Little road safety awareness, requires supervision	As above, allowed to ride on footpaths
Secondary school children	Skills vary, developing confidence	On road facilities or off road paths
Recreational	Experience, age and skill vary greatly	Off road paths, quiet local streets
Touring	Long distance journeys between towns	Regional and state roads with shoulders
Sporting	Cycle in groups, long distances	Regional and state roads and may include challenging terrain.

3.3 Barriers to cycling

There are a number of well documented barriers to cycling that reduce participation and interest. The Premier's Council for Active Living commissioned research into the barriers to cycling in NSW. The research found that there are four dominant barriers to regular cycling:

- > The negative image of bike riders and cycling amongst non-bike riders.
- > The perceived danger of cycling and commuter cycling.
- > The lack of facilities.
- > Low awareness of the benefits of cycling.

Cycling for travel has additional barriers that include inconvenience, lack of time, lack of facilities and the cost.

Strategies identified to combat these barriers include:

- > Separated cycle path for increased safety.
- > End of trip facilities.
- > Education on the benefits of cycling.
- > Marketing to promote cycling.

3.3.1 Barriers in Cabonne

There are a number of related cycling barriers that may affect cycling participation in Cabonne. These include issues identified through community consultation undertaken for the 2005 Bike Plan and stakeholder consultation undertaken for this Bike Plan. Identification of these barriers allows the development of strategies to address them; this is likely to require both infrastructure and soft measures. Barriers present in Cabonne include:

- > The presence of heavy vehicles and through traffic will contribute to perceived dangers of cycling.

- > Unaware motorists, the low numbers of pedestrians and bike riders may reduce the expectations of motorists to encounter bicycles in and around the towns.
- > An aging population who may not feel confident to revisit cycling.
- > Poor quality cycle paths.
- > A lack of road shoulders on many of the roads which will affect residents who live outside of the towns; requiring them to cycle in the road lane with vehicles travelling up to 100 kilometres an hour.

Addressing barriers in Cabonne should include strategies such as:

- > Providing separated facilities to reduce conflict with motor vehicles.
- > Consider routes that avoid high traffic volume streets where possible.
- > Provide signage warning motorists about the presence of bike riders.
- > Education and promotion regarding the cycling benefits and opportunities around Cabonne.
- > Encouragement of new bicycle riders with maintenance classes and Rusty Riders courses.

3.4 Town and village characteristics and land uses

Each village's key land uses that are relevant for cycling are illustrated on **Figures 3-2 to 3-10**. These include educational institutions, retail centres, swimming pools and public open space. A short description of each village is provided in the following sections.

3.4.1 Canowindra

Canowindra is 50 kilometres south-west of Orange and one of Cabonne's largest villages. The Belubula River dissects Canowindra but the majority of key land uses 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 town centre 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.

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.

Tourism

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

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 north of 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.

Community

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

Figure 3-2 Canowindra key destinations



CANOWINDRA

- Key business district
- Park / sportsground / golf club
- School
- Community uses

3.4.2 **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.

School

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

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.

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 key destinations



CARGO

- | | | | |
|---|---------------------------------|---|---------------------------------|
|  | School |  | Park / sportsground / golf club |
|  | Town centre / shop / pub / club |  | Community uses |

3.4.3 **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.

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.

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.

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.

Figure 3-4 Cudal key destinations



CUDAL

 School

 Town centre / shop / pub / club

 Park / sportsground / golf club

 Community uses

3.4.4 **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.

School

The Cumnock Public School on Railway Parade had 58 students in 2011, catering to students between kindergarten and year 6, and the equivalent of five full time staff.

Retail

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

Community

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

Figure 3-5 Cumnock key destinations



CUMNOCK

- School
- Town centre / shop / pub / club
- Park / sportsground / golf club
- Community uses

3.4.5 **Eugowra**

Eugowra is 80 kilometres west of Orange. The western side of the town is separated from the activity centre of the village 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.

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 260 students in 2012 between kindergarten and year 6.

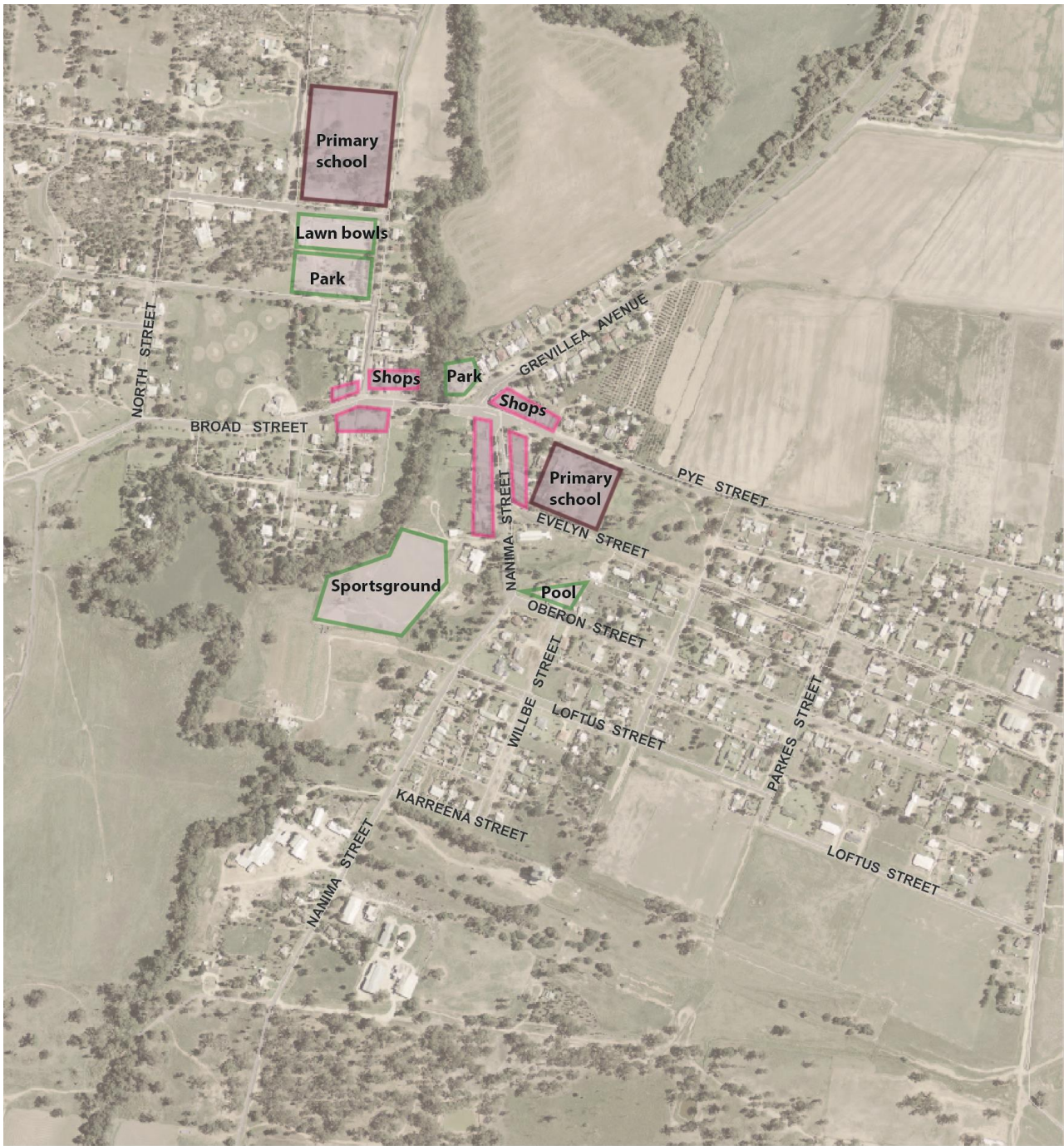
Retail

Retail shops are located along Broad Street on both sides of the creek and along Nanima Street close to the intersection with Broad Street.

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.

Figure 3-6 Eugowra key destinations



EUGOWRA

- School
- Town centre / shop / pub / club
- Park / sportsground / golf club

3.4.6 Manildra

Manildra is 45 kilometres north-west of Orange. The main commercial activity is centred around the Manildra Flour Mill. The village is bisected by the Mandagery Creek with the majority of the commercial 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.

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

3.4.6.1 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.

3.4.6.2 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

The library is 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 an unsealed 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.

Figure 3-7 Manildra key destinations



MANILDRA

- | | | | |
|---|------------|---|---------------------------------|
|  | Flour mill |  | Park / sportsground / golf club |
|  | School |  | Town centre / shop / pub / club |

3.4.7 **Molong**

Molong is Cabonne's largest town and administrative centre and is 35 kilometres north-west of Orange. The Mitchell Highway passes through Molong via Hill Street 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 town centre 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 and a community hall.

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

Schools

Molong Central School is on Edward Street south of the town centre. The school caters 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 also on Edward Street 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.

Entertainment

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

Figure 3-8 Molong key destinations



MOLONG

- Key business district
- School
- Town centre / shop / pub / club
- Park / sportsground / golf club
- Community uses

3.4.8 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.

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.

Public open space and recreational uses

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

Community

A community hall is at the intersection of these roads.

Figure 3-9 Mullion Creek key destinations



MULLION CREEK

-  School
-  Park / sportsground / golf club
-  Community uses

3.4.9 **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.

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.

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.

Community

The community hall is on Forbes Street.

Tourism

The Yeoval Showground camping site is located along Warne Street adjacent to the golf course.

Figure 3-10 Yeoval key destinations



- YEOVAL**
- School
 - Town centre / shop / pub / club
 - Park / sportsground / golf club

3.5 Stakeholder consultation

Consultation was undertaken with key stakeholders to inform the development of the Bike Plan and the PAMP. This consultation aimed to provide the study with an understanding of existing and required routes 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, NSW Roads and Maritime Services, Council's Access Committee and Council officers from the Economic Development and Town Planning departments.

Stakeholders were contacted by letter and phone and invited to provide comment on the pedestrian and bike 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 3-2.

Table 3-2 Stakeholder consultation key outcomes

Town	Key outcomes
Canowindra	<ul style="list-style-type: none"> > Around 20 students ride bikes to the high school. > A recreational cycling group often ride out along Longs Corner Road to Escort Way. > 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. > 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. > 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. > New cycle route to the eastern suburb or Moorbel, along Ferguson Street, Belubula Way and Moorbel Drive to Moorbel Hall. Could then be extended as a scenic route out along Blue Jacket Lane to the lookout. > Potential cycle route along Nangar Road to camping ground, this route could then connect to the creek route. > The cemetery, north of the showground, could be included in a recreational cycle route.
Cargo	<ul style="list-style-type: none"> > 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). > Crossing of Belmore Street needed, either at Hicks Street or close to the park.
Cudal	<ul style="list-style-type: none"> > 6-7 children cycle to school. . > It is not safe for children to walk/cycle from the western side of town. > People walk from Cudal Gardens to town along the road (Davys Plains Road, Wall Street and Main Street). Consider also a cycleway around Cudal Gardens. > Signage is needed for recreational routes. > Provide footpath / cycle path along Toogong Street, north side. > Currently no connection on either side of the swinging bridge to the sportsground.

Town	Key outcomes
Cumnock	<ul style="list-style-type: none"> > Children ride bikes along Obley Street. > Path needed on north side of McLaughlin Street from where the shared path meets the street to the lawn bowls > Potential for a pedestrian bridge on the west side of the road bridge to separate pedestrians and bikes from vehicles. > 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. > Crossing point on Obley Street needed near the end of the shared path. > Crossing of Railway Parade is required by all students walking/riding to school.
Eugowra	<ul style="list-style-type: none"> > 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. > Consider a new pedestrian/cycle crossing of the creek next to the existing footbridge. > Provide bike paths from the residential areas to the school. > 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. > Provide bike parking at the school. > The road bridge is an unsafe environment for pedestrians/bike riders, path is not wide enough for two mobility scooters to pass and there is no separation from vehicles. > A recreational route could be provided along the creek.
Manildra	<ul style="list-style-type: none"> > 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. > A cycle route that avoids the main street is preferable. > 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. > Consider an underpass or overpass on the road bridge so that students can access the town while remaining separated from the vehicles. > Motorists have poor visibility of pedestrians/bike riders 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. > 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.
Molong	<ul style="list-style-type: none"> > There is a condition of consent on the golf course for inclusion of a new cycleway.

Town	Key outcomes
	<ul style="list-style-type: none"> > Crossing of Mitchell Highway through Molong is lacking and dangerous. > Extend the bike/walking track along the railway line to the southern end of town. > Many streets around Molong don't have footpaths. > Hill Street new footpath – the edge sits about 10 centimetres above the ground level creating a trip hazard.
Mullion Creek	<ul style="list-style-type: none"> > A growing younger demographic. A number of new families live in Ostini Lane. > Children ride bikes on the road around the village and to the park. > Footpath/cycle path needed on Bevan Street. > Footpath/cycle path needed on Ostini Lane. > Provide walking / cycling route around Mullion Creek. (community hall, the reserve, Ostini Lane). > High school students ride and park their bike in the primary school before boarding the bus to their school.
Yeoval	<ul style="list-style-type: none"> > 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.

