Active Transport Plan – Bike Plan

Prepared for
Cabonne Council

February 2020

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DOCUMENT HISTORY AND STATUS

Issue	Rev	Issued To	Date	Reviewed	Approved
1	A	Internal	31/10/2019	M. Bloem	J. Malvern
1	0	Client	31/10/2019	M. Bloem	J. Malvern
1	1	Client	19/02/2020	M. Bloem	J. Malvern

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Project Name:	Cabonne Active Transport Plan – Pedestrian Access and Mobility Plan
Project Number:	201938
Name of Client:	Cabonne Council

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Executive Summary

The Cabonne Council Active Transport Plan - Bike Plan (referred herewith as the Bike Plan) has been prepared to guide the future provision and management of cycling facilities throughout the region. The Bike Plan has been developed with reference to the NSW Roads and Maritime Services (RMS) document '*How to Prepare a Bike Plan (2012)*', and the *NSW Government Walking and Cycling Program Guidelines 2019-2020.*

The aim of the Bike Plan is to develop a long-term strategy and action plan for the development of cycling facilities throughout the region in a coordinated and strategic approach that provides safe, convenient and connected cycling routes and infrastructure to the community.

Walking is an activity which is synonymous with a healthy lifestyle and the Bike Plan provides the framework for developing safe and convenient cycling routes for areas identified as important for enhanced sustainable safety, convenience and mobility.

The Bike Plan includes a quantum of works totalling approximately **$9,531,400.00** (GST Exclusive) for augmentation works and additional **$2,255,300.00** (GST Exclusive) for works to be completed to increase the capacity of the existing footpath network to cater for shared paths. The following recommendations are made:

- Adopt the schedule of works as provided in **APPENDIX 4** for the ongoing construction of cycling facilities;
- Review and make recommendations with regards to the program of works for cycling infrastructure for future Delivery Programs and Annual Operational Plans commensurate with the schedule of works in **APPENDIX 4** and subject to available funding;
- Where appropriate, apply to RMS for cycling infrastructure funding;
- Provide sufficient funds in future Delivery Programs and Operational Plans for the ongoing maintenance of infrastructure;
- Ensure all infrastructure is either constructed or provided in accordance with the current guidelines and standards;
- Ensure that cycling infrastructure is included in future land development commensurate with Cabonne Council's *'Section 94 Contributions Plan'*;
- Adopt an annual program for ongoing education with focus on rules and regulations and safety awareness with the Council website, newsletter and offices to be used at various times for the dissemination of educational material to cyclists, motorists and pedestrians;
- Where possible, provide off-road shared paths which separate cyclists and pedestrians from motor vehicles, especially on designated heavy vehicle routes or roads with more than 5,000 vehicles per day; and
- Educate cyclists, pedestrians and motorists of the varying rights and responsibilities with regards to interaction with the other parties.

The following items are considered to be outside the scope and have not been covered in this document however, they may be reviewed in future versions of the Bike Plan:

- Provision of lighting for shared paths, and
- Main street considerations such as line marking and line of sight issues.

1 Introduction

The Cabonne Council Active Transport Plan – Bike Plan (referred herewith as the Bike Plan) is a strategic document that has been prepared for Cabonne Council referred herewith as Council) to guide the future provision and management of cyclist facilities and identifies the actions needed to achieve these objectives. It has been developed with reference to the RMS document '*How to Prepare a Bike Plan (2012)'*and the *NSW Government Walking and Cycling Program Guidelines 2019-2020.*

The cycling network provides defined routes to travel around the local government area in a safe manner. The cycling network is comprised of off-road footpaths, at times with shared facilities for both cyclists and pedestrians, as well as some on road paths. The Bike Plan has been developed to identify locations where connectivity of the network is lacking in specific areas.

Cycling facilities need to be safe, smooth and low maintenance. Adopting lower standards for the construction of the facilities is not cost beneficial and creates more work including an unwanted financial burden for Council in the longer-term due to maintenance requirements to ensure that the infrastructure is safe and fit for purpose.

The Bike Plan sets out a long-term strategy for the ongoing development of the cycling network within Cabonne local government area (LGA). These strategies include:

- Augmentation of the existing network;
- Improved signage including the provision of network signage at specific locations;
- Non-infrastructure programs such as community awareness programs;
- Reduced cyclist injuries; and
- Linking with existing transport, cycling and pedestrian facilities for general improved access for all cyclists and pedestrians.

The Bike Plan has been prepared with reference to the following Local, National and State strategies:

- NSW State Plan 2021;
- NSW Long Term Transport Master Plan;
- NSW Planning guidelines for Walking and Cycling;
- How to prepare a Bike Plan;
- Cabonne Council strategic plans;
- Cabonne Local Environmental Plan 2012;
- Cabonne Community Strategic Plan 2025;
- Cabonne Tourism Plan 2013-22;
- Cabonne Pedestrian Access Mobility Plan 2014 (Cardno);
- Cabonne Bike Plan 2014 (Cardno);
- Cycle Orange Guide; and
- Cabonne Draft Pedestrian and Access Mobility Plan 2019.

1.1 Background

Council have identified the need to update the 2014 version of the Bike Plan to accurately reflect the current circumstances in the villages, and identify additional works that may be required throughout the LGA.

1.2 Bike Plan Study Area

The study area comprises the villages of Molong, Canowindra, Cargo, Cudal, Eugowra, Manildra, Mullion Creek, Cumnock, Yeoval, as per **Figure 1**.

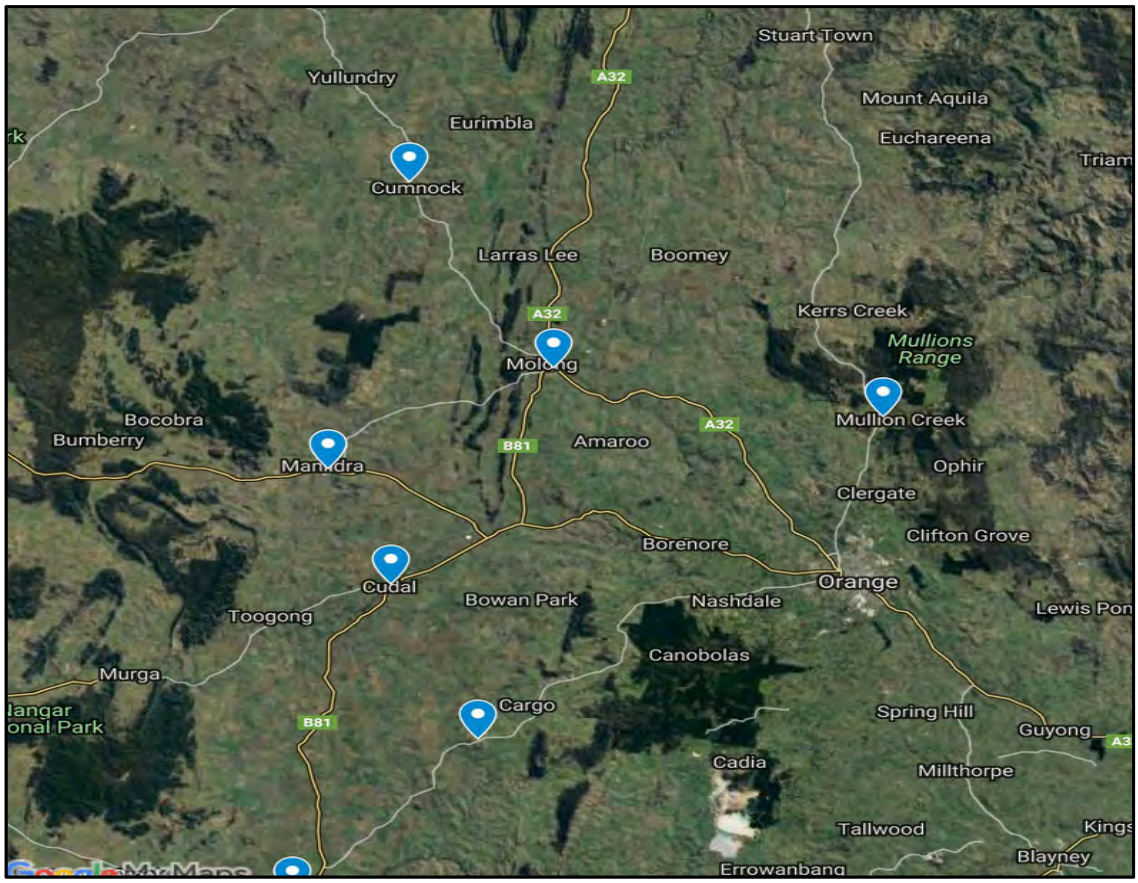


Figure 1 – Location of villages in the study area
Source: GoogleMyMaps

A detailed site inspection was completed in all villages to ascertain the current facilities and identify areas for augmentation. Results of the inspections, as well as community consultations have been detailed throughout the report.

1.3 Bike Plan Objectives

The Bike Plan objectives include:

- Facilitating improvements in the level of cyclist access and priority, particularly in areas of high usage, or potentially high usage;
- Identifying and resolving any cyclist crash clusters;
- Providing links with any other transport services, including pedestrian facilities, to achieve an integrated land use and transport network of facilities that comply with best technical standards;
- To enable cycling facilities are employed in consistent and appropriate manner throughout the Cabonne LGA; and
- Link existing vulnerable road user plans in a coordinated manner.

1.4 Key Considerations for the Study

The demographic of Cabonne, as outlined in the individual village sections in the report, provide an indication of the cycling requirements of the villages. The census data reviewed for the study indicates an ageing population, which will require infrastructure capable of supporting mobility scooters and wheelchairs for residents to navigate villages.

Additionally, the data indicates a large portion of residents as young families. To encourage active transport within this demographic, it is recommended that shared paths are installed to connect pedestrian generators such as schools, town centres and active recreation facilities.

2 Local, State and Federal Strategic Framework

2.1 Federal Government Policy Framework

Compliance with Federal Government policies will enable a greater likelihood of obtaining funding from a national level. In development of the Bikie Plan, the following Federal policies and strategies were reviewed to incorporate the national strategic framework:

- National Road Safety Strategy;
- National Partnership on Preventative Health; and
- Walking, Riding and Access to Public Transport.

2.2 State Government Strategies

2.2.1 Future Transport 2056

According to this Transport Infrastructure Plan, transport has a vital role to play in ensuring access to jobs, education, health care and other services as well as enabling the social well-being of regional communities. Specifically related to cyclists, the plan seeks to make active transport part of everyday journeys through providing better facilities and a more extensive network of bicycle paths and safer networks for cyclists and pedestrians where they share road space with vehicle.

2.2.2 NSW Long Term Transport Master Plan (December 2012)

The *NSW Long Term Transport Master Plan* is an overarching framework that brings together land use planning with transport planning that integrates planning for freight and passenger movements. The plan includes actions for all modes of transport including road, rail, bus, ferries, light rail, cycling and walking. The specific actions with respect to cycling for Regional NSW include investment in local cycleways in partnership with local councils. The investment from the state government as described in the plan includes:

- Determine road hierarchies to define road standards across NSW, including how the road system should provide for pedestrians and cyclists;
- Make walking and cycling easier, safer and give customers choice when travelling within their towns; and
- Accessible transport services and roadside infrastructure.

2.2.3 NSW 2021 – A Plan to Make NSW Number One (September 2011)

The *NSW 2021 – A Plan to Make NSW Number One* has the following goals which relate to walking:

- Goal 10 – Improve road safety;
- Goal 11 – Keep people healthy and out of hospital;
- Goal 20 – Build liveable centres;
- Goal 22 – Protect our natural environment; and
- Goal 27 – Enhance cultural, creative, sporting and recreation opportunities.

The provision of new and the maintenance of existing cycling infrastructure is not specifically identified, however Council's approach to cycling infrastructure thus far is considered to be commensurate with the goals as listed above.

2.2.4 NSW Planning Guidelines for Walking and Cycling

The guidelines assist in the planning and development of pedestrian infrastructure throughout NSW. The guidelines espouse the benefits of creating a connected network to increase the prospect of communities adopting active transport as a regular mode of travel.

2.2.5 How to Prepare a Bike Plan

How to prepare a Bike Plan details the requirements and provides a guide to development of Bike Plans. This reference tool has been utilized in the development of Council's Bike Plan. The Bike Plan has been developed to achieve the plans objectives, including:

- Contribute to a healthy, active and liveable community;
- Help reduce greenhouse gas emissions;
- Improve bicycle and pedestrian infrastructure;
- Reduce dependency on private motor vehicle usage;
- Reduce road congestion;
- Reduce parking congestion;
- Increase mobility and independence for those without cars;
- Increase capacity for local public transport networks; and
- Reduce health costs, travel times, noise and vehicle operating costs.

2.3 Cabonne Council Strategic Plans

2.3.1 Cabonne Community Strategic Plan 2025

The Cabonne Community Strategic Plan 2025 details the vision and values of the community. The five future directions specify how the proposed outcomes will be achieved. Whilst cycling is not specifically mentioned in the plan, the most relevant objectives to the development of the Bike Plan include:

- A safe, efficient and quality urban and rural transport system for vehicles and pedestrians on Council's local, regional and state road network;
- A range of transport options in to, out of, and around the Cabonne LGA that are affordable and available;
- Sporting, recreational, Council and community facilities and services are maintained and developed; and
- A network of viable, relevant and cultural facilities exists in the Cabonne LGA.

Development of cycling facilities within the shire contribute to meeting the goals of the Strategic Plan by encouraging more connected communities. The Bike Plan aims to address these goals by connecting community hubs with sporting recreational and education facilities, making it easier for all community members to navigate towns and villages safely and efficiently.

2.3.2 Cabonne Tourism Plan 2013-22

The Cabonne Tourism Plan is directly relevant to the development of pedestrian and bike facilities within the region. Having an interconnected network will encourage tourists to explore many the cultural and historical sites within the region. Maintaining the condition of the existing network, and building better infrastructure will encourage tourists linger in the villages with possible economic benefits derived from greater time periods spent in the area.

In addition, developing the region as a cycling destination will increase the possibility of greater tourism numbers throughout the LGA.

2.3.3 Cabonne Bike Plan 2014 (Cardno)

A review was completed of the plan developed in 2014. This Bike Plan builds on the findings of the previous study to provide a greater connectivity for communities within the Cabonne LGA. This study identified that some of the proposed works in the previous plan had been completed, and has set priorities to reflect the changes in the community and infrastructure over the last 5 years. The identification of required infrastructure is in line with the previous plan, within minimal changes to the proposed layout of the infrastructure, however has amended the priority rankings.

2.3.4 Orange Ride Guide

The Orange Ride Guide has been reviewed to incorporate relevant trails identified within the guide and the connectivity with the Cabonne LGA. The guide nominates rides that traverse the Cabonne LGA, and although this Bike Plan does not propose any additional cycleways that intersect or add to those proposed in the guide, it is important that visitors to the area have appropriate facilities, such as bike racks, and attractive facilities for use when in the region.

2.4 Identified funding sources

Compliance with the identified State and Federal strategies achieves a greater likelihood or attracting funding for the proposed works. Grants and potential funding sources have been identified as:

- The Australian Government Black Spot Program;
- NSW Government Safer Roads Program; and
- As part of a broader community development grant, funding can be obtained through the Building Better Regions Fund.

3 Community Consultation

3.1 Initial Consultation

A public survey was carried out from 30 August until 29 September 2019. The aim of the survey was to ascertain the needs and concerns of each community.

In order to ensure that relevant stakeholder views were represented, a survey was distributed throughout the community via Council's website and Facebook page, as well as direct email contact with known community groups. A copy of the survey and the results is provided in **APPENDIX 1**.

3.2 Result of Community Survey

At the end of the survey period, a total of 123 responses had been received with a summary of the pertinent results included below:

- The highest number of respondent was from Eugowra with 37.19%. The least number of responses came from the Cargo community, with 0.83%;
- 17.89% of respondents were 56 to 65 years of age; and
- 13% of respondents were under 15 years of age.

The data collected indicated:

- 21% of respondents cycled 1 to 3 times per week;
- 40% of respondents use the existing network for cycling; and
- The primary impediment to people walking or cycling to their destination is the lack of adequate paths.

The following were highlighted as the most important issues that need addressing from residents:

- Lack of paved footpaths and kerb ramps;
- Safety aspects of no foot paths or shared paths, i.e. the interaction with motor vehicles, frequently at speeds up to 80km/h;
- Unevenness of footpaths;
- Wider shared paths; and
- More shared paths within the region – over 90% of respondents said if the infrastructure was in place, it would be used by the community.

The majority of respondents provided further information with specific information regarding areas of interest, room for improvement and suggestions for new or improved paths. These comments have been considered when developing the schedule for future pedestrian facilities.

A full summary of survey results has been provided in **APPENDIX 1.**

3.3 Ongoing Consultation

As per the RMS guidelines, it is a requirement that the final draft of the Bike Plan be placed on public display for a period of 21 days with the general public invited to view the plan and submit comments.

Public exhibition was undertaken during the period xx xxxx 2019 to xx xxxx 2019 with x submissions received from the public.

4 Identification of network augmentation works

The proposed works have been identified by considering the following factors:

- Community feedback from the consultation process;
- Routes that provide additional safety;
- The connectivity a route provides;
- The existing and potential demand a route may have;
- The comfort a route may provide;
- The potential for a route to increase tourism to the area;
- The recreational value of the route; and
- The cost effectiveness of constructing the route.

Details of the proposed works for each village are provided in more detail in this report, with additional mapping and overall priority listing of the proposed shared path network for the Cabonne LGA provided in **APPENDIX 2**.

4.1 Qualitative Scoring Process

A qualitative scoring system has been developed to assist with the ranking of the proposed works in order of priority according to the desirable outcomes for Council and the community. The scoring criteria is outlined in **Table 1.**

The route scores and rankings for each route are provided in **APPENDIX 3** along with a description of characteristics relating to each assessment criteria.

Due to the relatively small budget per year (inclusive of RMS funding) available for construction and maintenance of infrastructure, the construction priority list is not expected to be completed in the near future.

The remaining routes have been listed in order of ranking. Selected routes can be constructed subject to state or federal grants of funding from other sources.

Further details on the proposed schedule of works are provided in **APPENDIX 4.**

It should be noted that whilst the proposed locations of new shared paths are indicated on the plans in the following section of the report, the actual locations may be subject to change due to unforeseen limitations and restrictions as part of the future project development for each site.

Table 1 - Qualitative Scoring Criteria

Criteria	Performance Conditions	Score
Number of attractors/generators (locations)	more than 5 locations	10
Number of attractors/generators (locations)	3-5 locations	8
Number of attractors/generators (locations)	1-2 locations	5
Number of attractors/generators (locations)	0 locations	0
Land use type	Schools	10
Land use type	commercial/retail	8
Land use type	Residential	5
Land use type	other	0
Proximity to Generators/Attractors	less than 250m	10

Criteria	Performance Conditions	Score
Proximity to Generators/Attractors	attractors >250-500m	8
Proximity to Generators/Attractors	>500-1000m	5
Proximity to Generators/Attractors	>1000m	0
Future development with attractors/generators	high	5
Future development with attractors/generators	Medium	3
Future development with attractors/generators	Low	1
Road hierarchy	State road	15
Road hierarchy	Regional road	10
Road hierarchy	local road	8
Road hierarchy	special use	5
Road hierarchy	Other	0
Identified hazardous area	high (from consultation)	10
Identified hazardous area	Medium	8
Identified hazardous area	Low	5
Identified hazardous area	None	0
Identified cyclist crashes (reported to police or local knowledge) as a 3 year average	>3 reported crashes per year	15
Identified cyclist crashes (reported to police or local knowledge) as a 3 year average	3 reported crashes per year	10
Identified cyclist crashes (reported to police or local knowledge) as a 3 year average	2 reported crashes per year	8
Identified cyclist crashes (reported to police or local knowledge) as a 3 year average	1 reported crashes per year	5
Identified cyclist crashes (reported to police or local knowledge) as a 3 year average	0 reported crashes per year	0
Demonstrated path	high usage	10
Demonstrated path	medium usage	8
Demonstrated path	low usage	5
Demonstrated path	Not Demonstrated	0
Addition to existing facility	link up footpath	10
Addition to existing facility	extension of footpath	8
Addition to existing facility	add to devices	5
Addition to existing facility	Other	0
Cyclist route hierarchy	High	5
Cyclist route hierarchy	Medium	2
Cyclist route hierarchy	Low	1

4.2 Future Context

Cabonne's' 2025 Community Strategic Plan indicates a growth rate of 0.9% for the LGA to 2031. Given the assumed growth, it is essential that communities commence planning ahead for higher populated villages, including through strategic plans such as this Bike Plan. It is also important to ensure the Bike Plan sits within the framework of all Council's strategic planning. Council had advised that as of July 2019, to their knowledge there were no planned major developments taking place in the Cabonne LGA.

Canowindra


Canowindra
Fitness Path
Built by the Community
for the Community
Officially Opened April 2016
Don't Be a Witness
Get Into Fitness

5 Canowindra

5.1 Characteristics

Canowindra is located 50km south-west of Orange and is one of Cabonne's largest villages. The Belubula River divides Canowindra, with the main street located to the north of the river. Canowindra's community is steeped in history, with 35 locations within the town heritage listed.

The 2016 census indicated that 2,258 people resided in Canowindra, with 48.5% of the population male and 51.5% female. The statistics did not detail commuters who ride to work, however; 56 people in the community do no own cars. Canowindra has a median age of 46, with 31% of the population over the age of 60.

A well connected cycling network would enable an efficient commute to work, town and the shopping precinct. As 25.2% of the population under the age of 20, the community would benefit from providing access to schools and recreation areas via shared paths that encourage cycling, are separated from the roadway, minimizing the possibility of cyclist interaction with motor vehicles.

5.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Canowindra over the last 5 years.

Canowindra's existing shared path network consists of approximately 3.8 kilometres of shared paths. These paths vary in size from 2 to 2.5m wide, with surfaces consisting of concrete. This Bike Plan proposes to upgrade sections of the existing network in addition to new shared paths.

5.3 Existing Facilities

The existing facilities in Canowindra are described in **Table 2**.

Table 2 – Existing Pedestrian and Cyclist Facilities in Canowindra

Pedestrian Facility		
Off Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths. In Canowindra, these pathways are measured at between 1.2m and 2.5m wide.		
Bike Racks A Bike Rack is a device to which bicycles can be securely attached for parking and securing a bicycle. A bike rack may be free standing or it may be securely attached to the ground or some stationary object such as a building. There are bike racks located at the Canowindra swimming pool, the sports ground and in Icely Street.		

5.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 2**, and the existing network in relation to generators can be found in **Figure 3. Table 3** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 2 – Canowindra Pedestrian Generators

Figure 3 – Existing network in relation to pedestrian generators in Canowindra

Table 3 – Generators and Assessment of Existing Infrastructure in Canowindra

Generator	Activities	Suitability of Existing Infrastructure
Town centre South side	Access to local businesses, shopping, socializing.	The existing network generally meets the needs of the community in the town centre. Upgrading existing footpaths to also cater for cyclists accessing the town centre is being proposed. Additional connectivity to other generators would increase the capacity of the network.
Town centre north side	Access to local businesses, shopping, socializing.	The existing network generally meets the needs of the community in the town centre. Upgrading existing footpaths to also cater for cyclists accessing the town centre is being proposed. Additional connectivity to other generators would increase the capacity of the network.
Access to swinging bridge	Active and passive recreation.	The existing infrastructure is suitable for the current activities, with the recent installation of a shared path, inclusive of bike rack located behind Gaskills Street in Icely Street.
Canowindra town pool	Active recreation and training for competitive events.	Accessibility to the pool is adequate. The provision of bicycle racks encourages active transport to attend the pool. The generator would benefit from maintenance of existing footpaths and kerb ramps to increase accessibility. Greater network linkages to other generators such as local schools and the sporting grounds would provide greater opportunities for locals to partake in active transport to reach the pool.
All Saints Anglican Church	Religious worship, events with friends and family.	There are approximately 599 community members who identify as Anglican in Canowindra, and as a result is a significant generator. There is limited accessibility to the church by way of active transport. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.
Canowindra Public School	Education – Primary.	With approximately 146 students attending Canowindra Public School, the school is a notable generator. The current infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school. Additionally, greater connectivity to the town centre and parks would be beneficial to the wider community.
Saint Edwards Catholic Church	Religious worship, events with friends and family.	During the 2016 census, 668 residents identified as Catholic, attracting a large number of residents to the church. There is limited accessibility to the church by

Generator	Activities	Suitability of Existing Infrastructure
		way of active transport. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.
Saint Edwards Catholic School	Education – Primary	Approximately 68 children attend the Catholic School. The current infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school. Additionally, greater connectivity to the town centre and parks would be beneficial to the wider community.
Canowindra Uniting Church	Religious worship, events with friends and family.	There is a higher level of accessibility to the church then others in the area. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church into the residential area of Canowindra.
Orana House	Canowindra Creative Centre, community support services, community information.	Given the frequency and diverse range of community events held at Orana House, increasing the shared path facilities in the area, particularly towards the residential area of Canowindra, would be beneficial to the users of the facility, particularly the aged.
Canowindra Preschool	Education – Preschool.	There are approximately 39 preschool aged children in Canowindra. Increasing the level of infrastructure, predominantly to the residential areas of the village, would increase participation in active transport, particularly for those for those residents who may use prams and have children rising on scooters and bikes, to deliver children to the preschool.
Canowindra Community Bowls and Recreation Club	Active recreation facility, entertainment venue.	Located in the residential area, the Bowls and Recreation facility provides attractions all through the week. Due to the location, the facility would benefit from greater connectivity to the surrounding residential area.
Morris park	Active and passive recreation.	Morris Park is used as a community facility with a playground, BBQ and picnic areas. There is at present a limited shared path network to encourage active transportation to the area. Broadening the network to connect to the town centre and the residential area will encourage an increase in active transport.
Canowindra High School	Education – High School	Approximately 125 children attend the High School. The current infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school. Additionally, greater

Generator	Activities	Suitability of Existing Infrastructure
		connectivity to the town centre and parks would be beneficial to the wider community.
Canowindra Sports Oval	Active recreation.	The Oval caters to a large variety of sports and activities, including Rugby League, Rugby Union, Little Athletics, Tennis, Basketball, Cricket, Soccer, skate park and the Canowindra fitness path. To encourage users to walk or ride to the facility, greater connectivity to the main street and residential areas is recommended.
Age of the Fishes Museum and Canowindra Historical Society and Museum	Cultural.	The two museums are tourist attractors in Canowindra, and are located next to Canowindra memorial park, which provides an excellent rest stop for travellers. Connectivity to the town centre is considered good, with upgrades to the existing network proposed to cater for cyclists.
Canowindra Memorial Park	Active and passive recreation, travellers rest.	The park provides a playground, amenities, picnic area and a military memorial. The Town's bus stop is located adjacent to the park. Connectivity with the town centre is considered to be good, with upgrades to the existing network proposed to cater for cyclists.

5.5 Proposed Augmentation Works in Canowindra

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Canowindra, additional 2.5m wide reinforced concrete shared paths are proposed as described in **Table 4** and shown in **Figure 4**.

Table 4 - Proposed Augmentation Works in Canowindra

Priority Ranking	Location	Length	Estimate
1	Tilga Street - Ross Street to Finn Street	230m	$74,800
2	Tilga Street Finn Street to Ferguson Street	220m	$71,500
3	Ross Street - School Access Road to Rodd Street	115m	$37,400
4	Charlotte St - Rodd Street to Belmore Street	90m	$29,300
5	Ross Street - Belmore Street to Tilga Street	100m	$32,500
6	Rodd St - The Oval entrance to Ross Street	135m	$43,900
7	School Access - Brown Ave to Ross Street	150m	$48,800
8	Ross Street - Rodd Street to Belmore Street	120m	$39,000
9	Rodd Street - Ross Street to Finn Street	220m	$71,500
10	Rodd Street - East Street to Gaskill Street	400m	$130,000
11	Rodd Street - Lola Street to Church Street	115m	$37,400
12	Rodd Street - Charlotte Street to Lola Street	130m	$42,300
13	Short Street Blatchford Street to Suttor Street	180m	$58,500
14	Rodd Street - Church Street to Dudley Street	50m	$16,300
15	Rodd Street - Dudley to Gaskill Street	50m	$16,300
16	Rodd Street - Beluba Way to East Street	310m	$100,800
17	Rodd Street - Beluba Way to Charlotte Street	310m	$100,800
18	Rodd Street - Finn Street to Beluba Way	210m	$68,300
19	Dudley Street - Tilga Street to Ryall Street	280m	$91,000
20	Suttor Street - Tilga Street to Ryall Street	280m	$91,000
21	Marsden Street Tilga Street to Short Street	180m	$58,500
22	Gaskill Street - Clyburn Street to Age of the Fishes Museum	725m	$235,700
23	Ryall Street - End of Existing path to Ferguson Street	170m	$55,300
24	Ryall Street - Clyburn Street to Flanagan Street	340m	$110,500
25	Waddell Street - Clyburn Street to Flanagan Street	340m	$110,500
26	Waddell Street - Flanagan to Ferguson Street	290m	$94,3000
27	Candlebark Close to Gaskill Street	780m	$253,500

5.6 Proposed Upgrade Works in Canowindra

To increase the capability of the existing network, the following upgrades to existing footpaths are proposed to create a network of 2 to 2.5m wide shared paths within Canowindra. Note that the upgrades will be different widths, depending on the width of the existing footpath. Details of the proposed upgrades are provided in **Table 5** and shown in **Figure 4**.

Table 5 Proposed Upgrade Works in Canowindra

Location	Length	Estimate
Rodd Street - Thompson Street to Beluba Way	125	$19,500
Ferguson Street - Rodd Street to Belmore Street	110	$15,800
Ferguson Street - Rodd Street to Belmore Street	110	$15,800
Ferguson Street - Belmore Street to Tilga Street	100	$14,300
Ferguson Street - Tilga Street to Waddell Street	130	$18,600
Ferguson Street - Waddell street to Ryall Street	120	$17,200
Ferguson Street - Ryall Street to Gaskill Street	130	$18,600
Gaskill Street - Age of the Fishes Museum to Mill Street	120	$15,600
Gaskill Street - Ferguson Street to Blatchford Street	170	$22,100
Ryall Street - Flanagan Street to mid-block	140	$27,300
Ryall Street - Ferguson Street to Blatchford Street	180	$23,400
Ryall Street - Ferguson Street to Blatchford Street	180	$23,400
Waddell Street - Ferguson Street to Blatchford Street	190	$24,700
Blatchford Street- Tilga Street to Waddell Street	120	$15,600
Blatchford Street - Tilga Street to Short Street	170	$11,100
Blatchford Street - Short Street to Ryall Street	70	$4,600
Blatchford Street - Ryall Street to Gaskill Street	130	$16,900
Ryall Street - Blatchford Street to mid-block	130	$16,900
Ryall Street - Blatchford Street to Suttor Street	190	$24,700
Tilga Street - Blatchford Street to Marsden Street	200	$26,000

Figure 4 – Proposed Augmentation and Upgrade Works in Canowindra

Cargo

6 Cargo

6.1 Characteristics

Cargo is located 55km south-west of Orange. Cargo has rich farming heritage, with some of the best grazing land in the district, which is put on show during the local village markets.