3.6 Bicycle crashes

There was one crash involving bicycle riders reported within the Cabonne LGA during the most recent five year period of recorded data from 2008 to 2012. This crash resulted in an injury.

3.6.1 Crash location

The crash occurred in Canowindra on Gaskill Street between Ferguson Street and Blatchford Street.

3.6.2 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 in Canowindra has an RUM Code 48 which is defined as 'from footpath'. The bicycle was travelling on the footpath when it left the footpath and crashed with a car travelling straight at 20km an hour. The crash occurred at 9am in fine weather and the injured bicycle rider was a 16 year old female.

3.7 Current routes

The 2005 Cabonne Bike Plan proposed a number of routes in each town and village except Mullion Creek. For each of these routes an off road shared path was proposed. The routes are assessed for their inclusion in the 2014 Bike Plan and a rationale provided. These routes are presented in **Table 3-3**.

Table 3-3 2005 Bike Plan routes

Town	Bicycle paths	Included in 2014 Bike Plan	Rationale
Canowindra	Public school to pool	Yes – off road Adopted from the 2005 plan as part of the 'school to pool' route.	This section is already constructed. The route is proposed to be extended to include the Catholic school as well.
	South Canowindra cycleway from pool across bridge to South Canowindra	Yes – off road Adopted from 2005 plan as the South Canowindra Cycleway	This route will connect South Canowindra with the land uses to the north.
Cargo	School (Hamilton Street), Mayne Street, park to Church Street	Yes – off road Forms part of the 'Primary school to park' and the 'Park to recreational reserve' routes	This 2005 route is almost completely constructed except for the link from the park to Church Street.
	Mayne Street, Hicks Street to corner of Forbes and Dalton Streets	Part – off road. The component of the route from Mayne Street along Hicks Street to Belmore Street is included as part of the town centre circuit route. Part – on road. The component north of Belmore is included as on road.	The off road part of the 2005 route provides a direct route to the village centre. The component north of Belmore is included as on road as this is a low vehicle traffic volume area.
	Church Street at park to recreation reserve	Yes – off road This route forms the majority of the 'Park to recreation reserve' route.	This route links Cargo's two recreational public spaces along a long traffic volume road.
Cudal	Corner of Toogong Street, Smith Street to Main Street to the pool and then Creek Street to the sportsground	Yes – off road This 2005 route contributes to a number of proposed routes including the 'town centre circuit, the 'school to pool' route and the recreational circuit.	This route links a number of Cudal's key destinations.
	Main Street to showground	Yes – off road This 2005 route is included as the showground link in the new network.	This recreational route will provide a pleasant return trip route to the showground and provide access from Cudal Gardens once the subdivision is populated.
Cumnock	School to Obley Street via oval	Yes – off road.	This route has generally been constructed and provides a pleasant off road route between the town centre and the school. A new crossing point of McLaughlan Street is proposed to improve safety of pedestrians and bike riders close to the crest of the railway line.
	Railway Parade to showground and then to Cudumble Street	Yes – off road	This recreational route is not a priority as it does not connect key land uses however it could be further explored should funding be identified. It is considered a low priority recreational route.

Town	Bicycle paths	Included in 2014 Bike Plan	Rationale
Eugowra	Hospital / School on Hill Street to road bridge (west)	Yes – off road. This route forms part of the ‘school to pool’ route.	This route has been constructed.
	Road bridge (east) to sportsground	Yes – off road. This route forms part of the ‘school to pool’ route.	This route has been constructed.
	Road bridge (west) along creek to Cheshier Street, Barrack Street and Broad Street	No.	This route does not connect any key land uses. It includes a small section of the creek however a new recreational route is proposed on the other side of the creek as it can extend further and potentially incorporate the old stock route out to the showground.
	Evelyn and Oberon Street between Nanima Street and the showground	Yes – off road	This route forms the ‘Showground loop’.
Manildra	Sportsground to Parkes Street	Yes – off road This route forms the Mandagery Creek Cycleway	This route has been constructed.
	Loftus Street from sportsground to Whitton Street	Part – off road This route forms part of the primary school to pool route	A direct route from the schools to the pool, avoiding busy Kiewa Street.
	Public school to Loftus Street	Yes – off road This route forms part of the primary school to pool route	A direct route from the schools to the pool, avoiding busy Kiewa Street.
	Public school to Kiewa Street	No	This route would lead school children to the busy entrance to the flour mill.
	Orange Street to Whitton Street and to the pool via Loftus	No	A similar route is proposed in the 2014 plan along Molong Street which provides connection to the skate park.
Molong	Central school along Edward Street to sportsground	Part – off road Part of this route forms the ‘school to pool’ route.	A direct route that connects both schools with recreational facilities.
	Bank Street (near Edward Street) and Gidley Street to pool	Yes – off road This route forms part of the ‘school to pool’ route.	A direct route that connects both schools with the town centre.
	Wellington Street between Watson Street and Edward Street	Yes – off road This route forms the ‘East Molong link’ in the 2014 Bike Plan.	This route will provide a direct for East Molong with the Central school
	Shadforth Street to Watson Street to Library	Yes – off road. This route forms part of the Molong Rivulet Cycleway	This route is constructed.
	Sports oval to pool (east)	Yes – off road	This route is constructed.

Town	Bicycle paths	Included in 2014 Bike Plan	Rationale
		This route forms part of the Molong Rivulet Cycleway	
	Pool to Betts Street, Dean Street and Shadforth Street	Yes – off road This route forms part of the 'east Molong loop' route	This route links a number of recreational facilities and helps to form a larger cycle loop route.
Yeoval	Ganoo Street (north), Molong Street, Crown Street to public school	Yes – off road This route forms part of the 'town loop' route	This route provides an off road alternative route through town, school children will be able to avoid Forbes Street if travelling to and from school from the east of Yeoval.
	Public school to Forbes Street, to road bridge to Wellington Street	Yes – off road Part of this route forms the 'Main Street to recreation link' route	This route provides a direct cycle route through the main town centre. The component beyond the Catholic school is nominated as a recreational low priority route in this plan.
	Public school, along King Street to Lucknow Street to pool and sportsground to Bathurst Street	Yes – off road This route forms part of the 'school to pool' route and the 'Main street to recreation link' route	This route links the public school with several recreational facilities.
	Bathurst Street to Warne Street	No	Another similar route is proposed from Bathurst Street, to Bell Street and then to Warne to form part of the 'town loop' route as nominated in the stakeholder consultation.

3.8 Other modes

3.8.1.1 Pedestrians

Cabonne's town centres have varying levels of pedestrian infrastructure like footpaths and associated facilities such as kerb ramps and pedestrian refuges. The complete pedestrian networks for each town are detailed in the Cabonne PAMP.

The Cabonne PAMP was reviewed at the same time as this Bike Plan 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.

3.8.1.2 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 and cycling facilities which are appropriate.

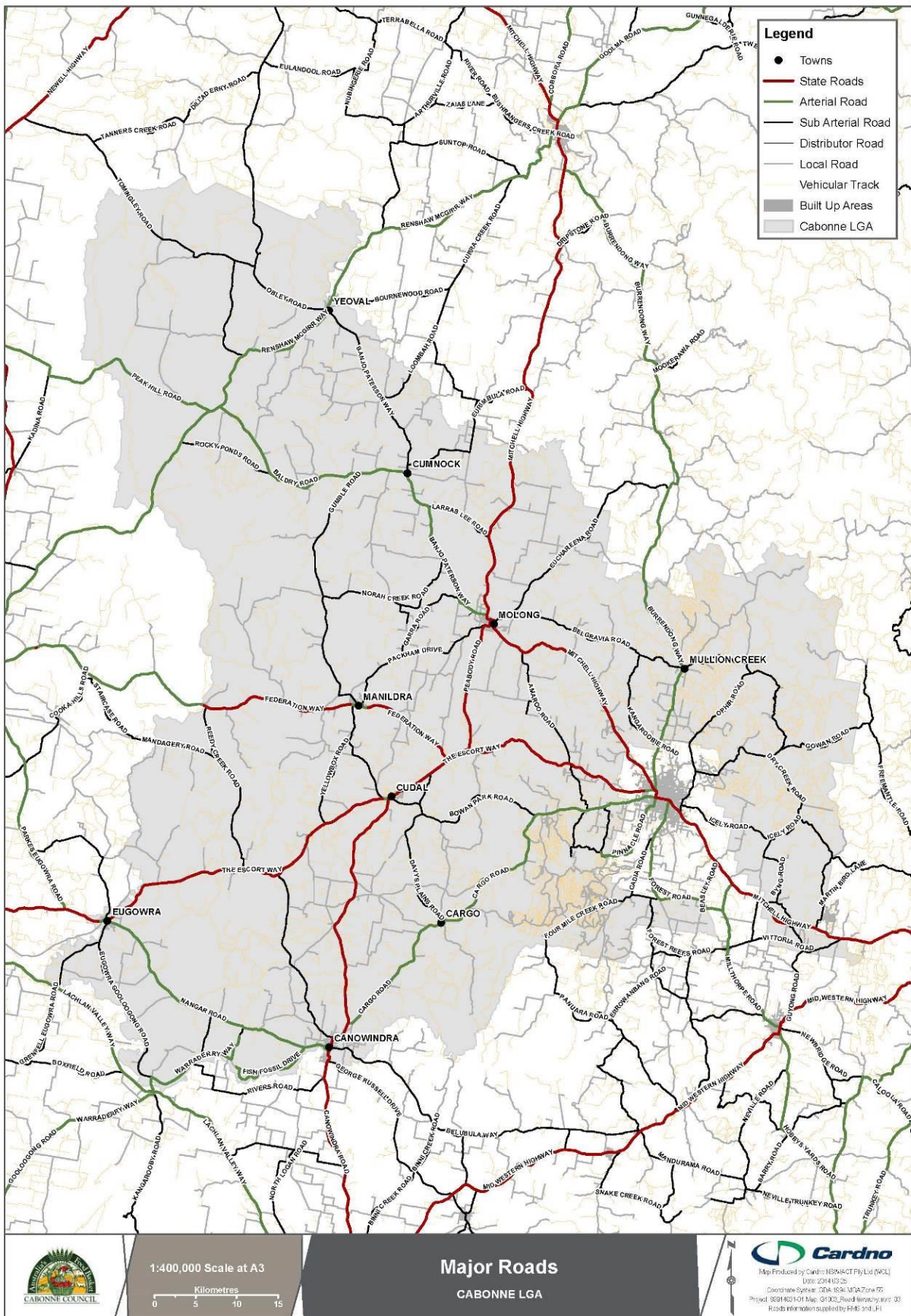
Key roads connecting Cabonne's centres include State roads and Arterial roads. These roads are listed in **Table 3-4** with their ownership noted. State, arterial and sub-arterial roads are also shown on **Figure 3-11**.

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
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.

Figure 3-11 Cabonne road hierarchy



4 Future context

4.1 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%.

4.2 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 Bike Plan is the zoning that has the potential to increase bike rider demand and determine new bike routes.

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

4.2.1 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.

4.2.2 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.

4.2.3 Other land uses

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

5 Existing and proposed bicycle network

5.1 Existing infrastructure

5.1.1 Cycle paths

There are currently limited cycling facilities in Cabonne's towns and villages.

The focus for cycle path construction to date has been implementation of the 'School to Pool' routes from the 2005 Bike Plan in most of Cabonne's towns. The facilities are usually an off road shared path connecting the primary school to the public swimming pool.

Other off road cycle routes include:

- > Manildra's recreational route from the sportsground to the golf club although this is not sealed yet.
- > Molong's off road route extending from the sportsground on Hill Street to the pedestrian bridge near Watson Street.
- > Cumnock's off road route linking Obley Street and McLaughlan Street via the oval.
- > Cargo's shared path from the school to the park along Mayne Street.

All of the off road bike infrastructure in Cabonne is shared pedestrian and bike facilities. As the towns have small populations this is appropriate.

5.1.2 On road facilities

There are currently no marked on road cycle routes within Cabonne towns and villages although many of the low volume residential streets are appropriate for bike use.

5.1.3 Bike parking

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.

The sections of Cabonne's bike networks that are already constructed are shown on **Figure 5-1** to **Figure 5-9**.

5.2 Network principles

Bicycle networks link key destinations in localities and are based on the five principles of coherence, directness, safety, attractiveness and comfort. These principles are described in the table below and form the foundation of each of Cabonne's proposed bike networks.

Table 5-1 Principles for good bicycle network design

Principle	Characteristics
Coherence	Linking residential areas with popular destinations, consistent infrastructure and signage
Directness	Acknowledge desire lines, avoid long detours
Safety	Maintain and improve road safety for all road users, avoid isolation and provide casual surveillance
Attractiveness	Pleasant locations and well-designed facilities that improve the riding experience
Comfort	Smooth surfaces, easy gradients, appropriate and well-maintained infrastructure.

Cabonne's towns and villages are attractive and generally have easy gradients and short travel distances between destinations, characteristics that have potential for straightforward bike networks. The presence of heavy vehicles and through traffic is the major constraint within each town; they are often bisected along the main roads and safe crossing opportunities can be limited.

5.3 Proposed networks

A network of bike routes has been developed for each of the towns within Cabonne LGA based on the review of the previous Bike Plan, current and future land uses and the outcomes of the stakeholder consultation. This section of the report outlines the bike routes that have been proposed as part of this bike plan.

The proposed bike routes in each town are intended to provide improved bike rider amenity, to encourage cycling between the key land uses within the town and to identify potential recreational routes and the links needed to future development areas outside of the towns.

Where bike routes align with pedestrian routes in the PAMP, the route is shown as a dashed line.

5.3.1 Canowindra

Primary school to pool

This bike route commences at the Catholic school on Blatchford Street and follows Tilga Street to the pool, connecting the public school as well. This route is already constructed between the public school and the pool.

High school to town centre

This route commences at the high school on Browns Avenue and uses Rodd Street and Ross Street to access Tilga Street where it continues until joining the primary school route.

Town centre circuit

This circuit provides a route through the town centre along Gaskill Street and then Blatchford Street. The route joins the primary school to pool route on both Blatchford Street and Tilga Street, creating a complete circuit of Canowindra's main activity areas.

South Canowindra cycleway

This route will connect South Canowindra with the land uses north of the creek using Bridge Street and Tilga Street.

Future regional links

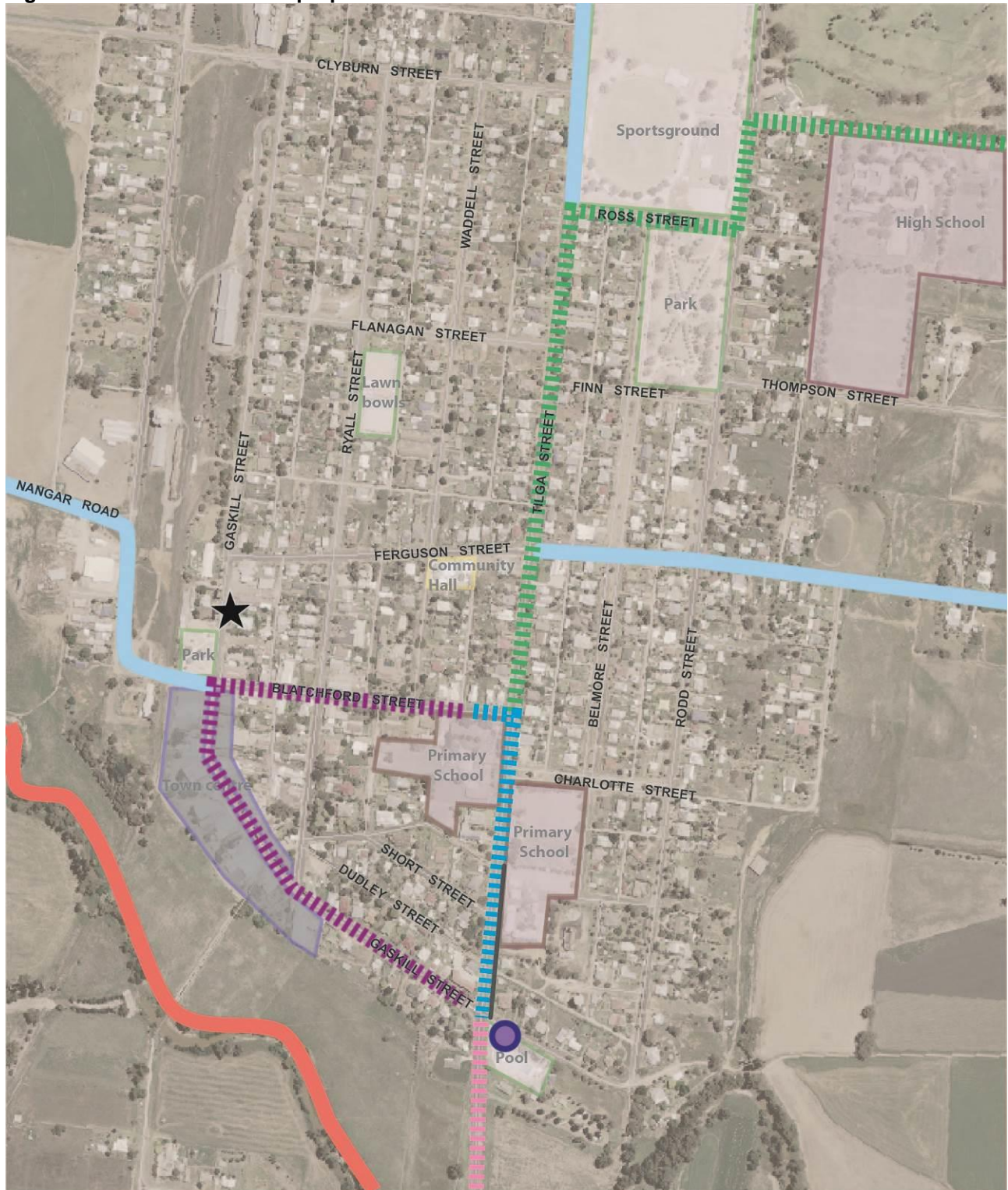
These routes include Nangar Road to the camping ground, Ferguson Street then Belubula Way to Moorbel and Tilga Street towards the cemetery. The Moorbel and cemetery routes are for consideration in the long term as residential development occurs. The route to Nangar Road can also be considered in the long term for residents and visitors traveling to the town from the west.

Recreation

A recreational route is proposed for consideration along the northern side of the creek, east of the Tilga Street bridge. This is a low priority route but could be used to promote tourism and walking for health.

Canowindra's routes are mapped on **Figure 5-1**.

Figure 5-1 Canowindra's proposed bike network



CANOWINDRA

- | | | | |
|--|----------------------------|--|----------------------|
| | Primary school to pool | | Future regional link |
| | High School to town centre | | Recreational |
| | Town centre circuit | | Shared routes |
| | South Canowindra cycleway | | Constructed |
| | Bike rack | | Bike crash |

5.3.2 **Cargo**

Primary school to park

The primary school to park route extends from the school on Hamilton Street, along Mayne Street to and through the park. This route is already constructed.

Town centre circuit

The town centre circuit creates direct access to and through the village centre. From the school route on Mayne Street the route extends along Hicks Street to Belmore Street and then to the park, creating a circuit.

Park to recreation reserve

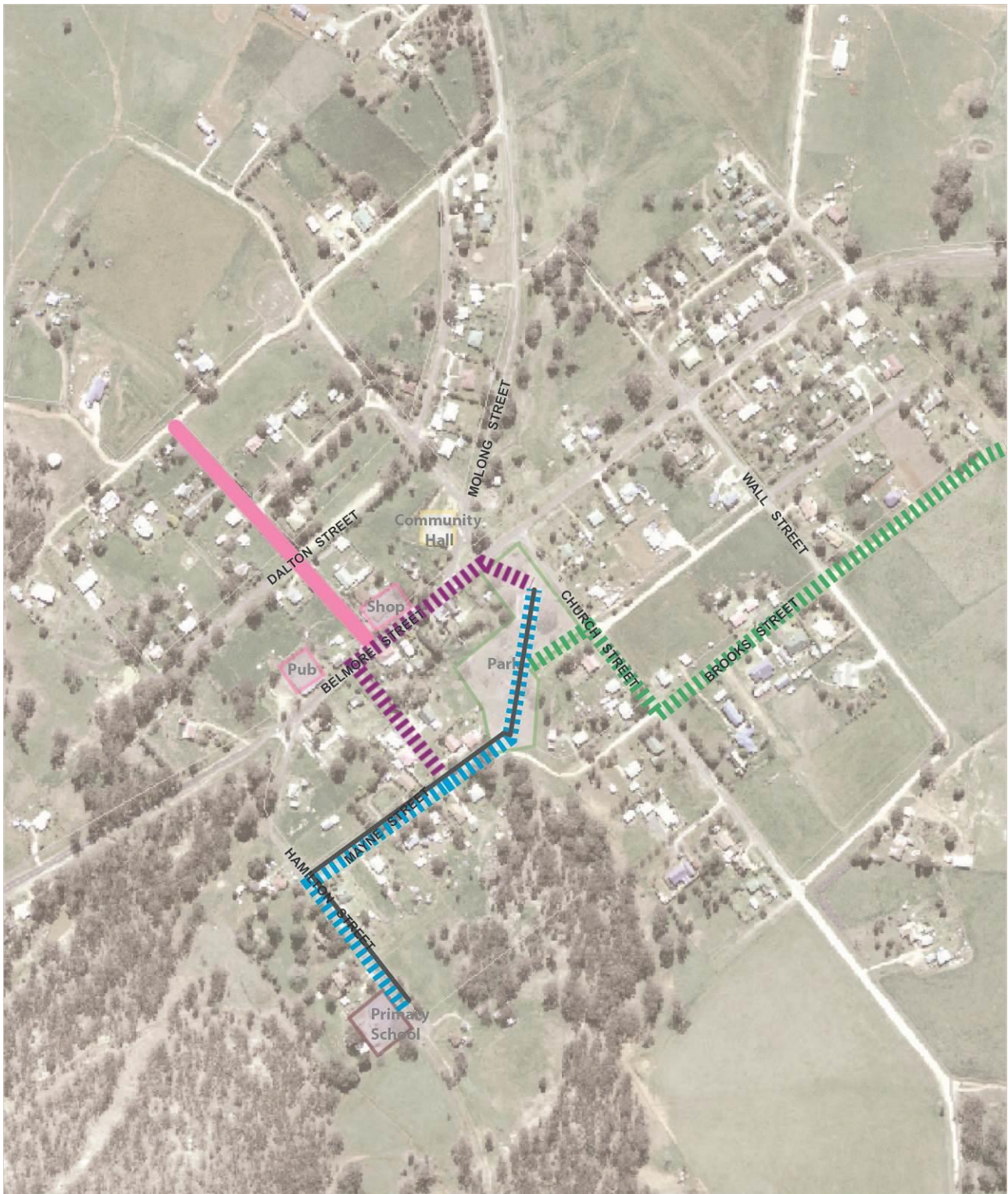
This route exits the park on Church Street and then extends along Brooks Street to the reserve.

Northern link

This route provides a bike link to the residential area north of Belmore Street along Forbes Street. It meets the town centre circuit on Belmore Street.

Cargo's routes are mapped on **Figure 5-2**.

Figure 5-2 Cargo's proposed bike network



CARGO

- | | | | |
|---|--------------------------------|---|---------------|
|  | Primary School to park |  | Northern link |
|  | Park to the recreation reserve |  | Shared routes |
|  | Town centre circuit |  | Constructed |

5.3.3 Cudal

Primary school to pool

This route extends along Toogong Street from the primary school to Cargo Street then down to Main Street to the pool. This route is partly constructed including the section on Toogong Street and the section on Main Street.

Town centre circuit

This route commences at the corner of Smith Street and Toogong Street, extends to Main Street along Smith Street then extends up Wall Street to meet the primary school to pool route on Toogong Street. This route provides direct access to the town centre and is constructed along Wall Street.

Sportsground link

This route extends from the intersection of Wall Street and Main Street along Main Street to Cargo Street and then proceeds north on Cargo Street to Creek Street and over the pedestrian swinging bridge to the sportsground.

Future regional link

A future route is proposed for development once Cudal Gardens is established and populated. This route extends from the intersection of Wall Street and Toogong Street along Wall Street to Davy Plains Road out to Cudal Gardens and the showground.