The 2016 census indicated that 252 people resided in Cargo, with 49.2% of the population male and 50.8% female. The statistics did not demonstrate the number of people who cycle to work; however, 4 people in the community do no own cars. Cargo has a median age of 39, with the largest demographic of people over 60 representing 24.2% of the population. The next largest demographic is children under 14 years representing 23.4% of the population.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

6.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Cargo over the last 5 years.

Cargo has an existing shared path network of approximately 900m. This consists of concrete paths 2m to 2.5m wide, mainly in good condition.

6.3 Existing Facilities

The existing facilities in Cargo are described **Table 6**.

Table 6 – Existing Pedestrian and Cyclist Facilities in Cargo

Pedestrian Facility		
Off Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths. In Cargo, these pathways are measured at between 2m and 2.5m wide. Most pathways are reasonably new, and in good condition.		

6.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 5**, and the existing network in relation to generators can be found in **Figure 6**. **Table 4** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 5 – Cargo Pedestrian Generators

Figure 6 – Existing network in relation to pedestrian generators in Cargo

Table 7 – Generators and Assessment of Existing Infrastructure in Cargo

Generator	Activities	Suitability of Existing Infrastructure
Cargo Public School	Education – Primary.	There are approximately 18 students attending Cargo Public School,The existing infrastructure has good connectivity to residential areas and the park, however this could be improved by extending the network in Hamilton Street to Belmore Street.
St John's Church	Religious worship, events with friends and family.	There are approximately 71 community members who identify as Anglican in Cargo,. The existing infrastructure has good connectivity to residential areas and the park, however this could be improved by extending the network in Hamilton Street to Belmore Street.
Cargo Inn	Community meeting place, public bar.	There is limited infrastructure in the vicinity of the Cargo Inn. The Bike Plan proposes additional shared paths to connect the Cargo Inn to other generators in the village.
Cargo store	Shopping and socialising.	There is a shared path located in front of the Cargo Store, connecting it with the community hall. Additional shared paths are proposed in the Bike Plan to connect to other generators.
Cargo Village Green	Active and passive recreation, travellers rest, community space.	There is a high quality shared path traversing the park, with connections to the public school and Anglican Church. To enable greater access to facilities in the community, an expansion of the network is proposed.
Cargo Playground	Active and passive recreation, picnic area.	There are currently no shared paths or footpaths connecting the playground to any other generator.
Cargo Community Centre	Community events	There is a shared path connecting the community hall with the store, however greater connectivity to the existing network, as well as the wider community would be beneficial to the village.
St Patrick's Church	Religious worship, events with friends and family.	There are approximately 73 community members who identify as Catholic in Cargo. The church is not currently connected to the existing network.

6.5 Proposed Augmentation Works in Cargo

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Cargo, additional 2.5m wide reinforced concrete shared paths are proposed, as detailed **in Table 8** and shown in **Figure 8**

Table 8 – Proposed Augmentation Works in Cargo

Priority Ranking	Location	Length	Estimate
1	Hamilton Street - Mayne to Belmore Street	65m	$21,200
2	Belmore Street South - Park to Church Street	70m	$22,800
3	Belmore Street South - Hamilton Street to Hicks Street	190m	$61,800
4	Belmore Street South - Hicks Street to Park	140m	$45,500
5	Belmore Street North - Cargo Inn to Forbes Street	60m	$19,500
6	Belmore Street South - Church Street to Wall Street	220m	$71,500
7	Belmore Street South - Wall Street to Fisher Street	200m	$65,000
8	Hicks Street West - Mayne Street to Belmore Street	140m	$45,500
9	Church Street West - Belmore Street to Brooks Street	230m	$74,800
10	Molong Street - Community Hall to Power Street	50m	$16,300
11	Forbes Street - Belmore Street to Dalton Street	110m	$35.800
12	Church Street East - Brooks Street to Church	85m	$27,700
13	Forbes Street - Dalton St to Loftus	180m	$58,500
14	Brooks Street South - Church Street to Short Street	80m	$26,000
15	Brooks Street South - Short Street to Wall Street	130m	$42,300
16	Thompson Street South – Church Street to Wall Street	215m	$69,900
17	Thompson Street South - Wall Street to end	170m	$55,300
18	Power Street - Molong Street to Back Street	130m	$42,300

Figure 7 – Proposed Augmentation Works in Cargo

Cudal


WELCOME TO
DEAN PARK
THIS PARK HAS BEEN NAMED IN
RECOGNITION OF THE VOLUNTARY EFFORTS
MADE BY THE LATE BILL DEAN
IN MAINTAINING THESE GROUNDS
20
AHEAD

7 Cudal

7.1 Characteristics

Cudal is located 40km south-west of Orange. Cudal is situated on the banks of Boree creek, which is populated with platypus, and is a mid-point between Orange and Canowindra and Eugowra.

The 2016 census indicated that 553 people resided in Cudal, with 53.1% of the population male and 46.9% female. The statistics did not indicate how many people cycled to work; however, 3 people in the community do no own cars. Cudal has a median age of 44, with the largest demographic of people over 60 representing 32.3% of the population. The next largest demographic is children under 14 years representing 19.4% of the population.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

7.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no Cyclist related incidents in Cudal over the last 5 years.

Cudal's existing network encompasses approximately 500m of the village. This consists of 2m wide concrete shared paths.

7.3 Existing Facilities

The existing facilities in Cudal are described in **Table 9**.

Table 9 – Existing Pedestrian and Cyclist Facilities in Cudal

Pedestrian Facility		
Off Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths. In Cudal, these pathways are measured at between 1m and 2m wide.		
Bike Rack A Bike Rack is a device to which bicycles can be securely attached for parking and securing a bicycle. A bike rack may be free standing or it may be securely attached to the ground or some stationary object such as a building. There is a bike rack located at the Cudal swimming pool.		

7.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 8**, and the existing network in relation to generators can be found in **Figure 9**. **Table 10** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 8 – Cudal Pedestrian Generators

Figure 9 – Existing network in relation to pedestrian generators in Cudal

Table 10 – Generators and Assessment of Existing Infrastructure in Cudal

Generator	Activities	Suitability of Existing Infrastructure
Unnamed Park	Active and passive recreation.	There is currently no infrastructure in place to the park.
Cudal Bowling Club	Active and passive recreation, socialising.	Located in the residential area, this club provides attractions all through the week, aimed at all family members. Due to the location, the facility would benefit from greater connectivity to the surrounding residential area as there is no cycling infrastructure in place.
Cudal Memorial Park	Active and passive recreation, travellers rest.	There is limited infrastructure in place to access the park. Footpaths terminate at Main Street, on the northern side of The Escort Way intersection and there are no shared paths.
Shopping precinct	Shopping.	The shopping precinct could benefit from greater cyclist connectivity.
Cudal Memorial Hall	Community facility.	The memorial hall is reasonably catered for in terms of cycling infrastructure. Additional shared paths accessing the residential areas would be beneficial.
Childrens' Centre	Education – Preschool.	The Childrens' Centre is reasonably catered for in terms of cycling infrastructure. Additional shared accessing the residential areas would be beneficial.
Cudal Primary School	Education – Primary.	Approximately 41 children attend the primary School. The existing infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity to the residential areas would provide encouragement for greater engagement of active transport to and from the school.
Cudal tennis Club	Active recreation.	There is limited infrastructure in place to access the tennis club. The existing footpath terminates at the northern side of the intersection of Toogong Street and Smith Street.
St James Church	Religious worship, events with friends and family.	There are approximately 162 community members who identify as Anglican in Cudal. There is limited accessibility to the church by way of active transport. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.
St Columbanus' Church	Religious worship, events with friends and family.	During the 2016 census, 130 residents identified as Catholic, attracting a large number of residents to the church. Aaccessibility to the church by way of active transport is only provided from Main Street. The community could

Generator	Activities	Suitability of Existing Infrastructure
		benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.
Cudal Health Service	Health Service.	Existing infrastructure is limited, with access via a shared path in Toogong Street. Additional shared paths would be beneficial to the wider community for greater pedestrian accessibility.
Cudal Caravan Park	Visitor Accommodation.	Accessibility to the Caravan Park is limited to Main Street and the swimming pool.
Cudal Swimming Pool	Active recreation and training for competitive events.	Accessibility to the pool is limited to Main Street. The provision of bicycle racks encourages active transport to attend the pool. The generator would benefit from maintenance of existing footpaths and kerb ramps to increase accessibility. Greater network linkages to other generators would provide greater opportunities for locals to partake in active transport to reach the pool.
Cudal Sports Ground	Active Recreation.	Cyclist access from the town centre is via a pedestrian bridge over Boree Creek. There is an informal gravel pathway from the bridge to Taylor Street. Additional shared paths would ensure cyclists could access the sports ground.

7.5 Proposed Augmentation Works in Cudal

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Cudal, additional 2.5m wide reinforced concrete shared paths are proposed, as detailed in **Table 11** and shown in **Figure 11**.

Table 11 – Proposed Augmentation Works in Cudal

Priority Ranking	Location	Length	Estimate
1	Smith Street - Main Street to Alley	55m	$17,900
2	Smith Street - Alley to Toogong Street	55m	$17,900
3	Toogong Street - Smith Street to Wall Street	230m	$74,800
4	Cargo Street - Main Street to Creek Street	80m	$26,000
5	Creek Street - Cargo Street to Taylor Street	115m	$37,400
6	Brown Street - Main Street to alley	75m	$24,400
7	Brown Street - Alley to Toogong Street	70m	$22,800
8	Cargo Street - Health Centre to Main Street	75m	$24,400
9	Brown Street - Main Street to Bowling Club	140m	$45,500
10	Smith Street - Toogong Street to Boree Street	110m	$35,800
11	Wall Street - Toogong Street to Boree Street	120m	$39,000
12	Brown Street - Toogong Street to Park	150m	$48,800
13	Smith Street - Boree Street to Long Street	120m	$39,000
14	Creek Street - Swimming Pool Access to Taylor Street	20m	$6,500
15	Taylor Street - Creek Street to Pedestrian Bridge	200m	$65,000
16	Wall Street - Boree Street to Long Street	130m	$42,300
17	Swimming Pool - Main Street to Creek Street	70m	$22,800

7.6 Proposed Upgrade Works in Cudal

To increase the capability of the existing network, the following upgrades to existing footpaths are proposed to create a network of 2 to 2.5m wide shared paths within Cudal. Note that the upgrades will be different widths, depending on the width of the existing footpath. Details of the proposed upgrades are provided in **Table 12** and shown in **Figure 10.**

Table 12 Proposed Upgrade Works in Cudal

Location	Length	Estimate
Swimming Pool access	45	$7,700
Main Street - Wall Street to Smith Street	210	$27,300
Main Street - Cargo Street to Wall Street	220	$28,600
Main Street - Smith Street to Brown Street	115	$15,000
Main Street - Smith Street to shops	100	$13,000
Smith Street - Main Street to alley	55	$7,200

Location	Length	Estimate
Snith Street - Alley to Toogong Street	55	$7,200
Toogong Street - Smith Street to Wall Street	200	$26,000
Wall Street - Main Street to Alley	55	$7,200
Wall Street - Alley to Toogong Street	330	$107,300

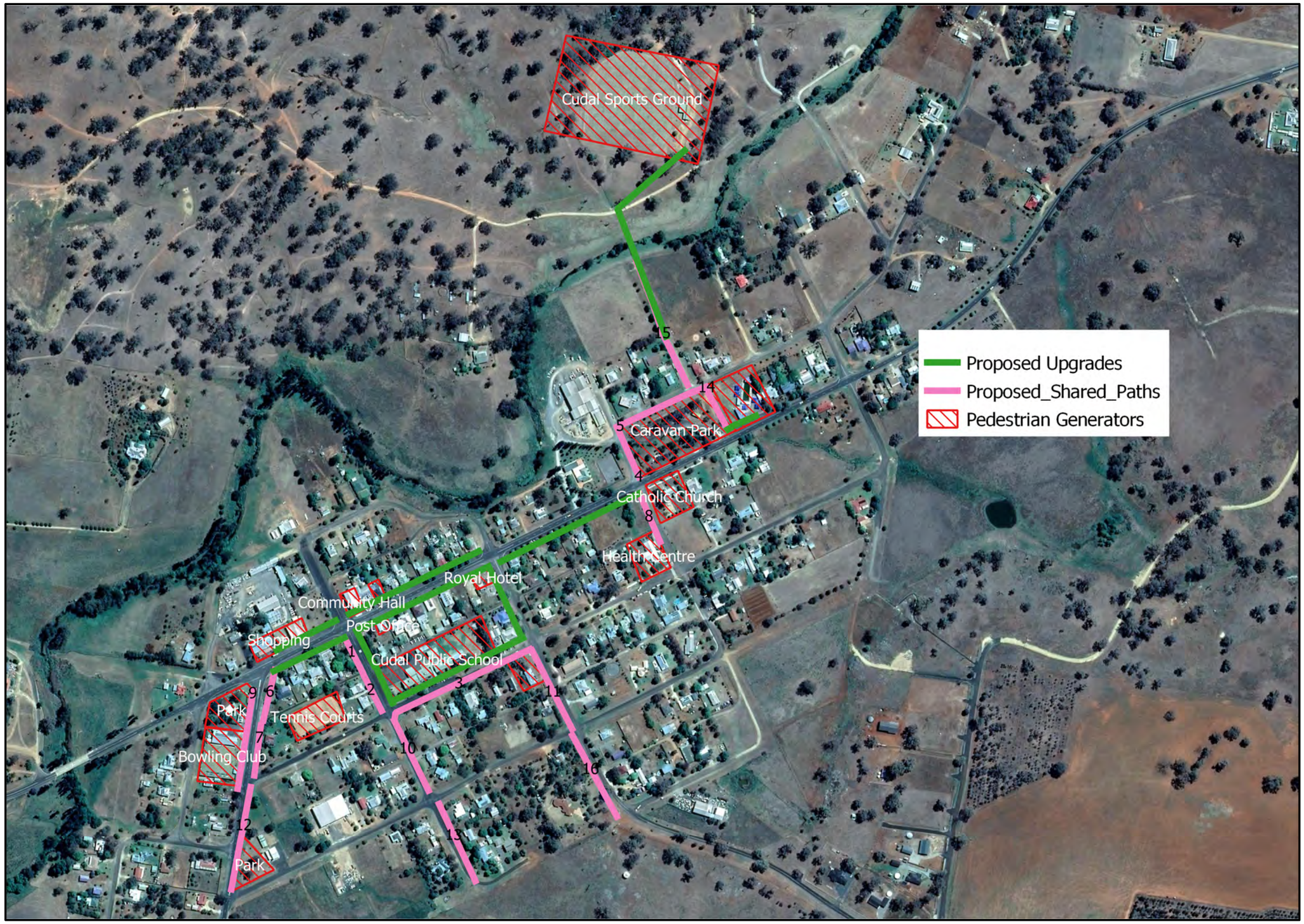


Figure 10 – Proposed Augmentation Works in Cudal

Cumnock

8 Cumnock

8.1 Characteristics

Cudal is located 58km north-west of Orange. The Cumnock area produces wool, sheep and cattle and grain, which supports the community.

The 2016 census indicated that 443 people resided in Cumnock, with 55% of the population male and 45% female. The statistics did not determine the number of people who cycled to work. Cudal has a median age of 50, with the largest demographic of people over 60 representing 34.2% of the population, with 17.7% of the population aged 14 and under.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

8.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Cumnock over the last 5 years.

Cumnock's existing footpath and shared path network covers approximately 800m of Cumnock. The existing shared paths are 2.5m wide concrete paths.

8.3 Existing Facilities

The existing facilities in Cumnock are described in **Table 13**.

Table 13 – Existing Pedestrian and Cyclist Facilities in Cumnock

Pedestrian Facility		
Off Road and On Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths. Cumnock has an off road shared path located at MacLaughlan Street and traverses the sporting fields. The on road shared path commences at Bishop Street and terminates at the Iron Bark Gully pedestrian bridge.		

8.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 11**, and the existing network in relation to generators can be found in **Figure 12**. **Table 14** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 11 – Cumnock Pedestrian Generators

Figure 12 – Existing network in relation to pedestrian generators in Cumnock

Table 14 – Generators and Assessment of Existing Infrastructure Cumnock

Generator	Activities	Suitability of Existing Infrastructure
Cumnock Public School	Education – Primary	Approximately 31 students attending Cumnock Public School. The existing infrastructure would benefit from maintenance and widening of the paths to create shared paths for greater engagement of active transport to and from the school. Additionally, greater connectivity to the town centre and parks would be beneficial to the wider community.
Cumnock Bowling Club	Active recreation facility, entertainment venue.	This club provides attractions throughout the week. The existing infrastructure is considered adequate in meeting community needs.
Cumnock Sports Ground	Active recreation.	The Oval caters to a large variety of sports and activities, including Rugby League, Rugby Union, Little Athletics, Tennis, Basketball, Cricket, Soccer, skate park and the Cumnock fitness path. To encourage users to walk or ride to the facility, greater connectivity to the main street and residential areas is recommended.
Cumnock Park	Active and passive recreation.	This park is used as a community facility with a playground, BBQ and picnic areas. The existing infrastructure is considered adequate.
Shopping Precinct	Access to local businesses, shopping, socializing.	The existing network satisfactorily meets the needs of the community in the town centre. Footpath and kerb ramp maintenance would be beneficial to improving the existing facilities within the area.
Royal Hotel	Public Bar	The existing network is considered to be reasonable. The addition of shared paths in the direction of the residential area located towards Beatty Street would increase connectivity.

8.5 Proposed Augmentation Works in Cumnock

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Cumnock, additional 2.5m wide reinforced concrete shared paths are proposed as detailed in **Table 15** and shown in **Figure 13**.

Table 15 – Proposed Augmentation Works in Cumnock

Priority Ranking	Location	Length	Estimate
1	McLaughlin Street - Obley Road to Sporting Oval Access	280m	$91,000
2	Obley Road - Royal Hotel to Beatty Street	180m	$58,500
3	Obley Street - Bishop Street to Eurimbla Road	165m	$53,700

8.6 Proposed Upgrade Works in Cumnock

To increase the capability of the existing network, the following upgrades to existing footpaths are proposed to create a network of 2 to 2.5m wide shared paths within Cumnock. Note that the upgrades will be different widths, depending on the width of the existing footpath. Details of the proposed upgrades are provided in **Table 16** and shown in **Figure 13.**

Table 16 – Proposed Upgrade Works in Cumnock

Location	Length	Estimate
Banjo Patterson Way - Bishop Street to Black Street	170	$24,400
Banjo Patterson Way - Black Street to Iron Bark Gully	320	$45,800
Banjo Patterson Way - Ag and Vet Store to Cumnock Crossroads	85	$12,200
Banjo Patterson Way - Iron Bark Gully to Maclaughlin Street	220	$31,500
Maclaughlan Street - Banjo Patterson Way to Haig Street	400	$57,200
Maclaughlan Street - Haig Street to Railway Parade	130	$18,600
Railway Parade to School Street	300	$42,900

Figure 13 – Proposed Augmentation Works in Cumnock

Eugowra


EUGOWRA COMMUNITY SPORTSGROUND
Golden Eagles
EUGOWRA
NEXT GAME
8th APRIL
Eugowra Community Children's Centre
PHONE: 6859 2522 FAX: 6859 2624
EUGOWRA COMMUNITY ROOM
TO HIRE SPACE
CONTACT : 6859 2522
EUGOWRA FIRE BRIGADE
CALL 000 TO REPORT A FIRE

9 Eugowra

9.1 Characteristics

Eugowra is located 82km south-west of Orange. Eugowra lies on Mandagery Creek. There are 22 heritage listed sites within the town, including the famed Escort Rock, the site of the largest gold robbery in Australia by bushrangers.

The 2016 census indicated that 779 people resided in Eugowra, with 51.3% of the population male and 48.7% female. The statistics do not demonstrate how many people cycled to work; however, 9 people in the community do no own cars. Eugowra has a median age of 51, with the largest demographic of people over 60 representing 36.5% of the population, with 15.6% of the population aged 14 and under.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

9.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Eugowra over the last 5 years.

Eugowra's existing pedestrian network is approximately 780m of concrete shared paths which are generally in good condition.

9.3 Existing Facilities

The existing facilities in Eugowra are described in **Table 17**.

Table 17 – Existing Pedestrian and Cyclist Facilities in Eugowra

Pedestrian Facility		
Off Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths.		
Bike Rack A Bike Rack is a device to which bicycles can be securely attached for parking and securing a bicycle. A bike rack may be free standing or it may be securely attached to the ground or some stationary object such as a building. There is a bike rack located at the Eugowra swimming pool.		

9.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 14**, and the existing network in relation to generators can be found in **Figure 18**. **Table 18** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 14 – Eugowra Pedestrian Generators

Figure 15 – Existing network in relation to generators in Eugowra

Table 18 – Generators and Assessment of Existing Infrastructure in Eugowra

Generator	Activities	Suitability of Existing Infrastructure
Eugowra Public School	Education – Primary.	There are approximately 38 students attending Eugowra Public School. The existing infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school. Additionally, greater connectivity to the town centre and parks would be beneficial to the wider community.
Eugowra Community Bowls and Recreation Club	Active recreation facility, entertainment venue.	Located in the residential area, this club provides attractions all through the week. The existing infrastructure adequately meets the needs of the club.
Eugowra Memorial Multi Purpose Health Service	Health Facility	Additional shared paths in the area surrounding the Health Service would provide greater connectivity to the broader community.
Eugowra Memorial Park.	Active and passive recreation.	This park is used as a community green space, with some shared paths installed nearby.
St Matthews Anglican Church	Religious worship, events with friends and family.	There are approximately 273 community members who identify as Anglican in Eugowra. There is limited accessibility to the church by way of active transport. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.
Eugowra Uniting Church	Religious worship, events with friends and family.	There are approximately 50 community members who identify as Uniting Church in Eugowra, There is limited accessibility to the church by way of active transport. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.
Eugowra South Shopping Precinct	Access to local businesses, shopping, socializing.	The existing network satisfactorily meets the needs of the community in the Eugowra South Shopping Precinct. Footpath and kerb ramp maintenance would be beneficial to improve the existing facilities within the area. Additional connectivity to other generators would increase the capacity of the network.
Eugowra Park	Active and passive recreation.	Eugowra Park is used as a community facility with a playground, BBQ and picnic areas. At present, there is a limited pedestrian network to encourage active transportation to the area. Broadening the network to connect to the town centre and the residential area will encourage an increase in active transport.
Eugowra North Shopping Precinct	Access to local businesses, shopping, socializing.	The existing network satisfactorily meets the needs of the community in the town centre.

Generator	Activities	Suitability of Existing Infrastructure
Eugowra Sportsground	Active recreation.	The Oval caters to a large variety of sports and community activities. The addition of a shared path traversing Mandagery Creek could increase participation in active transport within the community.
Eugowra Swimming Pool	Active recreation and training for competitive events.	Accessibility to the pool is adequate. The provision of bicycle racks encourages active transport to attend the pool. Greater network linkages to other generators and residential areas would provide greater opportunities for locals to partake in active transport to reach the pool.
St Joseph's Primary School	Education – Primary.	There are approximately 19 students attending St Joseph's Primary School. The existing infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school.
St Joseph's Catholic Church	Religious worship, events with friends and family.	There are approximately 248 community members who identify as Catholic in Eugowra. There is limited accessibility to the church by way of active transport. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.

9.5 Proposed augmentation works Eugowra

To cater to community needs, encourage greater rates of active transport and create a wider network of cyclist facilities in Eugowra, additional path ways are proposed as detailed in **Table 19** and shown in **Figure 16**.

Table 19 – Proposed Augmentation Works in Eugowra

Priority Ranking	Location	Length	Estimate
1	North Street - Broad Street to Hill Street	300m	$97,500
2	Hill Street - North Street to Victoria Street	150m	$48,800
3	Pye Street - St Joseph's School to Aurora Street	380m	$123,500
4	Pye Street - Aurora Street to Noble Street	330m	$107,300
5	Broad Street - Cafe to Bowler Street	310m	$100,800
6	Evelyn Street - Nanima Street to Parkes Street	315m	$102,400
7	Bowler Street - Cooper Street to Hill Street	140m	$45,500
8	Oberon Street - Parkes Street to Aurora Street	200m	$65,000
9	Evelyn Street - Parkes Street to Aurora Street	210m	$68,300
10	Bowler Street - Broad Street to Cooper Street	200m	$65,000
11	Nanima Street - Oberon Street to Loftus Street	120m	$39,000
12	Evelyn Street - Aurora Street to Noble Street	380m	$123,500
13	Mandagery Creek Walk - Church to Bridge	310m	$100,800
14	Mandagery Creek Walk - Bridge to Sportsground	180m	$58,500
15	Oberon Street - Aurora Street to Noble Street	400m	$130,000
16	Oberon Street - Aurora Street to Noble Street	225m	$73,200

9.6 Proposed Upgrade Works in Eugowra

To increase the capability of the existing network, the following upgrades to existing footpaths are proposed to create a network of 2 to 2.5m wide shared paths within Eugowra. Note that the upgrades will be different widths, depending on the width of the existing footpath.

Table 20 – Proposed Upgrade Works in Eugowra

Location	Length	Estimate
Hill Street - Bowler Street to Victoria Street	200	$13,000
Hill Street - Victoria Street to North Street	135	$17,600
North Street - Hill Street to Cooper Street	130	$16,900
North Street - Cooper Street to Broad Street	135	$8,800
Broad Street - Chester Street to Myall Street	140	$9,100
Broad Street - Café to North Street	55	$3,600
Broad Street - North Street to Grevillea Avenue	130	$8,500
Pye Street - Grevillea Avenue to Historical Museum	120	$17,200

Location	Length	Estimate
Nanima Street - Evelyn Street to Oberon Street	170	$11,100

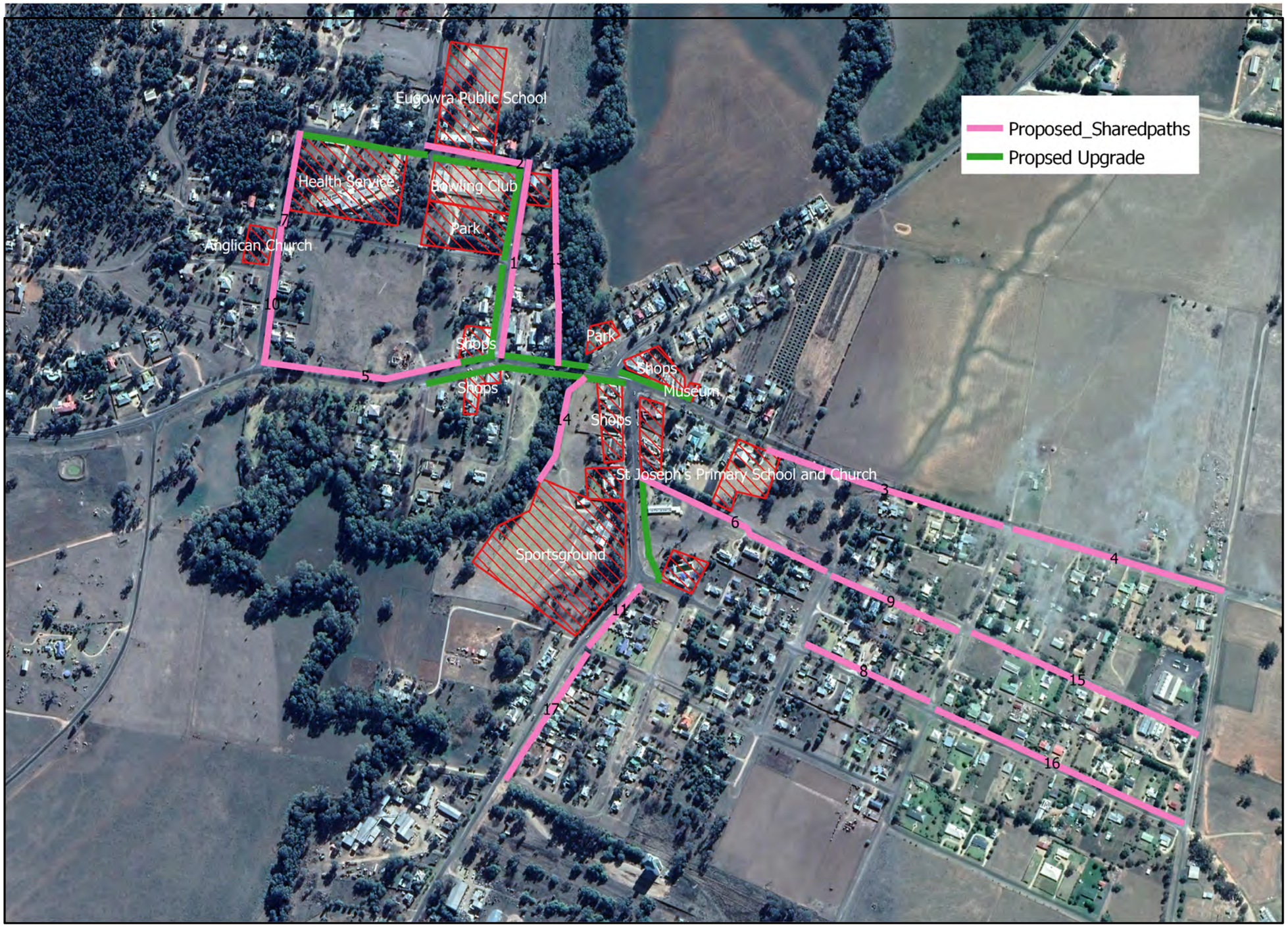


Figure 16 – Proposed Augmentation Works in Eugowra

Manildra

10 Manildra

10.1 Characteristics

Manildra is located 46km north-west of Orange. Manildra lies on Mandagery Creek and is home to the largest flour mill in the southern hemisphere as well as the Amusu theatre, the oldest continually operated cinema in Australia.

The 2016 census indicated that 760 people resided in Manildra, with 49.1% of the population male and 50.9% female. The statistics did not demonstrate the number of people who cycled to work; however, 22 people in the community do no own cars. Manildra has a median age of 44, with the largest demographic of people over 60 representing 27.1% of the population, with 19.1% of the population aged 14 and under.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

10.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Manildra over the last 5 years.