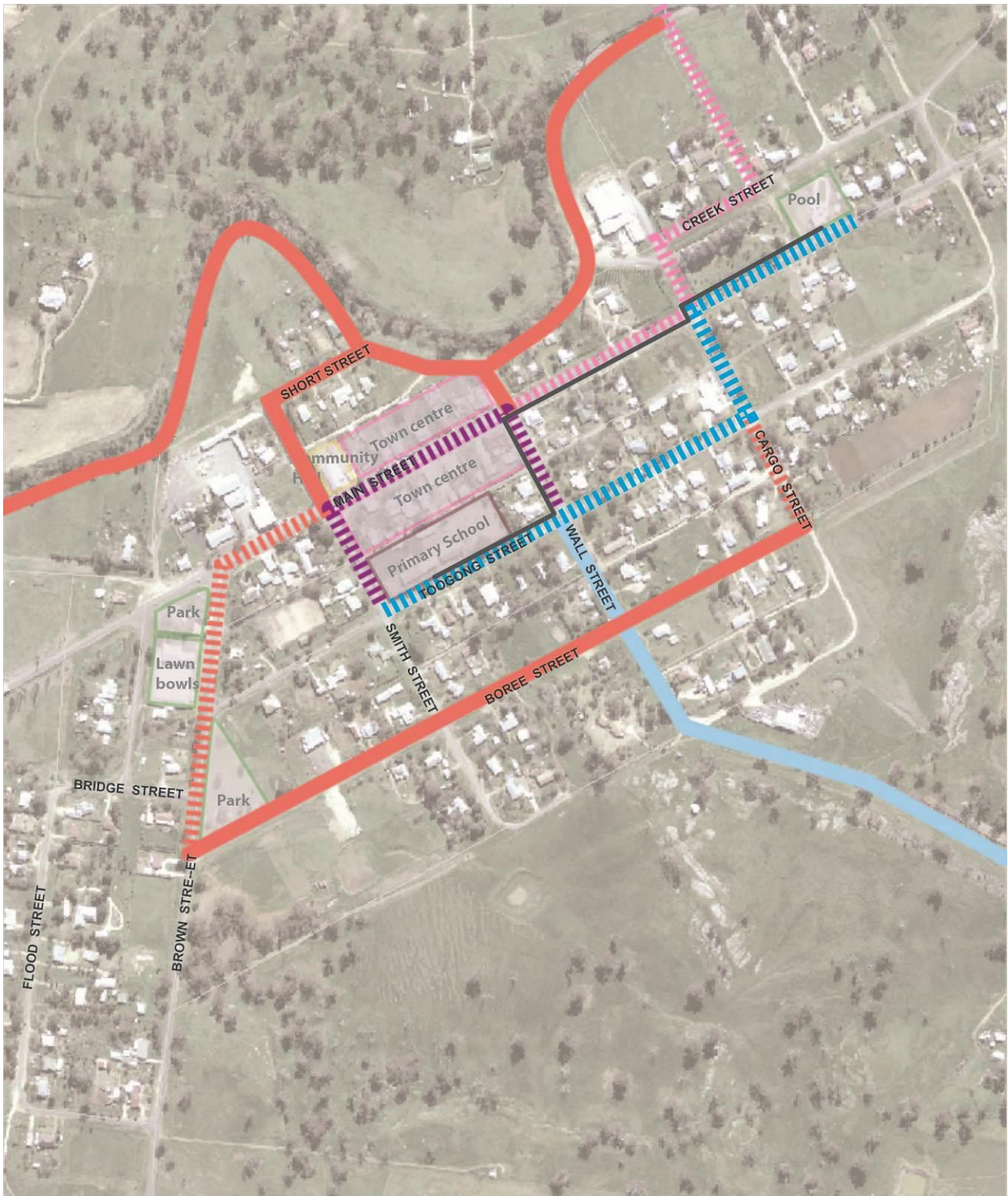
Recreation

Two low priority recreational routes are proposed for Cudal. The first is along the creek's southern side from Merga Street to the swinging bridge near the sportsground. This route could be promoted as a nature route that provides the opportunity for viewing platypuses and other flora and fauna.

The other recreational route completes a circuit of Cudal to provide a safe cycling route around the town. It commences on Cargo Street near the intersection with Toogong Street, extends along Boree Street, up Brown Street to Smith Street then along Short Street before joining the creek route and/or the town centre circuit.

Cudal's routes are mapped on **Figure 5-3**.

Figure 5-3 Cudal's proposed bike network



- CUDAL**
- Primary school to pool
 - Town centre circuit
 - Sportsground link
 - Recreation
 - Future regional link
 - Shared routes

5.3.4 **Cumnock**

Primary school to pool

This route commences at the school, heads north along Railway Parade to McLaughlan Street then to the pool. This route is partly constructed; only extends part way along McLaughlan Street and does not continue to the pool.

Sportsground link

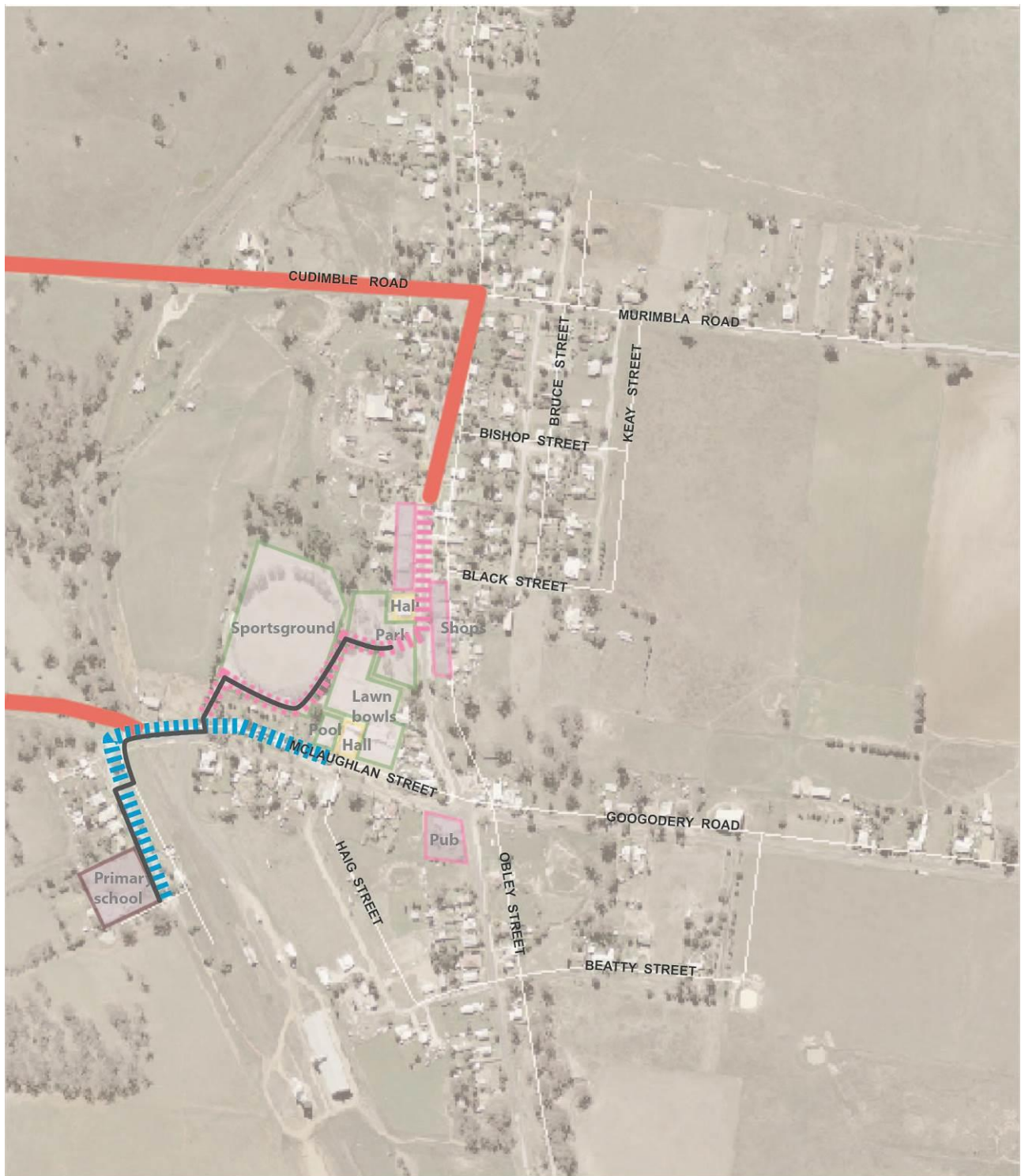
This route is an attractive link between McLaughlan Street and the town centre along Obley Street. It is constructed between McLaughlan Street and Obley Street but the shared path does not extend down Obley Street yet.

Recreation route

A recreation route is proposed around the showground. It would continue on from the sportsground link on Obley, north to Cudumble Road before heading west to the showground and returning to McLaughlan Street.

Cumnock's routes are mapped on **Figure 5-4**.

Figure 5-4 Cumnock's proposed bike network



CUMNOCK

- Primary School to park
- Sportsground link
- Recreation
- Shared routes
- Constructed

5.3.5 **Eugowra**

Primary school to pool

This route extends from the public school on Hill Street down North Street, along Broad Street and down Nanima Street to the pool.

The route is mostly constructed but a link is also proposed from the entrance to the Catholic school on Pye Street to give these students a complete route to the pool.

Hospital link

This route commences where the school route does, running past the hospital and down Bowler Street then along Cooper Street.

Showground loop

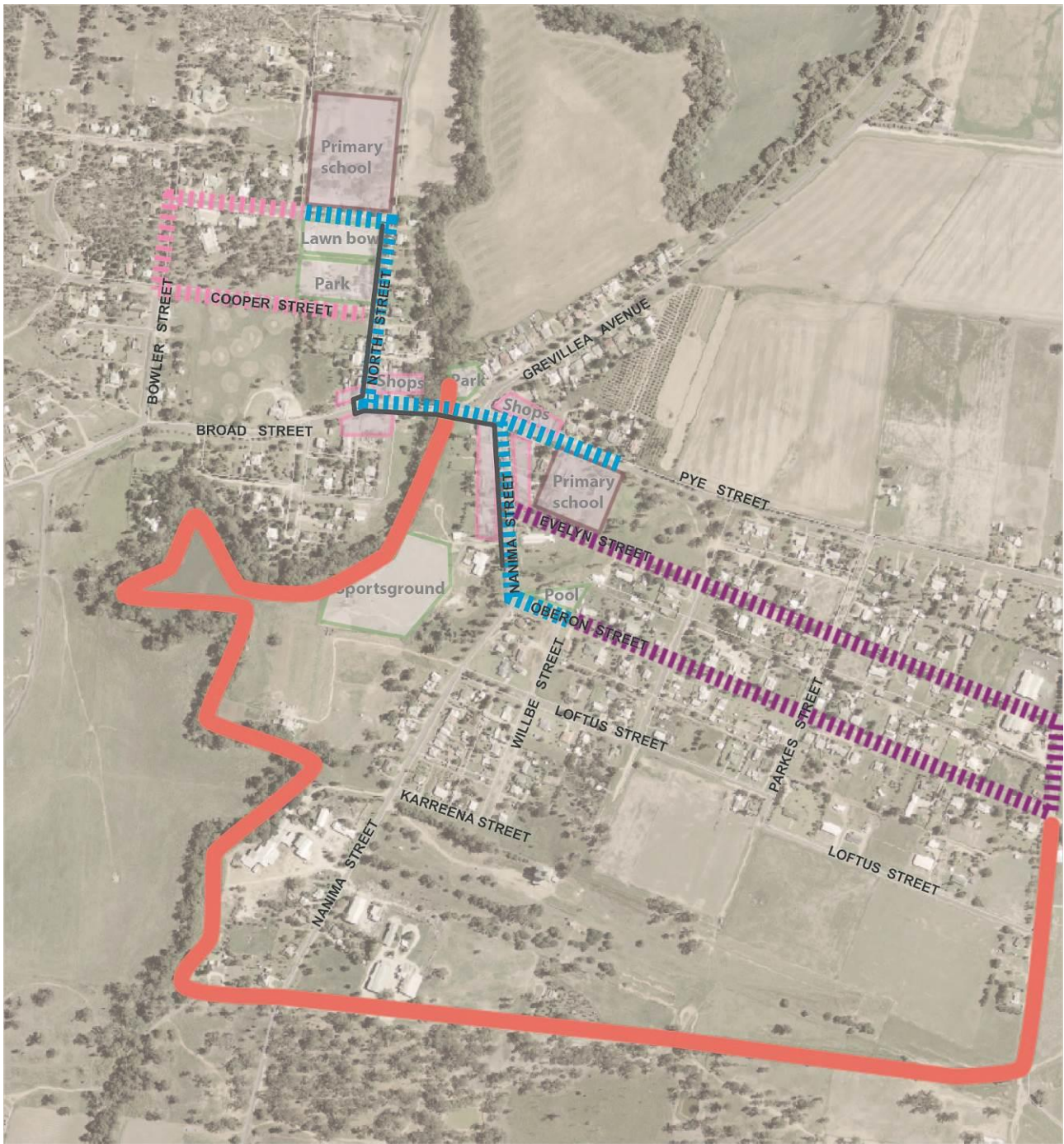
This route along residential streets provides a loop to the showground along Evelyn Street and Oberon Street.

Recreational

Eugowra's recreational route is proposed to run from the town's park, under the road bridge, along the creek and then out to the showground along an old stock route. This would be a scenic way for Eugowra residents and visitors to engage in exercise.

Eugowra's routes are mapped on **Figure 5-5**.

Figure 5-5 Eugowra's proposed bike network



EUGOWRA

- | | | | |
|--|------------------------|--|-----------------|
| | Primary School to Pool | | Showground loop |
| | Hospital loop | | Shared routes |
| | Recreational | | Constructed |

5.3.6 **Manildra**

Primary school to pool

Manildra's school to pool route commences at the public school on Packham Drive, crosses the creek on the swinging bridge and extends along Loftus Street past the Catholic school to the pool. This route avoids the busy heavy vehicle traffic on Kiewa Street and proposes to direct bike riders to the northern side of Loftus Street to avoid conflict with the flour mill driveway on the southern side of Loftus Street.

Although some footpaths exist at the moment along this route they need to be upgraded to a shared path.

Mandagery Creek Cycleway loop

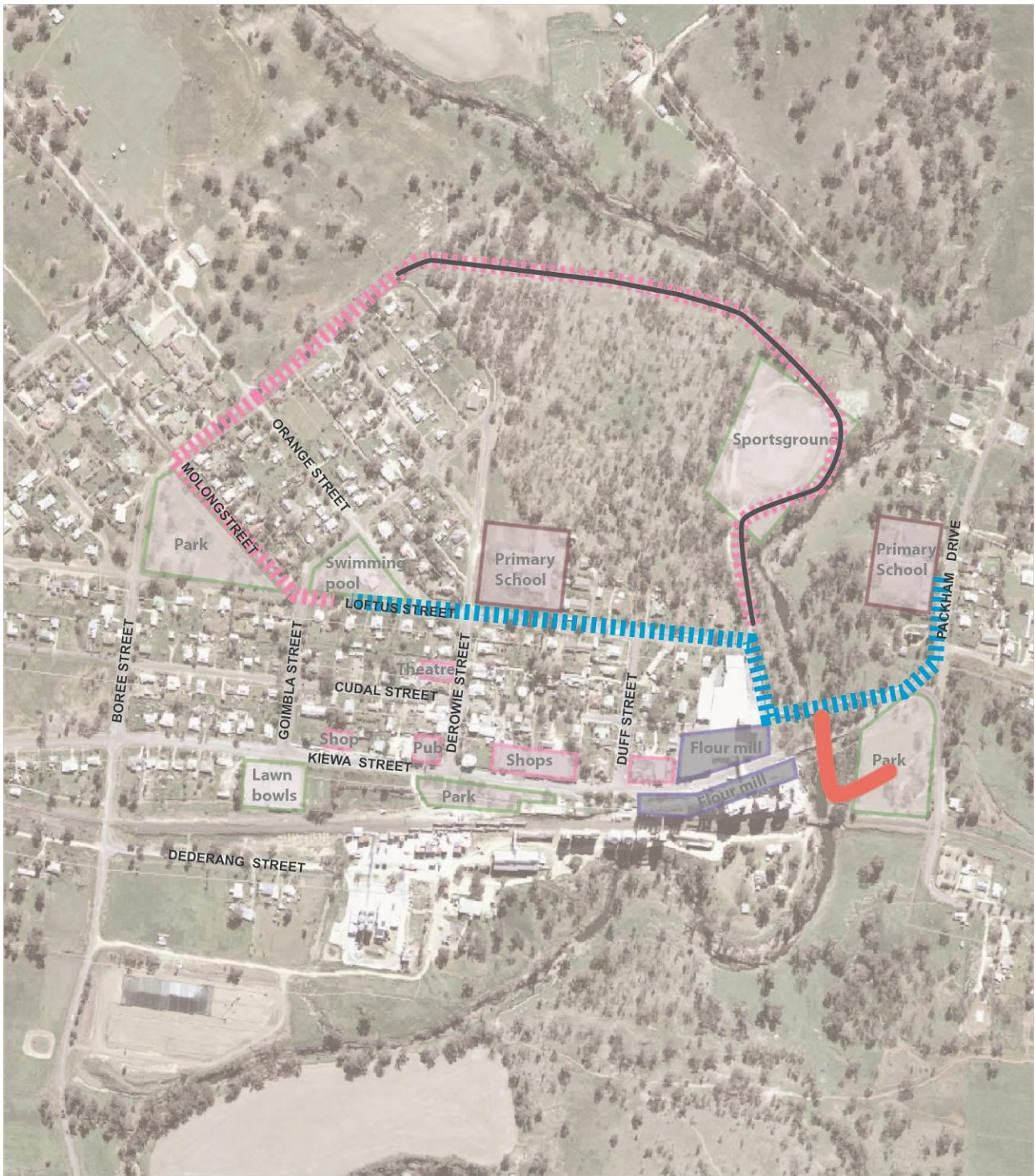
This route commences at the entrance to the sportsground off Loftus Street, continues through the grounds to the north and circles around to Parkes Street near the golf course. It provides a pleasant environment away from vehicles and although it is partly constructed it is not sealed yet.

Recreational

A short recreational link is proposed under the Kiewa Street road bridge to provide a link to the park in the town's east.

Manildra's routes are mapped on **Figure 5-6**.

Figure 5-6 Manildra's proposed bike network



MANILDRA

-  Primary School to Pool
-  Mandagery Creek Cycleway loop
-  Recreational
-  Shared routes
-  Constructed

5.3.7 **Molong**

School to pool

This route extends from the Molong Central School along Edward Street, past the Catholic school, to Bank Street through the town centre and then up Gidley Street to the pool. It is a direct route that provides both schools with access and students with minimal exposure to the busy Mitchell Highway / Hill Street.

Molong Rivulet Cycleway and East Molong loop

This route extends from the sportsground off Hill Street, past the pool, down Watson Street to Wellington Street then east to access the recreational areas before heading up Betts Street and returning to Watson Street.

This route is partly constructed; the component from the Hill Street sportsground to Wellington Street is built.

East Molong Link

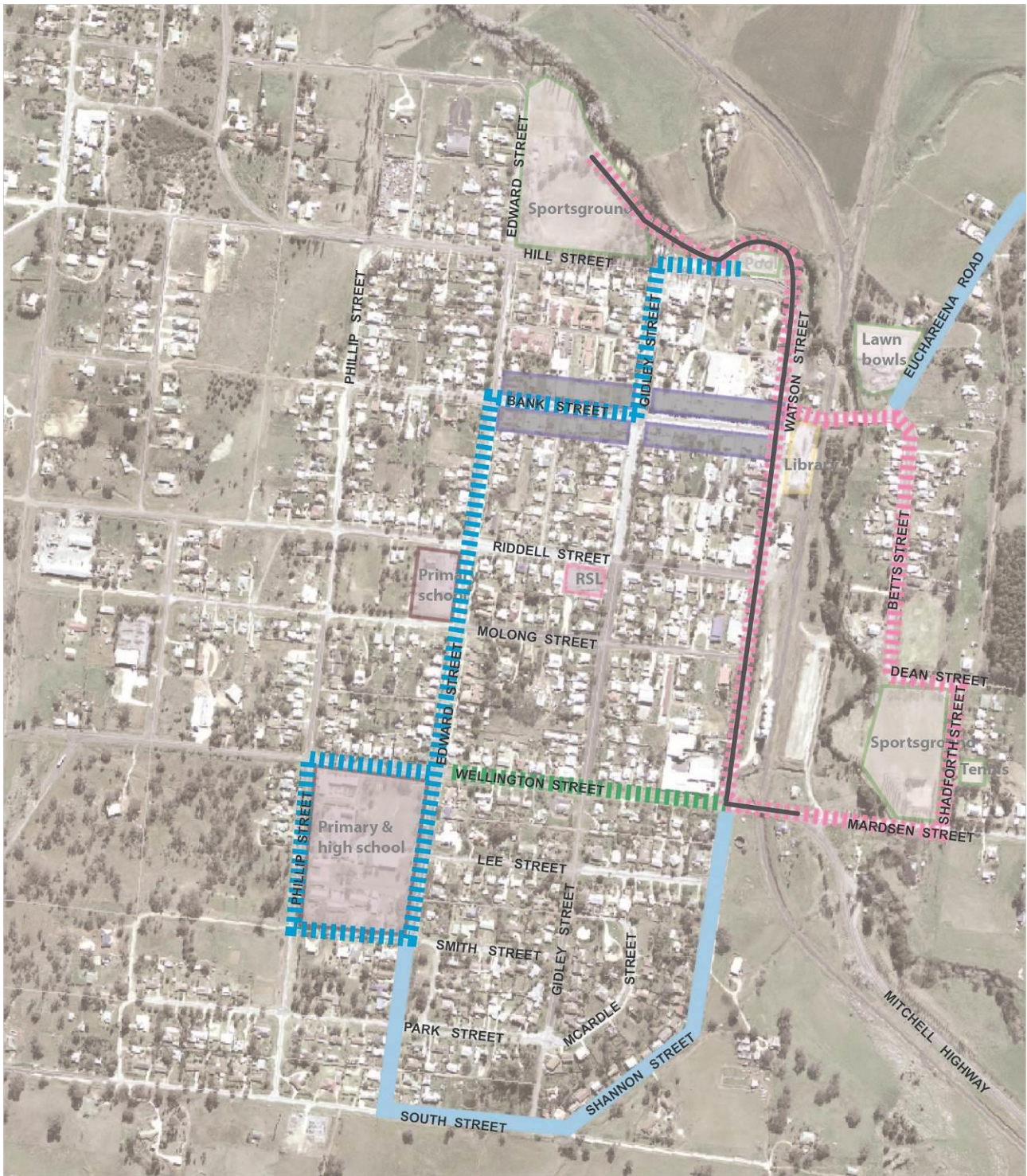
This short link will provide direct bike access between the Molong Central School and east Molong.

Future regional links

Two future regional links are proposed, dependant on the future development that occurs in Molong. The southern link along South Street and Shannon Street will provide the growing residential area of south Molong with access to the bike network. The link along Euchareena Road will provide a link to any development that occurs around the golf course.

Molong's routes are mapped on **Figure 5-7**.

Figure 5-7 Molong's proposed bike network



MOLONG

- | | | | |
|--|----------------------|--|---|
| | School to Pool | | Molong Rivulet Cycleway to east Molong loop |
| | East Molong link | | Shared routes |
| | Recreational | | Constructed |
| | Future regional link | | |

5.3.8 **Mullion Creek**

Mullion Creek loop

The Mullion Creek loop connects the nearby residential areas with the village centre. It runs along Bevan Road, Ostini Lane, through the public reserve, up Rich Street to Miller Street and then back to Bevan Road via Long Point Road.

Mullion Creek's routes are mapped on **Figure 5-8**.

Figure 5-8 Mullion Creek's proposed bike network



MULLION CREEK

-  Mullion Creek loop
-  Shared routes

5.3.9 Yeoval

School to pool

This route runs between the public school on King Street, to Lucknow Street and the pool and also extends north to the Catholic school on Forbes Street, providing both schools with pool access.