There is approximately 3.2km of shared paths within Manildra, including the Mandagery Creek Walk. These paths consist generally of concrete paths with some bitumen paths.

10.3 Existing Facilities

The existing facilities in Manildra are described in **Table 21**.

Table 21 – Existing Pedestrian and Cyclist Facilities in Manildra

Pedestrian Facility		
Off Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths.		
Bike Rack A Bike Rack is a device to which bicycles can be securely attached for parking and securing a bicycle. A bike rack may be free standing or it may be securely attached to the ground or some stationary object such as a building. There is a bike rack located at the Manildra swimming pool.		

10.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 17**, and the existing network in relation to generators can be found in **Figure18**. **Table 22** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 17 – Manildra Pedestrian Generators

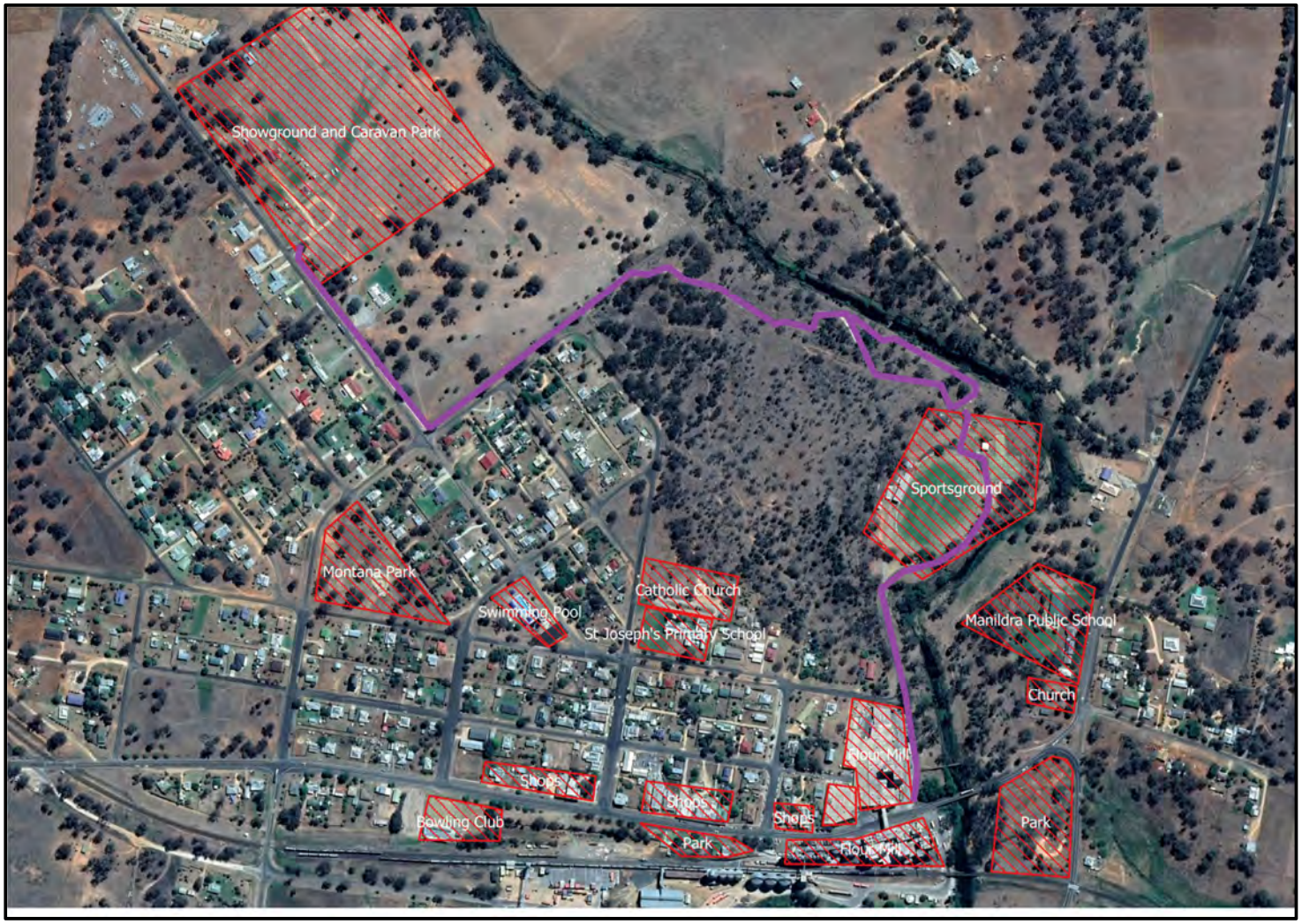


Figure 18 – Existing network in relation to pedestrian generators in Manildra

Table 22 – Generators and Assessment of Existing Infrastructure in Manildra

Generator	Activities	Suitability of Existing Infrastructure
Manildra Showground and Caravan Park	Community events, accommodation.	The Caravan Park and Showground is adequately serviced by the recently constructed shared path, which connects the showground to the town centre, as well as the Mandagery Creek walk and the sportsground.
Montana Park	Active and passive recreation	The facility is equipped with a skate park, fitness circuit, and seating areas for community use. At present, no infrastructure is in place to walk, cycle or motor scooter to the park. It is recommended that shared paths be constructed in the surrounding residential area, and connections to the swimming pool, school, and the town centre.
Manildra Swimming Pool	Active recreation and training for competitive events.	Accessibility to the pool is recommended to be improved. The provision of bicycle racks encourages active transport to attend the pool. Greater network linkages to other generators such as local schools, parks and residential areas would provide greater opportunities for locals to partake in active transport to reach the pool.
St Joseph's Primary School	Education – Primary	Approximately 20 children attend the Catholic School. More shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school. Additionally, greater connectivity to the town centre, swimming pool and parks would be beneficial to the wider community.
St Michaels's Catholic Church	Religious worship, events with friends and family.	During the 2016 census, 280 residents identified as Catholic. There is limited accessibility to the church by way of active transport.
Shopping Precinct	Access to local businesses, shopping, socializing.	The existing network satisfactorily meets the needs of the community in the town centre. Additional connectivity with the residential area would increase the capacity of the network.
Manildra Bowling Club	Active recreation facility, entertainment venue.	This club provides attractions all through the week. Due to the location, the club would benefit from greater connectivity to the residential area.
Manildra Train Station Park	Active and passive recreation.	The park contains a playground and rest area. The park is reasonably well connected with the shopping precinct.
Manildra Flour Mill	Business.	Manildra Flour Mill is the largest employer within Manildra. The community would benefit from greater connectivity to the residential area.
St Luke's Anglican Church	Religious worship, events with friends and family.	There are approximately 192 community members who identify as Anglican in Manildra.. There is reasonable access for active transport means however, the existing infrastructure requires maintenance to improve the standard.

Generator	Activities	Suitability of Existing Infrastructure
Manildra Public School	Education – Primary.	Approximately 30 students attend Manildra Public School. The existing infrastructure is in need of maintenance to encourage greater active transport to the school.
Jack Huxley Oval	Active recreation.	The Oval caters to a large variety of sports and is connected to the Mandagery Creek walk. A current shared path caters to pedestrians and cyclists through Loftus Street, however greater connectivity to the residential area is recommended.

10.5 Proposed augmentation works Manildra

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Manildra, additional path ways are proposed, as detailed in **Table 23** and shown in **Figure 19**.

Table 23 – Proposed Augmentation Works in Manildra

Priority Ranking	Location	Length	Estimate
1	Loftus Street - Goimbla Street to Derowie Street	200m	$65,000
2	Loftus Street - Derowie Street to Duff Street	210m	$68,300
3	Loftus Street - Goimbla Street to Orange Street	150m	$48,800
4	Loftus Street - Orange Street to Derowie Street	45m	$14,700
5	Loftus Street - Derowie Street to Mandagery Creek	400m	$130,000
6	Cudal Street - Duff Street to Flour Mill	100m	$32,500.
7	Orange Street - Loftus Street to Moura Street	130m	$42,300
8	Loftus Street - Boree Street Goimbla Street	210m	$68,300
9	Kiewa Street Goimbla to Boree Street	215m	$69,900
10	Orange Street - Moura Street to Parkes Street	215m	$69,900
11	Duff Street - Cudal Street to Loftus Street	100m	$32,500.
12	Boree Street - Loftus Street to Orange Street	280m	$91,000
13	Boree Street - Cudal Street to Loftus Street	100m	$32,500
14	Molong Street - Moura Street to Parkes Street	225m	$73,300
15	Cudal Street Goimbla to Derowie Street	210m	$68,300
16	Cudal Street - Derowie Street to Duff Street	200m	$65,000
17	Goimbla Street - Cudal Street to Loftus Street	100m	$32,500
18	Boree Street - Kiewa Street to Cudal Street	90m	$29,300
19	Cudal Street - Boree Street to Goimbla Street	200m	$65,000
20	Goimbla Street - Kiewa Street to Cudal Street	90m	$29,300
21	Orange Road - Kiewa Street to Carty's Lane	1100m	$357,500

10.6 Proposed Upgrade Works in Manildra

To increase the capability of the existing network, the following upgrades to existing footpaths are proposed to create a network of 2 to 2.5m wide shared paths within Manildra. Note that the upgrades will be different widths, depending on the width of the existing footpath. Details of the proposed upgrades are provided in **Table 24** and shown in **Figure 19.**

Table 24 – Proposed Upgrade Works in Manildra

Location	Length	Estimate
Duff Street - Loftus Street to Cudal Street	110	$15,800
Duff Street - Cudal Street to Kiewa Street	80	$13,600
Duff Street - Cudal Street to Kiewa Street	80	$13,600
Derowie Street - Keiwa Street to Cudal Street	200	$13,000
Derowie Street - Keiwa Street to Cudal Street	200	$13,000
Keiwa Street - Madagery Creek Walk	260	$44,000
Keiwa Street - Giombla Street to Mandagery Creek	570	$74,100

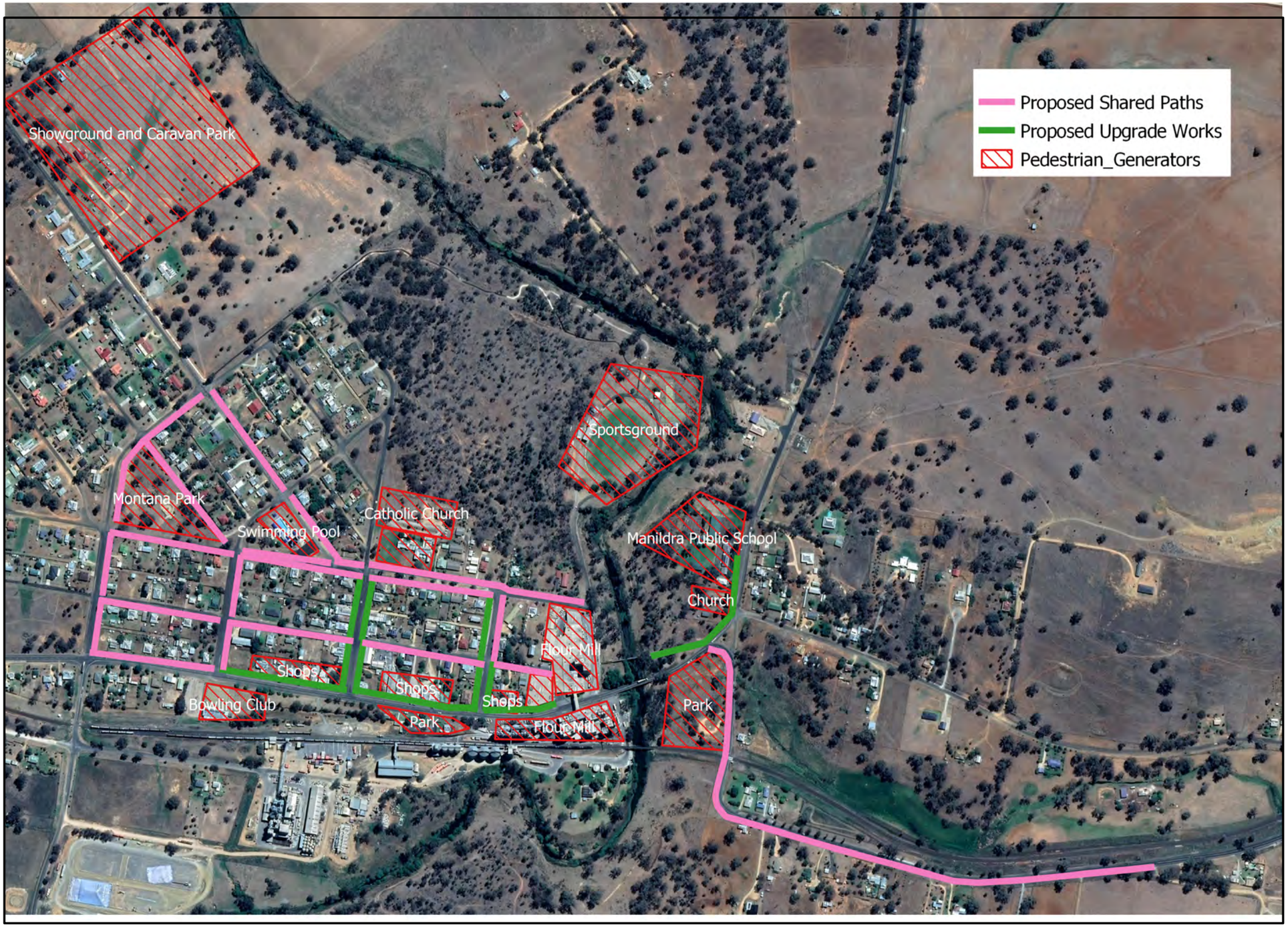


Figure 19 – Proposed Augmentation Works in Manildra

Molong

11 Molong

11.1 Characteristics

Molong is located 36km north-west of Orange. Molong is known for its production of fine wool, wheat, orchards, vineyards, beef cattle and fat lambs, and it steeped in history, with a large number of houses and buildings being heritage listed.

The 2016 census indicated that 2,577 people resided in Molong, with 48.1% of the population male and 51.9% female. The statistics do not demonstrate who many people cycled to work; however, 22 people in the community do no own cars. Manildra has a median age of 40, with people over 60 representing 26.7% of the population and 21.9% of the population aged 14 and under.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

11.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Molong over the last 5 years.

11.3 Existing Facilities

The existing facilities in Molong are described in **Table 25**.

Table 25 – Existing Pedestrian and Cyclist Facilities in Molong

Pedestrian Facility		
Off Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths.		