Main Street to recreation link

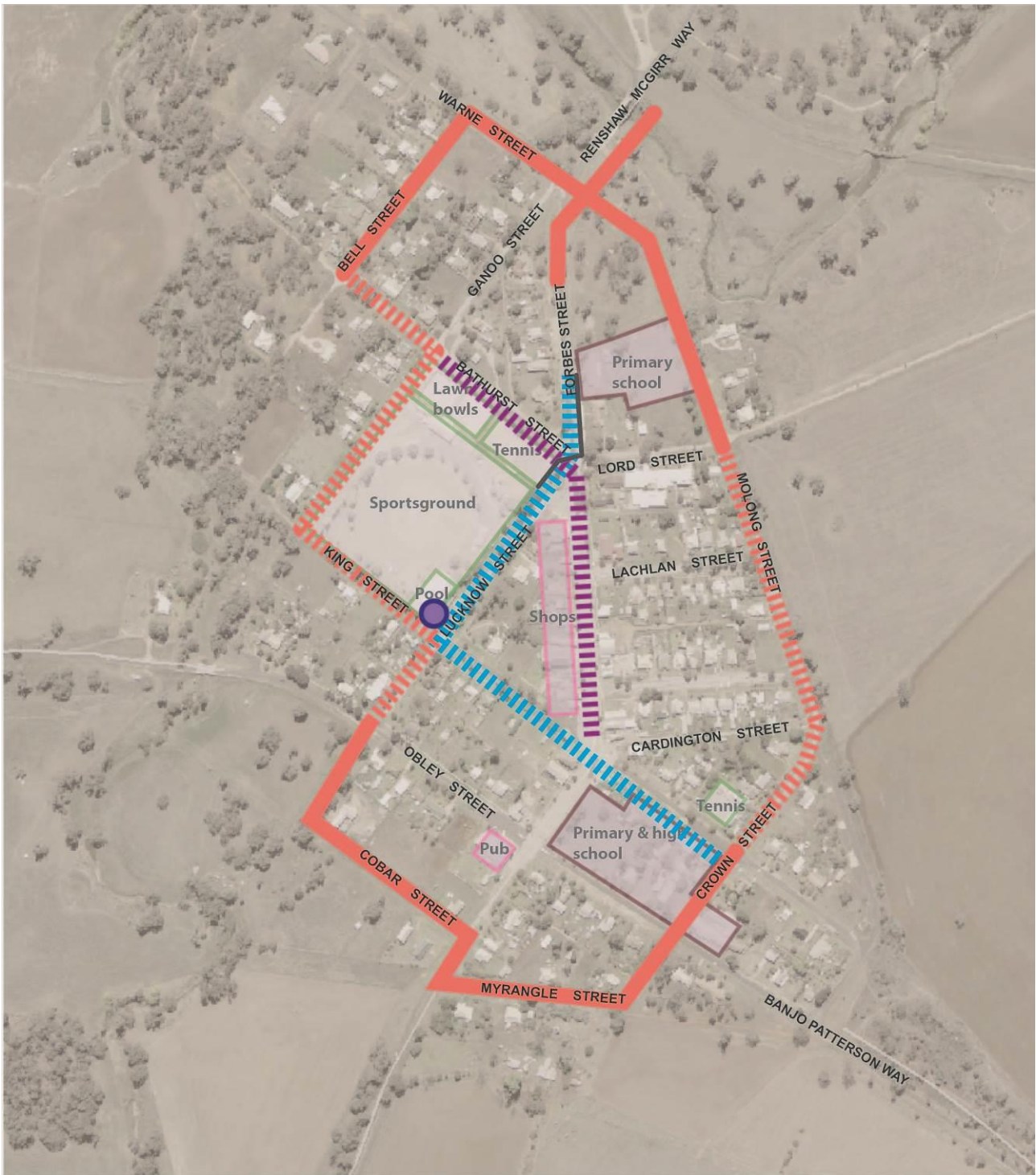
This route meets the school route at the intersection of King Street and Forbes Street but continues up Forbes Street to Bathurst Street providing connection to the tennis courts and lawn bowling club on Bathurst Street. It also meets with the school route on Lucknow Street.

Recreation







A large loop of Yeoval is proposed as a recreational route. It commences on King Street near Lucknow Street and circles the sportsground then to Bathurst Street, west to Bell Street then north to Warne Street. The route then extends down Molong Street, along Crown Street past the public school to Myrangle Street and then closes the circuit by returning to King Street via Cobar Street.

Yeoval's routes are mapped on **Figure 5-9**.

Figure 5-9 Yeoval's proposed bike network



YEOVAL

-  Primary School to Pool
-  Main Street to recreation link
-  Recreational
-  Shared routes
-  Constructed
-  Bike rack

6 Recommended infrastructure

6.1 Considerations for Cabonne's towns

The provision of bicycle facilities in rural areas requires consideration of the road environments and potential conflicts found in and around regional towns. The NSW Bicycle Guidelines note a number of factors that should be taken into account when proposing infrastructure for Cabonne bicycle networks:

- > High speed environments on approach to towns. A large difference in speeds between bicycle riders and motor vehicles is a safety risk for on road cycling.
- > Narrow bridges. The narrow bridges found on many rural roads create squeeze points which are a safety risk particularly at high speeds. Sealed shoulders used by bike riders are often discontinued at small bridges and clear signage for all road users should be provided.
- > Sealed shoulders versus separated paths. Although a smooth, sealed shoulder can provide a comfortable riding environment the facility also needs to cater for the weight of heavy vehicles and the cost of constructing this may be higher than constructing an off road shared path designed to only cater for pedestrians and bicycle riders.
- > Remoteness of facilities. The construction of dedicated pedestrian and cycling facilities will require maintenance, the remoteness of the facility should be considered.
- > Intersections. Wide country town streets also have wide intersections which need to be navigated safely by bike riders.
- > Joint preparation of the PAMP and Bike Plan. Preparing both plans at the same time provides the opportunity to deliver joint facilities such as shared paths that increase the value of the facility.

6.2 Shared paths

The joint preparation of the PAMP and the Bike Plan allows for the identification of routes that cater for both pedestrians and bike riders. 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 bike rider volumes mean that the minimum width of 2.5m is considered appropriate.

Shared paths should be accompanied by signage and pavement markings to warn pedestrians and bike riders that it is a shared facility.

6.3 On road bike facilities

For some of the bike routes that do not align with the pedestrian routes in the PAMP, an on road marked bike facility may be proposed if the route occurs within town areas that have low traffic volumes and speeds. Where this is proposed, the on road markings can be accompanied by signage as required to warn motorists of the presence of bikes.

6.4 Crossings

A number of Cabonne's crossing points on key bike routes require new or upgraded facilities such as kerb ramps, kerb extensions and pedestrian refuges. This required infrastructure has been identified and recommended through the PAMP and so is not included in the Bike Plan recommendations.

6.5 Cycle parking

Bike parking should be provided in the following locations in each town or village:

Town	Location	Facility and provision for number of bikes	Already provided?
Canowindra	Pool	Bike rack (10)	Y
	Main Street near supermarket	Bike rack (5)	
	High School	Bike rack (10)	
	Sportsground	Bike rack (10)	
	Public Primary School	Bike rack (10)	
	Catholic Primary School	Bike rack (10)	
Cargo	Public Primary School	Bike rack (5)	
	Main Street near supermarket	Bike rack (5)	
	Recreation reserve	Bike rack (5)	
Cudal	Public Primary School	Bike rack (10)	
	Pool	Bike rack (10)	
	Sportsground	Bike rack (10)	
	Main Street near Council	Bike rack (5)	
Cumnock	Public Primary School	Bike rack (10)	
	Pool	Bike rack (10)	
	Sportsground	Bike rack (10)	
	Main Street near park	Bike rack (5)	
Eugowra	Pool	Bike rack (10)	
	Public Primary School	Bike rack (10)	
	Catholic Primary School	Bike rack (10)	
	Sportsground	Bike rack (10)	
	Main Street west of bridge	Bike rack (5)	
Manildra	Public Primary School	Bike rack (10)	
	Catholic Primary School	Bike rack (10)	
	Pool	Bike rack (10)	

Town	Location	Facility and provision for number of bikes	Already provided?
	Sportsground	Bike rack (10)	
	Skate park	Bike rack (5)	
Molong	Molong Central School	Bike rack (2 x 10)	
	Catholic Primary School	Bike rack (10)	
	Pool	Bike rack (10)	
	Hill Street sportsground	Bike rack (10)	
	East Molong sportsground	Bike rack (10)	
	Bank Street	Bike rack (5)	
	Library	Bike rack (5)	
Mullion Creek	Public Primary School	Bike rack (10)	
	Park	Bike rack (5)	
Yeoval	Public school	Bike rack (10)	
	Catholic School	Bike rack (10)	
	Pool	Bike rack (10)	Y
	Sportsground	Bike rack (10)	
	Main Street	Bike rack (5)	

6.6 Works prioritisation

Due to budget and resource constraints the recommendations have been prioritised by route using a system that accounts for the land uses connected by the route and the route's likely users and the timeframes the works are required. The priority system is outlined below in **Table 6-1**.

Table 6-1 Works prioritisation criteria

Priority	Criteria and users
High	Occurs on a primary school or main street route, used by primary school children
Medium	Occurs on a high school, sportsground or pool route, used by secondary school children
Low	Occurs on a recreational, residential or future/long-term route, used by recreational bike riders

By providing Council with a tiered system, funding can be allocated to those routes which service the most need. 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 route construction for each town and village is detailed by priority level in the following works schedule.

6.7 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.

For all works that are proposed on roads other than State Roads, RMS and Council will each fund 50%.

6.8 Implementation timings

The general implementation timings for the prioritised works are set out in **Table 6-2**. These timings are indicative and will be dependent on funding availability.

Table 6-2 Implementation timings

Priority	Timing
High	0-2 years
Medium	2-5 years
Low	5+ years

Works Priority	Town	Route	Comment	Item	Qty	Unit Rate	Cost	Works Priority	New/Up grade	Triple Bottom Line rating			
										RANKING PRIORITY SCORE	SOCIAL	ENVIRONMENTAL	ECONOMICAL
High	Canowindra	Primary school to pool	Upgrade the footpath on the eastern side of Tilga Street to a shared path between Blatchford Street and the school crossing on Tilga Street.	2.5m shared path	144	\$400	\$57,600	High	U	3.40	Med	Med	Low
High	Canowindra	Town centre circuit	Upgrade footpaths on Blatchford Street (between the school and Gaskill Street) and (Gaskill Street between Blatchford Street and Tilga Street) to a shared path.	2.5m shared path	882	\$400	\$352,800	High	U	3.40	Med	Med	Low
High	Canowindra	Bike parking	Provide bike parking on Main Street near supermarket	Bike rack (5 spaces)	1	\$3,000	\$3,000	High	N	3.40	Med	Med	Low
High	Canowindra	Bike parking	Provide bike parking at pool, high school, sportsground, primary schools	Bike rack (10 spaces)	4	\$6,000	\$24,000	High	N	3.40	Med	Med	Low
Med	Canowindra	South Canowindra cycleway	Provide a shared path on western side of Tilga Street, including a crossing of the overflow bridge. Extend shared path to existing crossing of the main bridge. Upgrade the existing footpath to a shared path	2.5m shared path	320	\$400	\$128,000	Med	N	3.20	Med	Low	Low
Med	Canowindra	High school to town	Provide a shared path along the entire route between the school and Blatchford Street.	2.5m shared path	1277	\$400	\$510,800	Med	N	3.20	Med	Low	Low
Low	Canowindra	Nangar Road future link	Provide a shared path to the camping ground	2.5m shared path	1383	\$400	\$553,200	Low	N	3.00	Low	Low	Low
Low	Canowindra	Cemetery future link	Provide a shared path to the cemetery	2.5m shared path	1084	\$400	\$433,600	Low	N	3.00	Low	Low	Low
Low	Canowindra	Moorbel future link	Provide a shared path to Moorbel	2.5m shared path	2400	\$400	\$960,000	Low	N	3.00	Low	Low	Low
Low	Canowindra	Recreational route along creek	Provide a shared path to the camping ground	2.5m shared path	2500	\$400	\$1,000,000	Low	N	3.00	Low	Low	Low
High	Cargo	Town centre circuit	Provide a shared path along entire route	2.5m shared path	320	\$400	\$128,000	High	N	3.40	Med	Med	Low
High	Cargo	Bike parking	Provide parking at primary school, Belmore Street near supermarket and recreation reserve	Bike rack (5 spaces)	3	\$3,000	\$9,000	High	N	3.40	Med	Med	Low
Med	Cargo	Park to recreation reserve	Provide a shared path along entire route	2.5m shared path	645	\$400	\$258,000	Med	N	3.20	Med	Low	Low
Low	Cargo	Northern link	Provide on road markings and signage along Forbes Street	Signage and road markings	10	\$500	\$5,000	Low	N	3.00	Low	Low	Low
High	Cudal	Primary school to pool	Upgrade the footpath on Toogong Street east of Wall Street and Cargo Street north of Toogong Street to shared path	2.5m shared path	331	\$400	\$132,400	High	U	3.40	Med	Med	Low
High	Cudal	Town centre circuit	Provide shared path on Smith Street	2.5m shared path	113	\$400	\$45,200	High	N	3.40	Med	Med	Low
High	Cudal	Town centre circuit	Upgrade the footpath on Main Street between Smith Street and Wall Street to a shared path	2.5m shared path	207	\$400	\$82,800	High	U	3.40	Med	Med	Low
High	Cudal	Bike parking	Provide parking on Main Street near Council	Bike rack (5 spaces)	1	\$3,000	\$3,000	High	N	3.40	Med	Med	Low
High	Cudal	Bike parking	Provide parking at pool, sporsground and primary school	Bike rack (10 spaces)	3	\$6,000	\$18,000	High	N	3.40	Med	Med	Low
Med	Cudal	Sportsground link	Provide a shared path from Cargo Street, north of Main Street, along Creek Street to the swinging bridge and from the swinging bridge to the sportsground.	2.5m shared path	572	\$400	\$228,800	Med	N	3.20	Med	Low	Low
Low	Cudal	Recreational route along creek	Provide a shared path between Merga Street and the swinging bridge	2.5m shared path	1430	\$400	\$572,000	Low	N	3.00	Low	Low	Low
Low	Cudal	Recreation route through town	Provide a shared path along Cargo Street south of Toogong Street, along Boree Street and Brown Street. Also along Smith Street north of Toogong Street and Short Street.	2.5m shared path	1190	\$400	\$476,000	Low	N	3.00	Low	Low	Low
Low	Cudal	Recreation route through town	Upgrade the footpath to a shared path along Main Street between Brown Street and Smith Street	2.5m shared path	121	\$400	\$48,400	Low	U	3.00	Low	Low	Low
High	Cumnock	School to pool	Complete the section of the shared path along McLaughlan Street between the sportsground link and the pool	2.5m shared path	153	\$400	\$61,200	High	N	3.40	Med	Med	Low
High	Cumnock	Bike parking	Provide bike parking on Obley Street near park	Bike rack (5 spaces)	1	\$3,000	\$3,000	High	N	3.40	Med	Med	Low
High	Cumnock	Bike parking	Provide bike parking at primary school, sportsground and pool	Bike rack (10 spaces)	3	\$6,000	\$18,000	High	N	3.40	Med	Med	Low
Med	Cumnock	Sportsground link	Upgrade the footpath along Obley Street to a shared path between the park and the end of the commercial area	2.5m shared path	185	\$400	\$74,000	Med	U	3.20	Med	Low	Low
Low	Cumnock	Recreation route to showground	Provide a shared path along Obley Street from the sportsground link to Cudumble Road, out to the sportsground then back along McLaughlan Street to the primary school route.	2.5m shared path	2650	\$400	\$1,060,000	Low	N	3.00	Low	Low	Low
High	Eugowra	Primary school to pool	Complete the missing sections by providing a shared path on Oberon Street between Nanima Street and the pool and upgrade the section of Pye Street from the school entrance to Nanima Street.	2.5m shared path	218	\$400	\$87,200	High	N	3.40	Med	Med	Low
High	Eugowra	Bike parking	Provide bike parking on Broad Street west of the bridge	Bike rack (5 spaces)	1	\$3,000	\$3,000	High	N	3.40	Med	Med	Low
High	Eugowra	Bike parking	Provide bike parking at primary schools, sportsground and pool	Bike rack (10 spaces)	4	\$6,000	\$24,000	High		3.40	Med	Med	Low
Med	Eugowra	Hospital Link	Provide a shared path along Hill Street to Bowler Street, and then along Cooper Street	2.5m shared path	700	\$400	\$280,000	Med	N	3.20	Med	Low	Low