11.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 20**, and the existing network in relation to generators can be found in **Figure 21**. **Table 26** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 20 – Molong Pedestrian Generators

Figure 21 – Existing network in relation to pedestrian generators in Molong

Table 26 – Generators and Assessment of Existing Infrastructure in Molong

Generator	Activities	Suitability of Existing Infrastructure
Molong Health Service	Health Facility.	The existing pedestrian infrastructure surrounding the facility is considered to be adequate, however maintenance is required to improve the existing condition.
Molong Baptist Church	Religious worship, events with friends and family.	There is limited accessibility to this church by way of active transport. The community could benefit by increasing the number of shared paths adjacent to this church.
Molong Sports Ground	Active recreation.	This sports ground caters to a large variety of sports and activities, including the local skate park. The existing pedestrian infrastructure caters to the community needs satisfactorily, however maintenance to remove the grass encroaching on the existing paths would be beneficial.
Molong Swimming Pool	Active recreation and training for competitive events.	Accessibility to the pool is adequate. The provision of bicycle racks encourages active transport to attend the pool. The generator would benefit from maintenance of footpaths and kerb ramps to increase accessibility.
Molong Bowling Club	Active recreation facility, entertainment venue.	This club provides attractions all through the week. The existing pedestrian infrastructure is considered sufficient to meet community needs however, maintenance is required to improve the existing condition.
Molong Anglican Church	Religious worship, events with friends and family.	There are approximately 696 community members who identify as Anglican in Molong. There is a reasonable level of pedestrian access to this church.
Molong Central Business District	Access to local businesses, shopping, socializing.	It is considered that the existing pedestrian network satisfactorily meets the needs of the community in the town centre. Footpath and kerb ramp maintenance would be beneficial to improving the existing facilities within the area. Additional connectivity to other generators would increase the capacity of the network.
Church of the Sacred Heart and St Laurence O'Toole	Religious worship, events with friends and family.	There are approximately 606 community members who identify as Anglican in Molong. It is considered that there is a reasonable level of pedestrian access to this church.
St Joseph's Primary School	Education – Primary.	Approximately 32 students attend this school. It is considered that there is a reasonable level of access to the school and the adjacent church.
Molong Central School	Education – Primary and secondary.	With approximately 297 students attending Molong Central School. The existing pedestrian infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school.

Generator	Activities	Suitability of Existing Infrastructure
Rotary Park	Passive recreation, travellers rest.	This park is the gateway to the southern sporting precinct in Molong, with amenities and shaded picnic tables. The park provides access to the main street of Molong via the pedestrian rail over bridge. To increase connectivity, additional paved pathways to the sports precinct have been proposed.
Molong Multi Purpose Sports Facility	Active recreation.	The newly constructed multi purpose sports facility has limited access from the northern side of Molong, with no pedestrian access from the southern side. As with the other generators in the vicinity, shared paths have been proposed to encourage active transport to the venues.
Molong Sports Ground	Active recreation.	This sports ground located on the southern side of Molong does not have any shared path or footpath access. To encourage active transport to this site, shared paths have been proposed.
Molong Tennis Courts	Active recreation.	The tennis courts, currently being refurbished, do not have any shared path or footpath access. To encourage active transport to this site, shared paths have been proposed.

11.5 Proposed Augmentation Works in Molong

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Molong, additional 2.5m wide reinforced concrete shared paths are proposed, as detailed in **Table 27** and shown in **Figure 22**.

Table 27 – Proposed Augmentation Works in Molong

Priority Ranking	Location	Length	Estimate
1	Edward Street - Park Street to Smith Street	120m	$39,000
2	Phillip Street - Smith Street to Wellington Street	250m	$81,300
3	Phillip Street - Park Street to Smith Street	120m	$39,000
4	Gidley Street - Molong Street to Wellington Street	200m	$65,000
5	Betts Street - Sports Facility to Dean Street	110m	$35,800
6	Watson Street - Euchareena Road to existing pathway	100m	$32,500
7	Dean Street - Betts Street to Shadforth Street	110m	$35,800
8	Shadforth Street - Dean Street to Marsden Street	230m	$74,800
9	Phillip Street - Wellington Street to Molong Street	210m	$68,300
10	Lee Street - Edwards Street to Gidley Street	225m	$72,300
11	Watson Street - Reservoir to Lee Street	50m	$16,500
12	Marsden Street - Shadforth Street to Rail Overpass	180m	$58,500
13	Gidley Street - Wellington Street to Lee Street	125m	$40,700
14	Gidley Street Lee Street to Smith Street	120m	$39,000
15	Gidley Street - Smith Street to Park Street	115m	$37,400
16	Watson Street - Lee Street to South Street	520m	$169,000
17	Edward Street - South Street to Park Street	120m	$39,000
18	Phillip Street - South Street to Park Street	120m	$39,000
19	Gidley Street – Smith Street to South Street	130m	$42,300
20	Lee Street - Gidley Street to Watson Street	210m	$68,300
21	Edward Street - Mitchell Highway to Edward Street	230m	$74,800

11.6 Proposed Upgrade Works in Molong

To increase the capability of the existing network, the following upgrades to existing footpaths are proposed to create a network of 2 to 2.5m wide shared paths within Molong. Note that the upgrades will be different widths, depending on the width of the existing footpath. Details of the proposed upgrades are provided in **Table 28** and shown in **Figure 22.**

Table 28 – Proposed Upgrade Works in Molong

Location	Length	Estimate
Euchareena Road - Molong Bowling Club to Watson Street	275	$39,400
Betts Street - Euchareena Road to Sports Fields	320	$45,800
Watson Street - Riddle Street to Bundella Close	100	$14,300
Watson Street - Bundella Close to Bank Street	100	$14,300
Watson Street - Bank Street to Gidely Street	400	$57,200
Watson Street - Gidely Street to Edwatd Street	220	$31,500
Watson Street - Edwatd Street to Hill Street	200	$28,600
Watson Street - Edwatd Street to Caldwell Molong	160	$22,900
King Street - Hill Street to Multipurpose Service Enterance	290	$37,700
Riddell Street - Phillip Street to Edwards Street - Both sides	430	$61,500
Riddell Street - Gidley Street to Molong Street	210	$30,100
Wellington Street - Watson Street to Gidely Street	190	$27,200
Gidley Street - Molong Street to Riddell Street - Both Sides	240	$34,400
Gidley Street - Bank Street to Watson Street - Both sides	400	$57,200
Edwards Street - Watson Street to Bells Lane	400	$57,200
Edwards Street - Bells Lane to Bank Street	400	$57,200
Edwards Street - Banks Street to Molong Street	700	$100,100

Figure 22 - Proposed Augmentation Works in Molong

Mullion Creek

12 Mullion Creek

12.1 Characteristics

Mullion Creek is located 19km northeast of Orange. Mullion Creek is a small village, comprising a church, school and community hall.

The 2016 census indicated that 557 people resided in Mullion Creek, with 48.9% of the population male and 51.1% female. The statistics did not detail the number of residents who cycled to work; however, 3 people in the community do no own cars. Manildra has a median age of 36, with people over 60 representing 17% of the population, with 24% of the population aged 14 and under.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

12.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Mullion Creek over the last 5 years.

The existing shared paths in Mullion Creek consist of approximately 400m of concrete shared paths including though the village green. The existing infrastructure is in good, condition, the majority of which has been recently constructed.

12.3 Existing Facilities

The existing facilities in Mullion Creek are described in **Table 29**.

Table 29 – Existing Pedestrian and Cyclist Facilities in Mullion Creek

Pedestrian Facility		
Off Road Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths.		

12.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 23**, and the existing network in relation to generators can be found in **Figure 24**. **Table 30** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 23 – Mullion Creek Pedestrian Generators

Figure 24 – Existing network in relation to pedestrian generators in Mullion Creek

Table 30 – Generators and Assessment of Existing Infrastructure in Mullion Creek

Generator	Activities	Suitability of Existing Infrastructure
Mullion Creek Primary School	Education – Primary.	Approximately 30 students attend the Mullion Creek Public School. The existing infrastructure has improved with the installation of shared paths in the area, however more shared paths with greater connectivity would provide encouragement for greater engagement of active transport to and from the school.
Community Hall and Recreation Reserve	Active and passive recreation.	The park provides a playground, amenities, picnic area sports facilities. The community hall is also located in the recreation reserve and hosts community events.
Mullion Creek Reserve	Active recreation.	Participate in recreational activity.
Mullion Creek Park	Active Recreation.	Participate in recreational activity.
St Brendan's Catholic Church	Religious worship, events with friends and family.	During the 2016 census, 212 residents identified as Catholic, attracting a large number of residents to the church. There is limited accessibility to the church by way of active transport. The community could benefit in increasing the accessibility of the generator by increasing the number of shared paths surrounding the church.

12.5 Proposed augmentation works Mullion Creek

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Mullion Creek, additional 2.5m wide concrete shared paths are proposed as detailed in **Table 31** and shown in **Figure 25**.

Table 31 – Proposed Augmentation Works in Mullion Creek

Priority Ranking	Location	Length	Estimate
1	Long Point Road - Reserve to Bevan Road	250m	$81,300
2	Bevan Street- Long Point Road to Church	300m	$97,500
3	Long Point Road - Miller Street to School	95m	$30,900
4	Bevan Road - School Access to Rick Street	45m	$14,700
5	Park - Long Point Road to existing	70m	$22.800
6	Rick Street - Bevan Road to Miller Street	160m	$52,000
7	Miller Street - Rick Street to Long Point Road	260m	$84,500
8	Ostini Lane - Bevan Road to Reserve	400m	$130,000
9	Reserve - Ostini Lane to Long Point Road	460m	$149,500
10	Belgravia Road -Lyndale Road to Burrendong Way Burrendong Way – Belgravia Road to Long Point Road Long Point Road – Burrendong Way to Bevan Road	1100m	$357,500
11	Lyndale Road – Belgravia Road to Shepherd Drive	430	$139,800

Figure 25 – Proposed Augmentation Works in Mullion Creek

Yeoval

13 Yeoval

13.1 Characteristics

Yeoval is located 82km north-west of Orange. Yeoval is known for its production of fine wool, wheat, orchards, canola, vineyards, beef cattle and fat lambs. The village's claim to fame is its connection with Banjo Patterson, who spent the first seven years of his life on his family property near the village.

The 2016 census indicated that 430 people resided in Yeoval, with 48% of the population male and 52% female. The statistics did not detail the number of people who cycled to work; however, 22 people in the community do no own cars. Yeoval has a median age of 45, with people over 60 representing 29.7% of the population, with 17.3% of the population aged 14 and under.

The statistics demonstrate the necessity of developing a network to allow children and older people to move throughout the village in a safe manner away from passing vehicular traffic.

13.2 Data and Accident Statistics

The NSW Centre for Road Safety details the statistics for accident statistics. The data shows no cyclist related incidents in Yeoval over the last 5 years.

13.3 Existing Facilities

The existing facilities in Yeoval are described in **Table 32**.

Table 32 – Existing Pedestrian and Cyclist Facilities in Yeoval

Pedestrian Facility		
Footpaths and Shared Paths A paved area of varying width located within the road verge. Where provision is made for bicycles to use these footpaths, they are known as shared paths.		
Bike Rack A Bike Rack is a device to which bicycles can be securely attached for parking and securing a bicycle. A bike rack may be free standing or it may be securely attached to the ground or some stationary object such as a building. There are bike racks located at the Yeoval swimming pool.		

13.4 Pedestrian Generators

The pedestrian generators are identified in **Figure 26,** and the existing network in relation to generators can be found in **Figure 27**. **Table 33** provides an assessment of the infrastructure located in the vicinity of the generators.

Figure 26 – Yeoval Pedestrian Generators

Figure 27 – Existing network in relation to pedestrian generators in Yeoval

Table 33 – Generators and Assessment of Existing Infrastructure in Yeoval

Generator	Activities	Suitability of current infrastructure
St Columbas Catholic School	Education – Primary.	There are approximately 12 students attending St Columbas School. The existing infrastructure is considered adequate, with a proposed extension of the shared path to the north of the school.
Aged Care Centre	Health Facility	The existing infrastructure surrounding the facility is considered to be reasonably adequate. Greater access to residential areas is being proposed.
Baptist Church	Religious worship, events with friends and family.	There are approximately 29 community members who identify as Baptist in Yeoval, with a reasonable network in place to access the church using active transport.
Shopping Precinct	Access to local businesses, shopping, socializing.	The existing network satisfactorily meets the needs of the community in the town centre. Additional connectivity to other generators would increase the capacity of the network.
Yeoval Sports Ground and tennis courts	Active recreation.	The Oval caters to a large variety of sports and activities. To encourage users to walk or ride to the facility, greater connectivity to the residential areas is recommended.
Yeoval Swimming Pool	Active recreation and training for competitive events.	Accessibility to the pool is adequate. The provision of bicycle racks encourages active transport to attend the pool. Greater network linkages to other generators such as local schools and the sporting grounds would provide greater opportunities for locals to partake in active transport to reach the pool.
Yeoval Central School	Education – Primary.	Approximately 53 students attend Yeoval Central School. The existing infrastructure is considered adequate; however, it is proposed to install a shared path towards the east of the school.
Yeoval Uniting Church	Religious worship, events with friends and family.	There are approximately 62 community members who identify as Uniting Church in Yeoval, with a reasonable network in place to access the church using active transport.
Yeoval Bowling Club	Active recreation facility, entertainment venue.	The existing infrastructure has improved with the addition of the shared path. Greater connections to residential area and sports ground have been proposed.

13.5 Proposed Augmentation Works in Yeoval

To cater to community needs, encourage greater rates of active transport and create a wider network of pedestrian facilities in Yeoval, additional 2.5m wide concrete shared paths are proposed, as detailed in **Table 34** and shown in **Figure 28**.

Table 34 – Proposed Augmentation Works in Yeoval

Priority Ranking	Location	Length	Estimate
1	Banjo Patterson Way - Central School to Molong Street	200m	$65,000
2	Forbes Street - St Columbas to Molong Street	200m	$65,000
3	Molong Street - Lord Street to Lachlan Street	170m	$55,300
4	Renshaw McGirr Way - Molong Street to pedestrian bridge	65m	$21,200
5	Molong Street - Lachlan Street to Cardington Street	80m	$26,000
6	Ganoo Street - Bathurst Street to King Street	240m	$78,000
7	King Street - Ganoo Street to Lucknow Street	190m	$61,800
8	Ganoo Street - Warne Street to Bathurst Street	225m	$72,300
9	Molong Street - Cardington Street to Crown Street	70m	$22,800
10	Lucknow Street - King Street to Obley Street	110m	$35,800
11	Crown Street - Molong Street to King Street	155m	$50,400
12	Crown Street - Cardington Street to Molong Street North	85m	$27,700
13	Crown Street - Cardington Street to Molong Street South	95m	$30,900

13.6 Proposed Upgrade Works in Yeoval

To increase the capability of the existing network, the following upgrades to existing footpaths are proposed to create a network of 2 to 2.5m wide shared paths within Yeoval. Note that the upgrades will be different widths, depending on the width of the existing footpath. Details of the proposed upgrades are provided in **Table 35** and shown in **Figure 28.**

Table 35 – Proposed Upgrade Works in Yeoval

Location	Length	Estimate
Forbes Street to Bathurst Street	105	$15,100
Forbes Street - Lord Street to Lachlan Street	150	$21,500
Forbes Street - Lucknow Street to King Street	220	$31,500
Forbes Street - Lachlan Street to Cardington Street	130	$18,600
Forbes Street - King Street to Obley Road	120	$17,200
Forbes Street - King Street to Banjo Patterson Way	125	$17,900
Banjo Patterson Way - Forbes Street to Yeoval Central School	180	$25,800

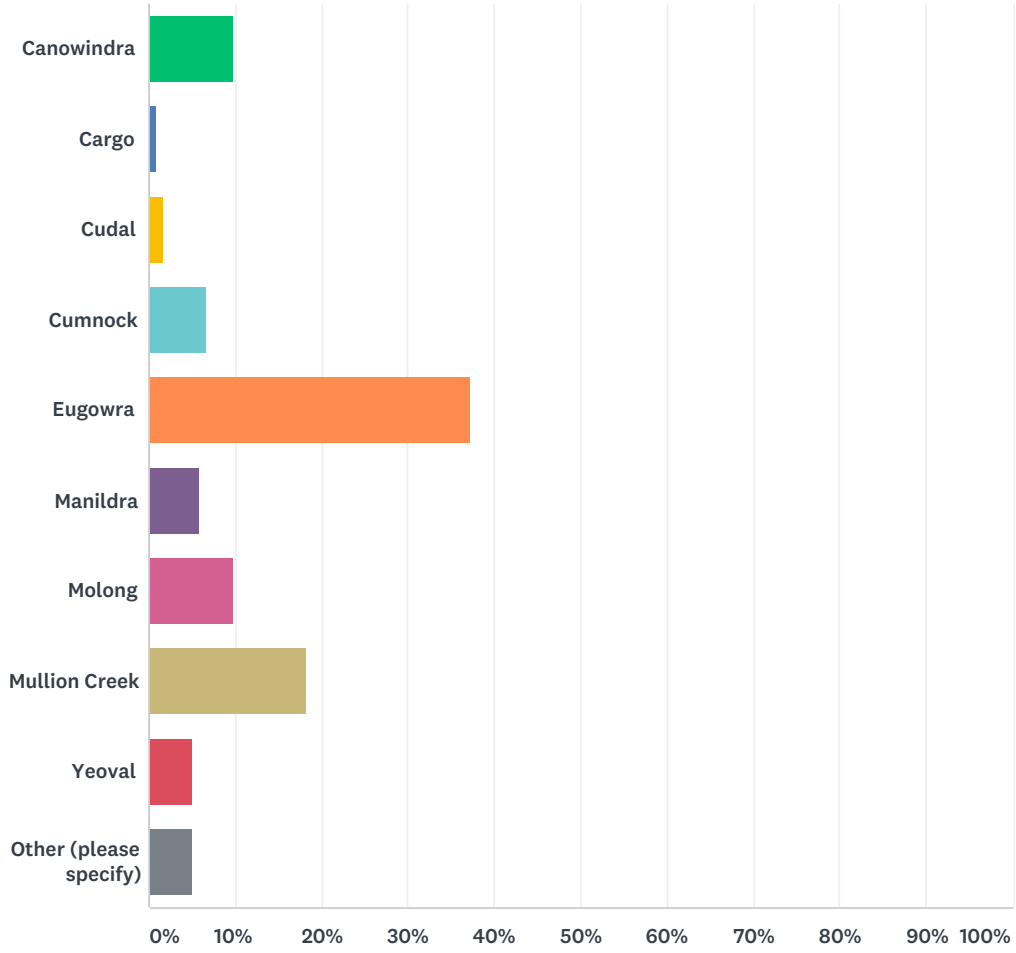
Location	Length	Estimate
King Street - Uniting Church to Crown Street termination of footpath	50	$7,200
Cardington Street - Forbes Street to termination of footpath both sides	280	$40,100
Lachlan Street - Molong Street to Forbes Street	200	$28,600
Lord Street - Forbes Street to Community Health Centre	150	$21,500
Lucknow Street - Rugby Club to Forbes Street	155	$26,200
Obley Street - Lucknow Street to end of path	175	$25,100
Obley Street - Lucknow Street to Forbes Street	220	$42,900
King Street - Crown Street to Forbes Street both sides	387	$55,400

Figure 28 – Proposed Augmentation Works in Yeoval

Appendix 1: Community Consultation Results

Q1 Which town or village are you from?

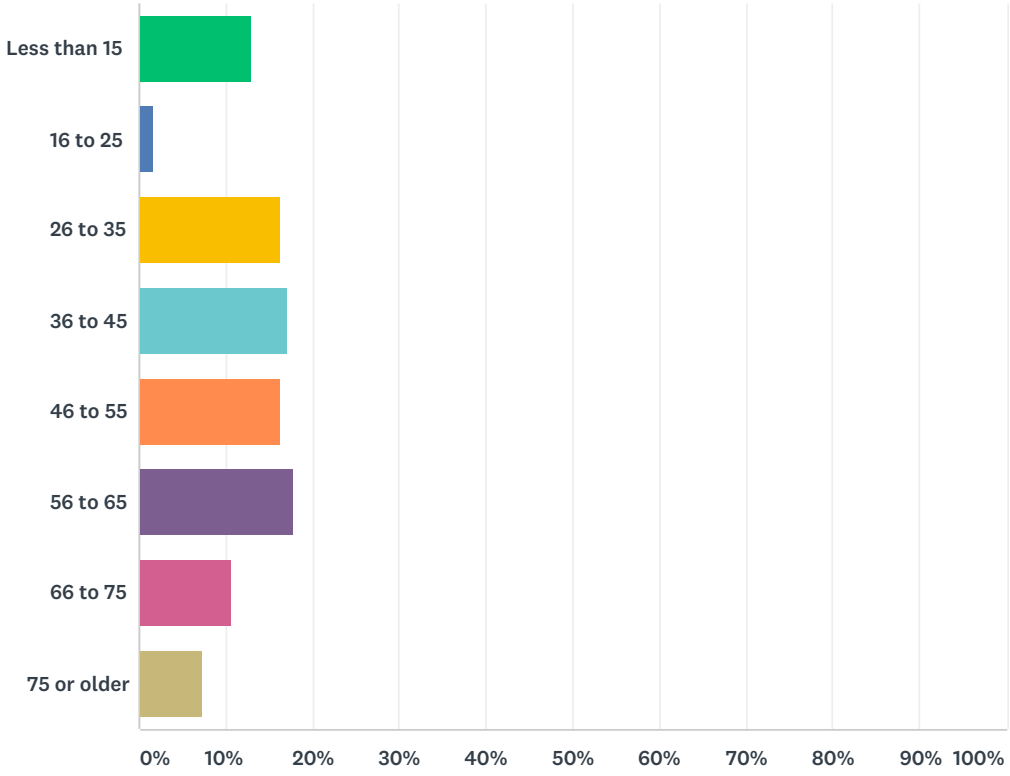
Answered: 121 Skipped: 2



ANSWER CHOICES	RESPONSES	
Canowindra	9.92%	12
Cargo	0.83%	1
Cudal	1.65%	2
Cumnock	6.61%	8
Eugowra	37.19%	45
Manildra	5.79%	7
Molong	9.92%	12
Mullion Creek	18.18%	22
Yeoval	4.96%	6
Other (please specify)	4.96%	6
TOTAL		121

Q2 What is your age Group?

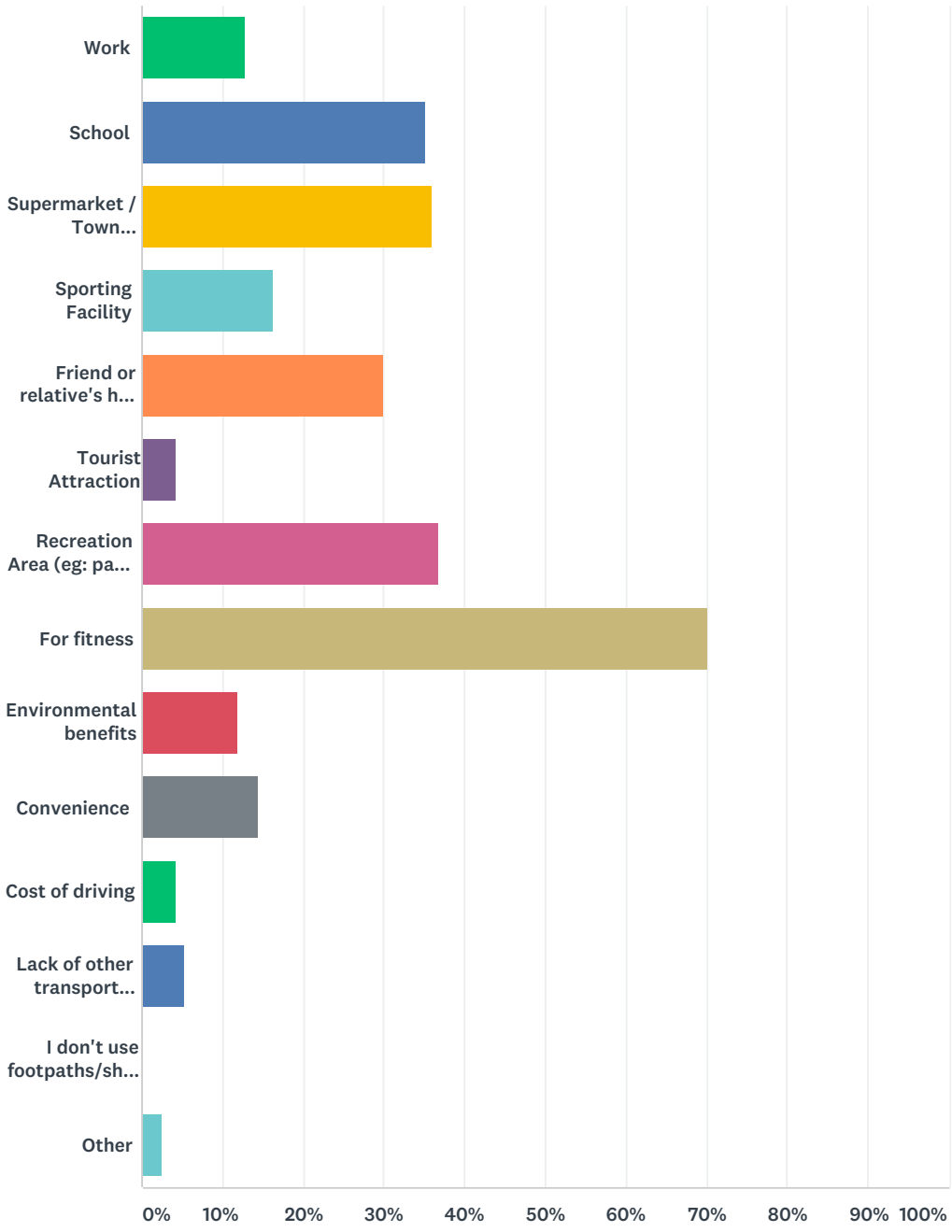
Answered: 123 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 15	13.01%	16
16 to 25	1.63%	2
26 to 35	16.26%	20
36 to 45	17.07%	21
46 to 55	16.26%	20
56 to 65	17.89%	22
66 to 75	10.57%	13
75 or older	7.32%	9
TOTAL		123

Q3 What best describes the reasons you choose to walk or cycle around?

Answered: 117 Skipped: 6

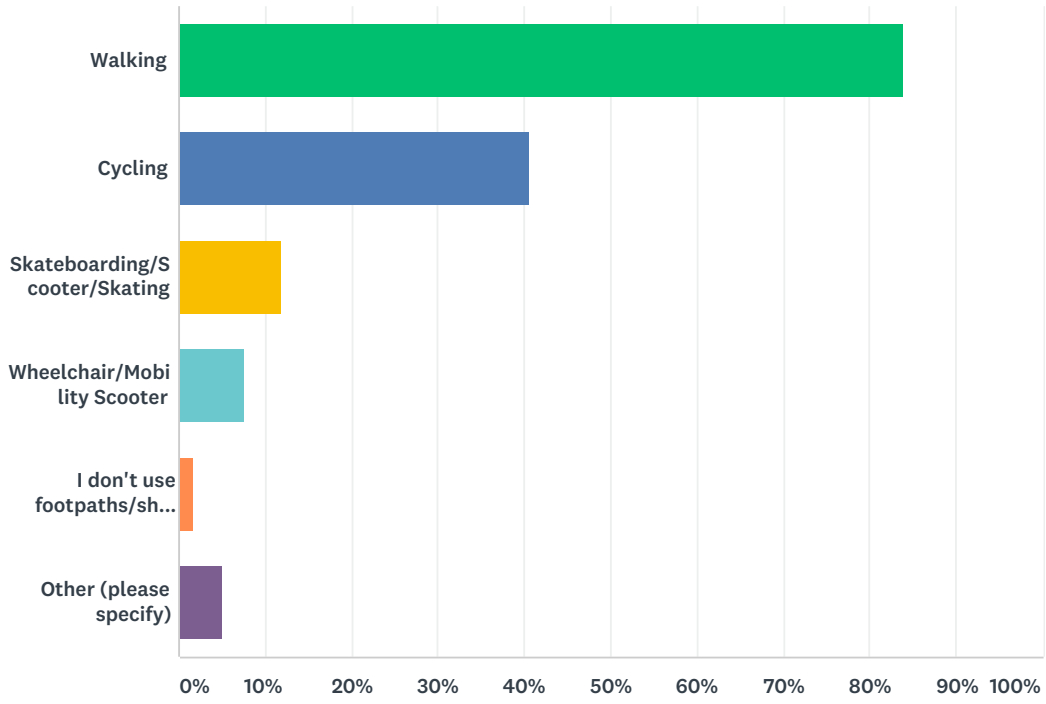


ANSWER CHOICES	RESPONSES	
Work	12.82%	15
School	35.04%	41
Supermarket / Town Centre/shops	35.90%	42
Sporting Facility	16.24%	19
Friend or relative's home (social)	29.91%	35
Tourist Attraction	4.27%	5

Recreation Area (eg: park, pool) or leisure	36.75%	43
For fitness	70.09%	82
Environmental benefits	11.97%	14
Convenience	14.53%	17
Cost of driving	4.27%	5
Lack of other transport options	5.13%	6
I don't use footpaths/shared paths	0.00%	0
Other	2.56%	3
Total Respondents: 117		

Q4 Which mode of transport do you most commonly use on bike paths and shared paths?

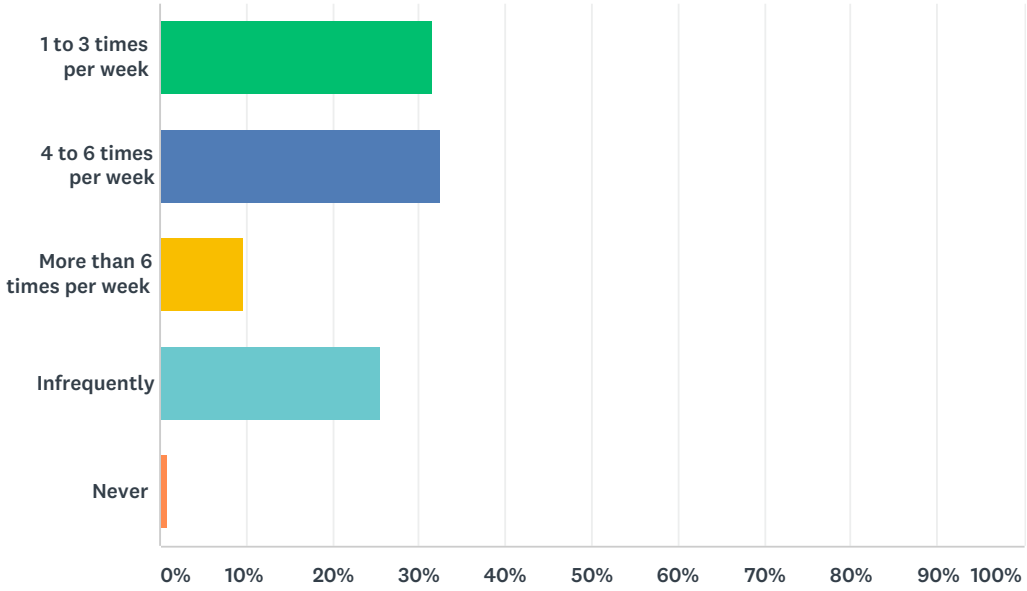
Answered: 118 Skipped: 5



ANSWER CHOICES	RESPONSES	
Walking	83.90%	99
Cycling	40.68%	48
Skateboarding/Scooter/Skating	11.86%	14
Wheelchair/Mobility Scooter	7.63%	9
I don't use footpaths/shared paths	1.69%	2
Other (please specify)	5.08%	6
Total Respondents: 118		

Q5 How many times a week would you walk to your destination?