Works Priority	Town	Route	Comment	Item	Qty	Unit Rate	Cost	Works Priority	New/Up grade	Triple Bottom Line rating				
										RANKING PRIORITY SCORE	SOCIAL	ENVIRONMENTAL	ECONOMICAL	
Low	Eugowra	Showground loop	Provide a shared path along Oberon Street and Evelyn Street to the showground and the section of Noble Street between Evelyn and Oberon.	2.5m shared path	1816	\$400	\$726,400	Low	N	3.00	Low	Low	Low	
Low	Eugowra	Recreation route along creek to showground	Provide a shared path along the entire route	2.5m shared path	3850	\$400	\$1,540,000	Low	N	3.00	Low	Low	Low	
High	Manildra	Primary school to pool	Upgrade footpath between school and Loftus Street to shared path and provide a shared path on the northern side of Loftus Street between the sportsground entry and the pool.	2.5m shared path	874	\$400	\$349,600	High	U	3.40	Med	Med	Low	
High	Manildra	Bike parking	Provide bike parking at the skatepark	Bike rack (5 spaces)	1	\$3,000	\$3,000	High	N	3.40	Med	Med	Low	
High	Manildra	Bike parking	Provide bike parking at the sportsground, primary schools and pool	Bike rack (10 spaces)	4	\$6,000	\$24,000	High		3.40	Med	Med	Low	
Low	Manildra	Mandagery Creek cycleway	Seal shared path from the north of the sports ground to Parkes Street.	Seal path	627		Already budgeted	Low	U	3.00	Low	Low	Low	
Low	Manildra	Mandagery Creek cycleway	Provide a shared path along Parkes Street then Molong Street to Loftus Street	2.5m shared path	680	\$400	\$272,000	Low	N	3.00	Low	Low	Low	
Low	Manildra	Other recreation	Provide shared path from eastern park under road bridge to swinging bridge	2.5m shared path	177	\$400	\$70,800	Low	N	3.00	Low	Low	Low	
High	Molong	School to pool	Upgrade footpath along Edward Street to a shared path between the school and Bank Street. Also upgrade the footpath surrounding the school on Wellington, Smith and Phillip Streets to a shared path	2.5m shared path	540	\$400	\$216,000	High	U	3.40	Med	Med	Low	
High	Molong	School to pool	Provide signage and pavement markings on the northern side of Bank Street indicating the shared path and remove obstructions	Signage and road markings	2	\$500	\$1,000	High	N	3.40	Med	Med	Low	
High	Molong	School to pool	Upgrade the footpath on Gidley Street between Bank Street and Hill Street to a shared path on western side	2.5m shared path	209	\$400	\$83,600	High	U	3.40	Med	Med	Low	
High	Molong	East Molong link	Upgrade the footpath between Edward Street and Watson Street on northern side to a shared path	2.5m shared path	428	\$400	\$171,200	High	U	3.40	Med	Med	Low	
High	Molong	Bike parking	Provide bike parking on Bank Street and at the library	Bike rack (5 spaces)	2	\$3,000	\$6,000	High	N	3.40	Med	Med	Low	
High	Molong	Bike parking	Provide bike parking at the schools, the pool, Hill Street sportsground and East Molong sportsground	Bike rack (10 spaces)	6	\$6,000	\$36,000	High	N	3.40	Med	Med	Low	
Med	Molong	East Molong loop	Upgrade the footpath along Betts Street to a shared path and provide a shared path along Dean Street, Shadforth Street and Marsden Street to Wellington Street	2.5m shared path	1060	\$400	\$424,000	Med	U	3.20	Med	Low	Low	
Low	Molong	Future link to golf course	Provide a shared path along Euchareena Road to golf course or require this of the developer if it is part of development conditions	2.5m shared path	1620	\$400	\$648,000	Low	N	3.00	Low	Low	Low	
Low	Molong	Future south Molong link	Provide a shared path along South Street and Shannon Street between Edward Street and Wellington Street	2.5m shared path	850	\$400	\$340,000	Low	N	3.00	Low	Low	Low	
High	Mullion Creek	Mullion Creek loop	Provide a shared path along entire route. Upgrade the footpath on Bevan Street between Rich Street and Long Point Road to a shared path.	2.5m shared path	1815	\$400	\$726,000	High	N	3.40	Med	Med	Low	
High	Mullion Creek	Bike parking	Provide bike parking near tennis courts	Bike rack (5 spaces)	1	\$3,000	\$3,000	High	N	3.40	Med	Med	Low	
High	Mullion Creek	Bike parking	Provide bike parking at primary school	Bike rack (10 spaces)	1	\$6,000	\$6,000	High	N	3.40	Med	Med	Low	
High	Yeoval	Primary school to pool	Provide a shared path along King Street between Crown Street and Lucknow Street and along Lucknow Street to the existing shared path near Forbes Street.	2.5m shared path	387	\$400	\$154,800	High	N	3.40	Med	Med	Low	
High	Yeoval	Main Street to recreation link	Upgrade narrow sections of the footpath on the western side of Forbes Street and the southern side of Bathurst Street to a shared path. Provide a shared path on Bathurst Street north of where the current footpath ends until Ganoo Street.	2.5m shared path	530	\$400	\$212,000	High	U	3.40	Med	Med	Low	
High	Yeoval	Bike parking	Provide bike parking on Forbes Street	Bike rack (5 spaces)	1	\$3,000	\$3,000	High	N	3.40	Med	Med	Low	
High	Yeoval	Bike parking	Provide bike parking at schools, pool and sportsground	Bike rack (10 spaces)	4	\$6,000	\$24,000	High	N	3.40	Med	Med	Low	
Low	Yeoval	Recreation route around town	Provide a shared path on one side of the route in all sections that align with pedestrian routes.	2.5m shared path	1138	\$400	\$455,200	Low	N	3.00	Low	Low	Low	
Low	Yeoval	Recreation route around town	Provide on road markings and signage in all other sections	Signage and road markings	10	\$500	\$5,000	Low	N	3.00	Low	Low	Low	
		Works Priority - High						\$3,071,400						
		Works Priority - Medium						\$1,903,600						
		Works Priority - Low						\$9,165,600						
		TOTAL						\$14,140,600						

7 Regional cycling considerations

Cycling between urban centres has a unique set of opportunities and constraints.

7.1 Constraints

The roads between Cabonne's towns are generally one lane in each direction with speeds between 80 kilometres per hour and 100 kilometres per hour. They often have little or no road shoulder and where one exists it may not be sealed. Several roads include narrow bridges that produce a squeeze point for vehicles. Cabonne's road network is also well utilised by heavy vehicles. Roads may also have poor quality road surface.

These road conditions are not optimal for long distance riding, safety is reduced when bikes and motor vehicles are sharing road space with a large difference in speeds.

Despite these constraints, Cabonne has a beautiful landscape and many towns within 30-50 kilometres of each other and of Orange. The following initiatives can support regional cycling in and around Cabonne in the form of special events, collaboration with Orange City Council, conversion of old rail tracks and infrastructure provision.

7.2 Opportunities

7.2.1 Collaboration with Orange City Council on the Orange Cycle Guide

Orange City Council has produced 'Cycle Orange Guide', a comprehensive guide of the scenic cycling routes in and around Orange. The guide includes maps of the routes including a downloaded app map, a detailed description of each of the routes in terms attractions, elevations, surface and directions and also safety tips.

The regional routes in the guide that extend into Cabonne are below, they all commence and end in Orange:

- > Banjo Patterson's Loop – Along Ophir Road and Banjo Patterson Ray and to Ophir Reserve then back via Lower Levies Points Road.
- > Tallwood Loop – Along Spring Terrace Road, Carcoar Tallwood Mill Road and back along Tallwood Road and Forest Reef Road.
- > Panuara Loop – Along Forest Reefs Road, Beneree Flyers Creek Road, Panuara Road and returning along Four Mile Creek Road and Cadia Road.
- > The Pinnacle Loop – Along Pinnacle Road to the lookout, returning along Canoblas Road with potential extensions along Cargo Road and The Escort Way.
- > Lake Canoblas – A short ride from Orange along Woodward Street, Racecourse Road to Canoblas Road then Wrights Lane, Feathers Lane and Woods Lane around the lake.
- > Lake Canoblas, Borenore and Molong – Several length options that include the Lake Canoblas ride then Borenore Road, The Escort Way, Peabody Road, returning from Molong along the Mitchell Highway and Amaroo Road.

The guide also highlights a number of mountain biking options around Orange including Kinross State Forest and Lake Canoblas.

With Cabonne surrounding Orange and featuring in the majority of the guide's regional rides, there is an opportunity for Council to contribute additional routes and content to a future update of the guide. Routes that commence and end in Molong or other Cabonne towns can be considered along with the attractions, businesses and scenery that Cabonne Council would like to promote.

An assessment of the appropriateness of proposed routes is recommended in terms of traffic volumes and space for bike riders. Once identified, some routes may require upgrade works to improve safety and comfort.

Lake Canoblas and the nearby Earth Sanctuary (owned by Orange City Council) is a particularly popular destination in Cabonne for long rides from Orange. Upgrade of the road between Lake Canoblas and the teahouse should be considered. Additional support for this facility could include providing end-of-trip facilities at Lake Canoblas such as bike storage, directional signage and maps.

7.2.2 Special events

Many thousands of people across Australia engage in mass participation rides on weekends, sometimes travelling and staying overnight. These special cycling events encourage an interest in cycling and provide economic benefits for the regions where they are held. Working with cycle clubs and Cycling NSW to plan and promote these events in Cabonne will have economic benefits from visitors and may increase interest in bike riding amongst residents.

Mountain bike events are also popular but are subject to more stringent development controls than road races. One way to support mountain bike races in Cabonne will be to simplify the development application (DA) process, potentially through a five year DA instead of an annual one.

One of the popular cycle destinations within Cabonne is Lake Canoblas and the neighbouring Earth Sanctuary which is a 40 hectare site within Cabonne that is owned by Orange City Council. It has recently been leased to motorbike clubs who will develop the Lake Canoblas Mountain Bike Park with support from Orange City Council, the site will include 11 kilometres of cross-country bike trails. Access from Orange is identified in the Orange Cycle Guide as the Lake Canoblas route, detailed in Section 7.2.1.

Until recently Cabonne already held a unique bicycle event every year, the Mulga Bill Bicycle Festival.

7.2.2.1 *Mulga Bill Bicycle Festival*

The Mulga Bill Bicycle Festival was held for five years in Yeoval every July attracting up to 5,000 people. The festival celebrated Banjo Paterson and the program included poetry, bike riding, competitions, street parade, art & craft exhibitions, vintage motor show, Quick shear, and Country Music events.

The family ride, promoted as a diverse event for every age group, extends 24 kilometres along a rural route between Cumnock and Yeoval but participants could join at any stage. Along this route is one of Cabonne's unique attractions; Animals on Bikes. Farmers along the route have created and displayed paddock art sculptures of a range of different animals riding bikes.

The festival was cancelled a couple of years ago by the organisers over disagreement on changing the route. Cabonne Council could investigate the revival of the Mulga Bill Bicycle Festival as a way to renew interest in cycling in Cabonne from both residents and visitors.

7.2.3 Rail trails

Rail trails are shared-use paths that are converted from abandoned rail corridors. They can be used for walking, cycling and horse riding. The majority of rail trails have a gravel or dirt surface that is suitable for cycling. Rail lines have the ideal grade for comfortable cycling as they are built to minimise the exposure to steep climbs for trains by contouring around hills.

As rail trails follow former transport corridors they link regional towns and historic attractions and travel through scenic countryside which often has rich ecological qualities. The trail users bring economic benefit to the towns they visit, often resting or staying overnight.

There are several popular rail trails in Victoria but very few currently in NSW. One of the Central West Regional Transport Plan's objectives is to "support proposals to investigate walking and cycling trails on disused rail lines". The plan specifically states that a proposal to investigate the feasibility of rail trails between Cowra and Eugowra and between Molong and Yeoval will be supported if initiated by the community and businesses. Cabonne Council can approach Transport for NSW with a proposal to commence these feasibility investigations.

7.2.3.1 *NSW rail trails*

There are currently only a couple of short rail trails in NSW, around the Blue Mountains and Newcastle. There is however significant interest amongst regional communities for the development of longer rail trails in their areas for health and economic benefits.

The Rail Trails for NSW launched a campaign in March 2014, calling for rail trails to be built on old government railway corridors in NSW. Cabonne Council can support the push for old railway tracks to be converted to active living assets. The Rail Trails Australia already lists the Dubbo to Molong rail track as a potential future rail trail route incorporating the towns of Cumnock and Yeoval.

7.2.4 Council's Roadworks Program

The low volumes of inter-town riders in Cabonne is not enough to justify a standalone road upgrade to provide bike riding facilities on long routes. However, if Council or RMS are planning a road upgrade, the works could include adding sealed shoulders to provide adequate space for bike riders. This can be planned on Council roads and also requested from RMS when State roads are upgraded.

Even if road shoulders are upgraded for bike riders, the route needs to be checked for continuity of space for bike riders along its entire length. In instances where the road crosses a narrow bridge, warning signage for all road users must be provided.

To plan for the incorporation of sealed shoulders for bike riders into Council's roadwork's program, suitable regional routes should be investigated.

8 Support initiatives

Implementation of Cabonne's proposed bike routes will help to develop a coherent, direct, safe, attractive and comfortable active transport network for Cabonne. While these improvements will be an important factor to encourage more residents, students and visitors to walk or cycle instead of drive, their effect can be enhanced through implementation of appropriate support initiatives such as education, promotion and incentives that will assist the decision to break existing travel habits and try sustainable transport modes.

Education, promotion and incentives can help to increase knowledge and understanding of the active travel choices available, develop skills and confidence, and provide motivation and encouragement to make travel behaviour changes towards sustainable transport modes. The below support initiatives can be used to further enhance the effectiveness of the recommended infrastructure improvements.

Table 8-1 Support initiatives

#	Initiative	Rationale
1	Workshops and classes Provide free cycling workshops and bicycle maintenance classes.	Addressing the safety and knowledge barriers, real and perceived, through information and training in a safe environment will help novice bicycle riders feel more confident and make cycling a more viable choice.
2	Schools focus on road safety Work with schools to educate parents and children on cycling safely to school.	A joint focus on both parents and children will help to alleviate safety concerns and address questions that parents may have.
3	Promote special events Hold promotional activities and special events and align with national initiatives such as 'walk to work day', 'car free day' and 'cycle to work day'. On event days organise a breakfast for participants, and work with the organising group to provide promotion for the event. Involve schools in the events as well.	These activities and events will increase awareness amongst residents and workers about the option of walking or cycling for typical daily trips. Walking and cycle events are easy to organise and are a great way to leverage off nationally promoted events.
4	Promotion of new cycleways Whenever a new cycleway is constructed, it can be promoted by Council through Council's website, local media and schools. A launch event or cycle could be held.	Promoting the new infrastructure will raise awareness of the new opportunity to cycle safely and encourage residents to trial the facility.
5	Sunday morning cycles Support and promote leisurely Sunday morning cycle groups.	By encouraging residents to cycle in a relaxed and social group, they will become familiar with the active transport facilities and this will increase the likelihood that they will consider cycling more often
6	RMS brochures Provide cycling safety brochures (produced by the RMS) at key locations in towns such as libraries and schools.	These brochures will help to educate residents who are interested in bike riding, and improve safety awareness.
7	Council's website Use Council's websites to provide updates and information on cycling.	This is an inexpensive way to promote cycling in the LGA
8	Mulga Bill Bicycle Festival Consider reviving the Mulga Bill Festival and use it as a means to promote safe cycling and Cabonne's cycling routes.	This would be a fun and accessible way to encourage novice bike riders to try cycling.
9	Maps Produce maps of the cycle routes in each town.	Maps can be for both residents and visitors to encourage them to try Cabonne's bike networks.

9 Public Exhibition period

The draft Bike Plan 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 Bike Plan, including Progress Associations, schools and aged care facilities, were sent a letter informing them that the Bike Plan 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 Bike Plan report.

APPENDIX

A

A

COMMUNITY AND
STAKEHOLDER
CONSULTATION
PROCESS AND
OUTCOMES



Cabonne PAMP and Bike Plan

Consultation outcomes

Ref: 89914031



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Appendices

Appendix A	List of stakeholders
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Appendix C	Minutes from phone calls with stakeholders
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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.

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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**.

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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	<ul style="list-style-type: none"> > 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. 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ 	<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓
Kerb ramps	> Needed outside the pub on the corner of Wall Street / Main Street.	✓	
Crossings	<ul style="list-style-type: none"> > 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. 	<ul style="list-style-type: none"> ✓ ✓ ✓ 	<ul style="list-style-type: none"> ✓ ✓ ✓
Barriers	> Funding is being sought for a wire rope fence along Main Street (pool side) to separate children and vehicles.	✓	✓
Recreation routes	<ul style="list-style-type: none"> > 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. 	<ul style="list-style-type: none"> ✓ ✓ ✓ 	<ul style="list-style-type: none"> ✓ ✓ ✓
Signage	<ul style="list-style-type: none"> > Needed for recreational routes. > Better signage needed for motorists on approach to the zebra crossing on Main Street. 	<ul style="list-style-type: none"> ✓ ✓ 	<ul style="list-style-type: none"> ✓ ✓
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 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> <p style="text-align: center;">✓</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 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> <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> <p style="text-align: center;">✓</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 style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p> <p style="text-align: center;">✓</p>
Gradients	<ul style="list-style-type: none"> > Loftus Street has a steep gradient. 	<p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</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 style="text-align: center;">✓</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 style="text-align: center;">✓</p> <p style="text-align: center;">✓</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 style="text-align: center;">✓</p> <p style="text-align: center;">✓</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: - 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.

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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

DRAFT

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 dove-tail 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



PCYC acknowledges Aboriginal and Torres Strait Islander peoples as the original custodians of the lands on which our Clubs operate. We are committed to promoting reconciliation between Aboriginal and Torres Strait peoples and the broader Australian community.

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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 Winderera Estate and Mullion Creek and Weemila Place and Winderera 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 Bike Plan

APPENDIX

B

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
Project Name	Public exhibition outcomes
File Reference	Cabonne Council - PAMP and Bike Plan Public Exhibition Outcomes Report v1.docx
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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 <ul style="list-style-type: none"> > 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 <ul style="list-style-type: none"> > What is the location of this business on Barrack Street? Amend <ul style="list-style-type: none"> > What is the location of this museum on Pye Street? Not changed <ul style="list-style-type: none"> > The fuel depot does not include a convenience store and is therefore not classified as a pedestrian generator. Amend <ul style="list-style-type: none"> > 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 > 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 > 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 > 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 > 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>

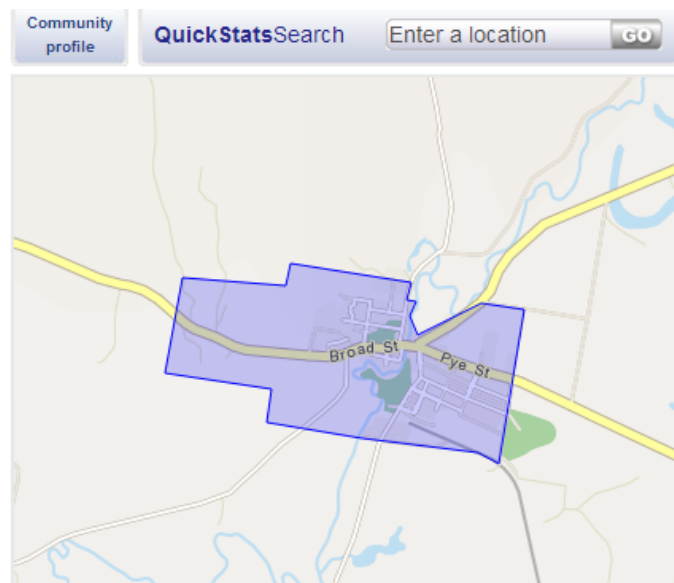
Eugowra ABS Census location definition:

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

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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>

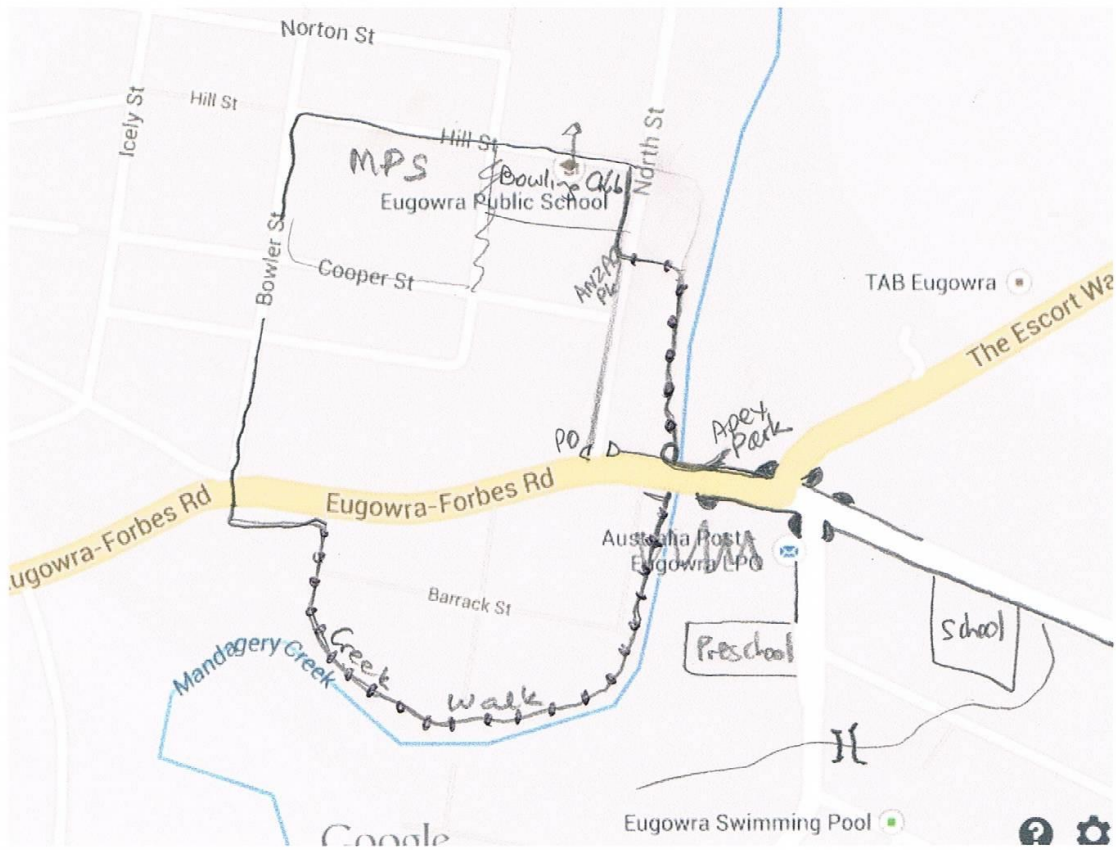
Item	Page	Comment / Suggestion
		NO PARKING SIGNS OF ANY SORT. It would seem that if parallel parking is intended, it really should be signposted, to enable long vehicles to park there. (Refer to Traffic Committee, Jason???)
3.2.5.2 Public Open space...	26	Need to include Apex/ Pioneer Park near the 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

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

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Email Rhonda Watt : weaniewatt4@bigpond.com
Telephone: 63661638 Fax : 63661648

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

20th 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

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)

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 strong 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.