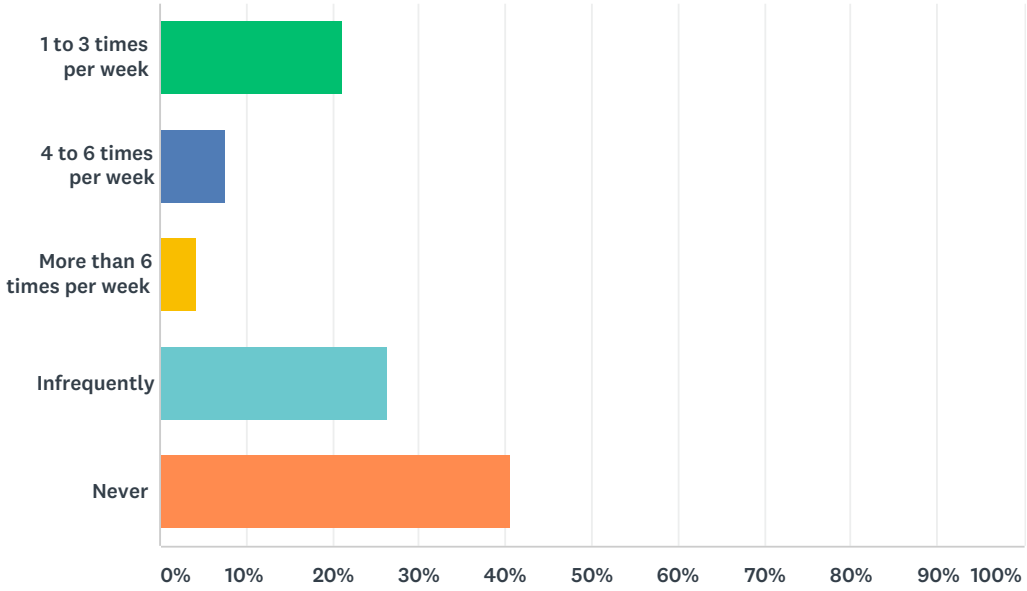
Answered: 114 Skipped: 9



ANSWER CHOICES	RESPONSES	
1 to 3 times per week	31.58%	36
4 to 6 times per week	32.46%	37
More than 6 times per week	9.65%	11
Infrequently	25.44%	29
Never	0.88%	1
TOTAL		114

Q6 How many times a week would you cycle to your destination?

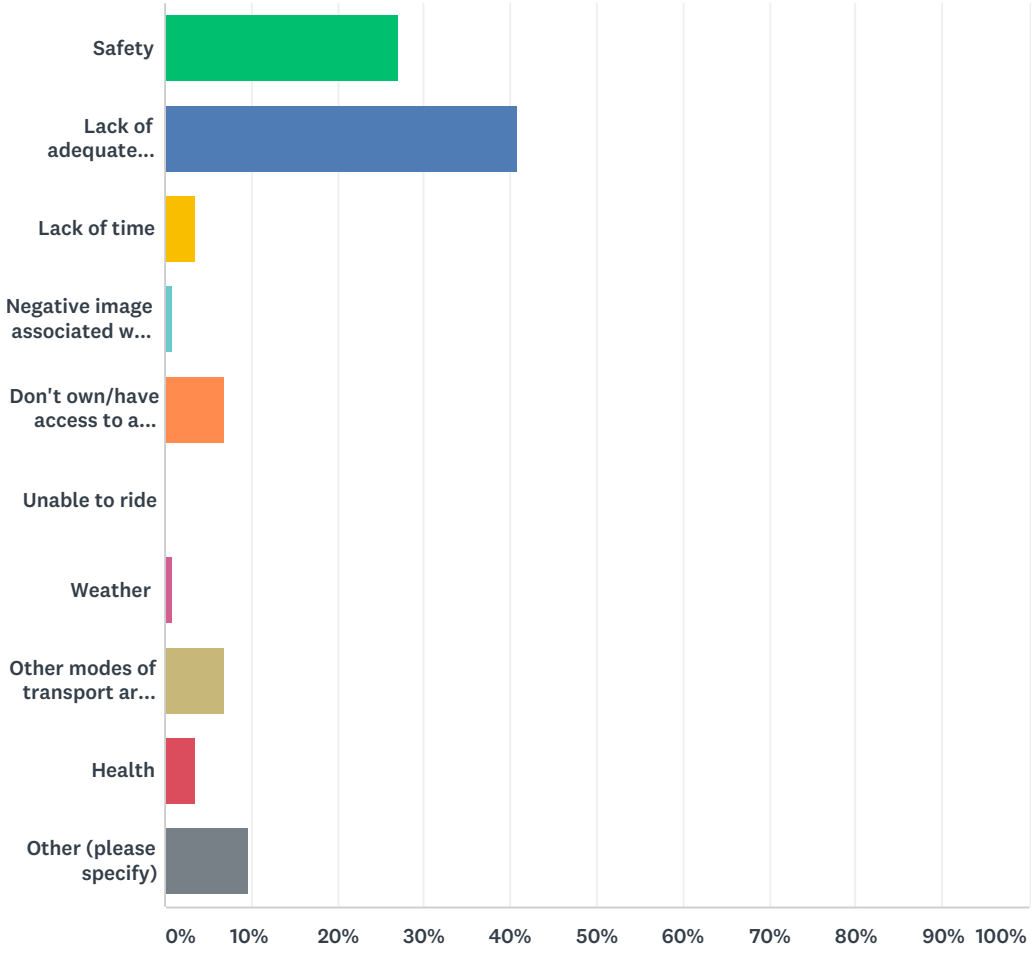
Answered: 118 Skipped: 5



ANSWER CHOICES	RESPONSES	
1 to 3 times per week	21.19%	25
4 to 6 times per week	7.63%	9
More than 6 times per week	4.24%	5
Infrequently	26.27%	31
Never	40.68%	48
TOTAL		118

Q7 What is you primary impediment to cycling or walking to your destination?

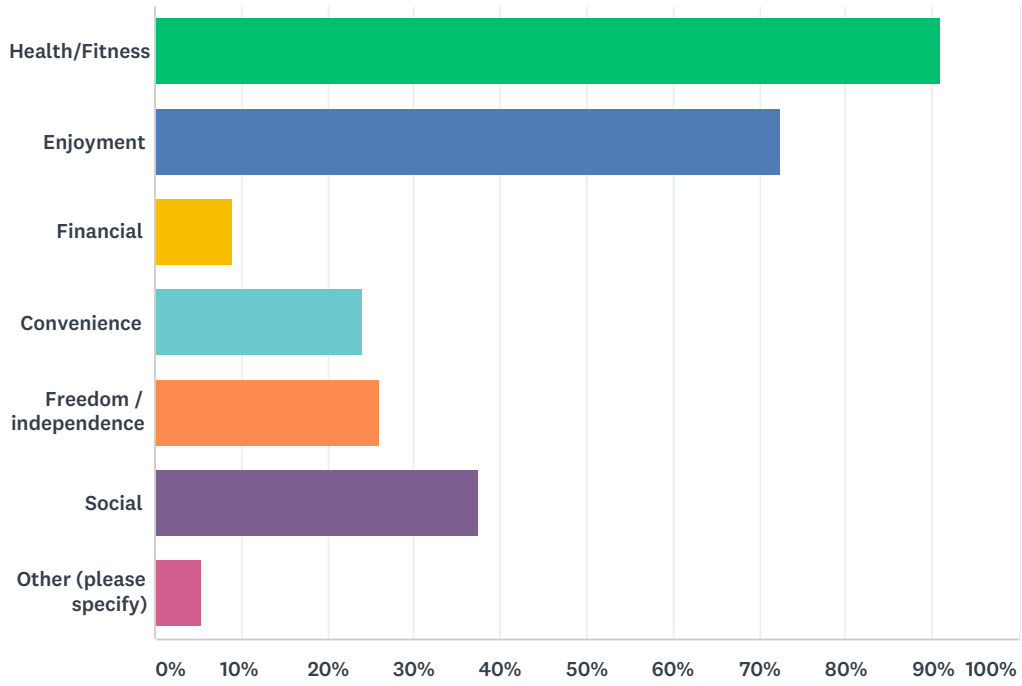
Answered: 115 Skipped: 8



ANSWER CHOICES	RESPONSES	
Safety	26.96%	31
Lack of adequate paths/lanes/end-of-trip facilities	40.87%	47
Lack of time	3.48%	4
Negative image associated with cycling	0.87%	1
Don't own/have access to a bicycle	6.96%	8
Unable to ride	0.00%	0
Weather	0.87%	1
Other modes of transport are more convenient	6.96%	8
Health	3.48%	4
Other (please specify)	9.57%	11
TOTAL		115

Q8 What are the major benefits you experience from cycling or walking?

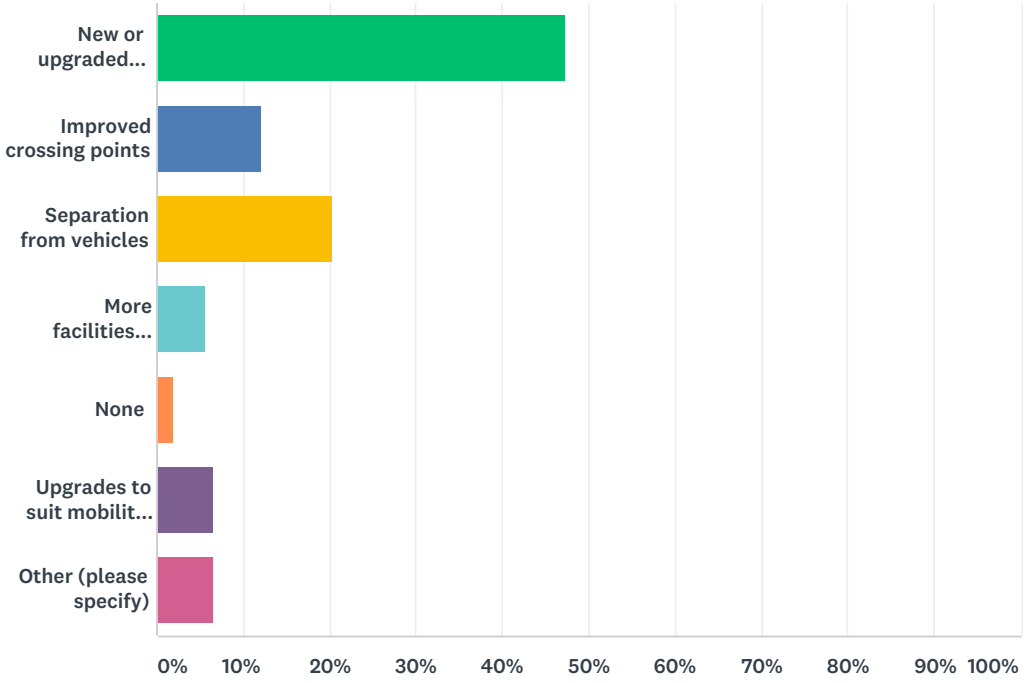
Answered: 112 Skipped: 11



ANSWER CHOICES	RESPONSES	
Health/Fitness	91.07%	102
Enjoyment	72.32%	81
Financial	8.93%	10
Convenience	24.11%	27
Freedom / independence	25.89%	29
Social	37.50%	42
Other (please specify)	5.36%	6
Total Respondents: 112		

Q9 What improvements would you like to see that would encourage you to walk or cycle more often?

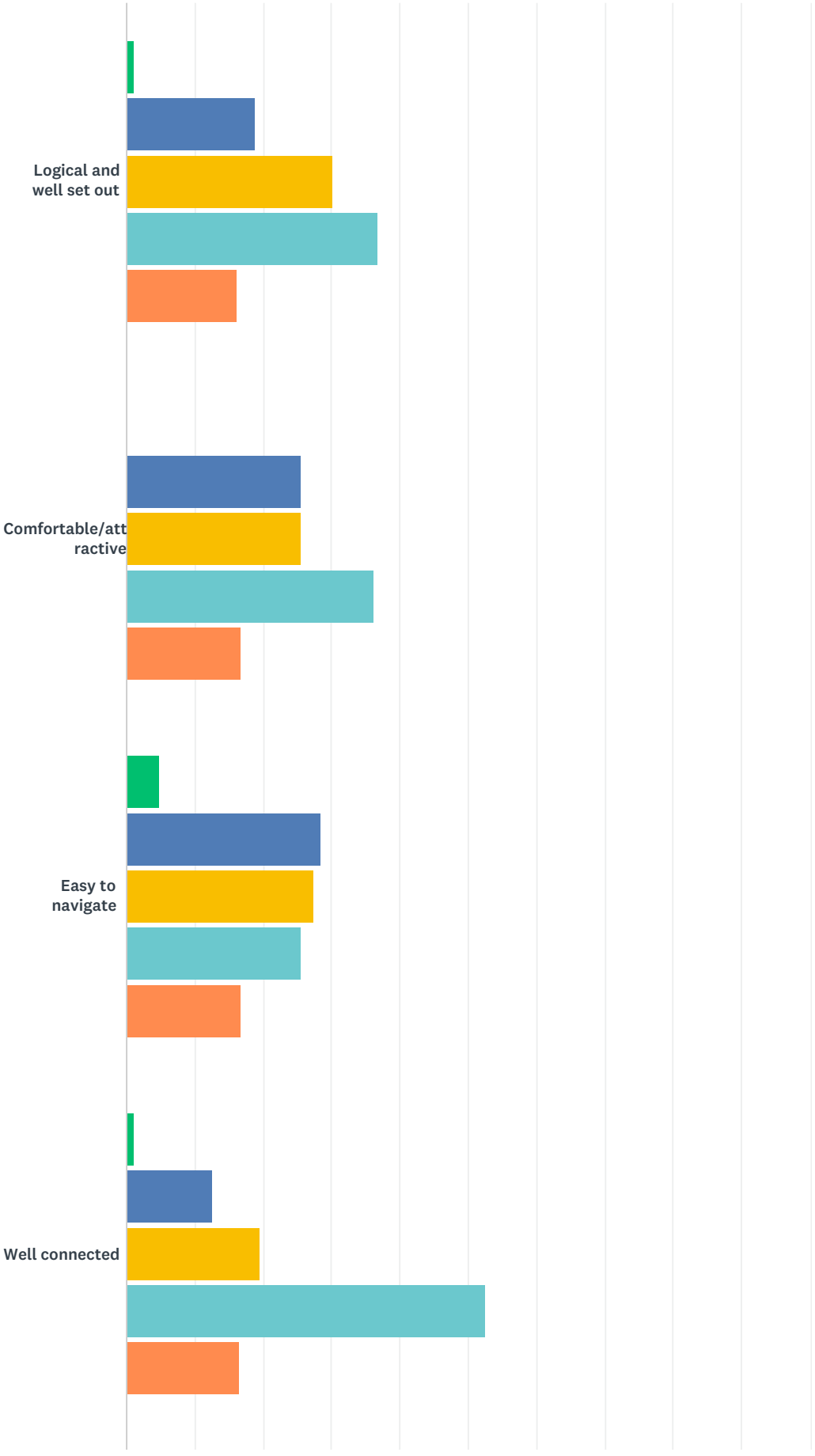
Answered: 108 Skipped: 15

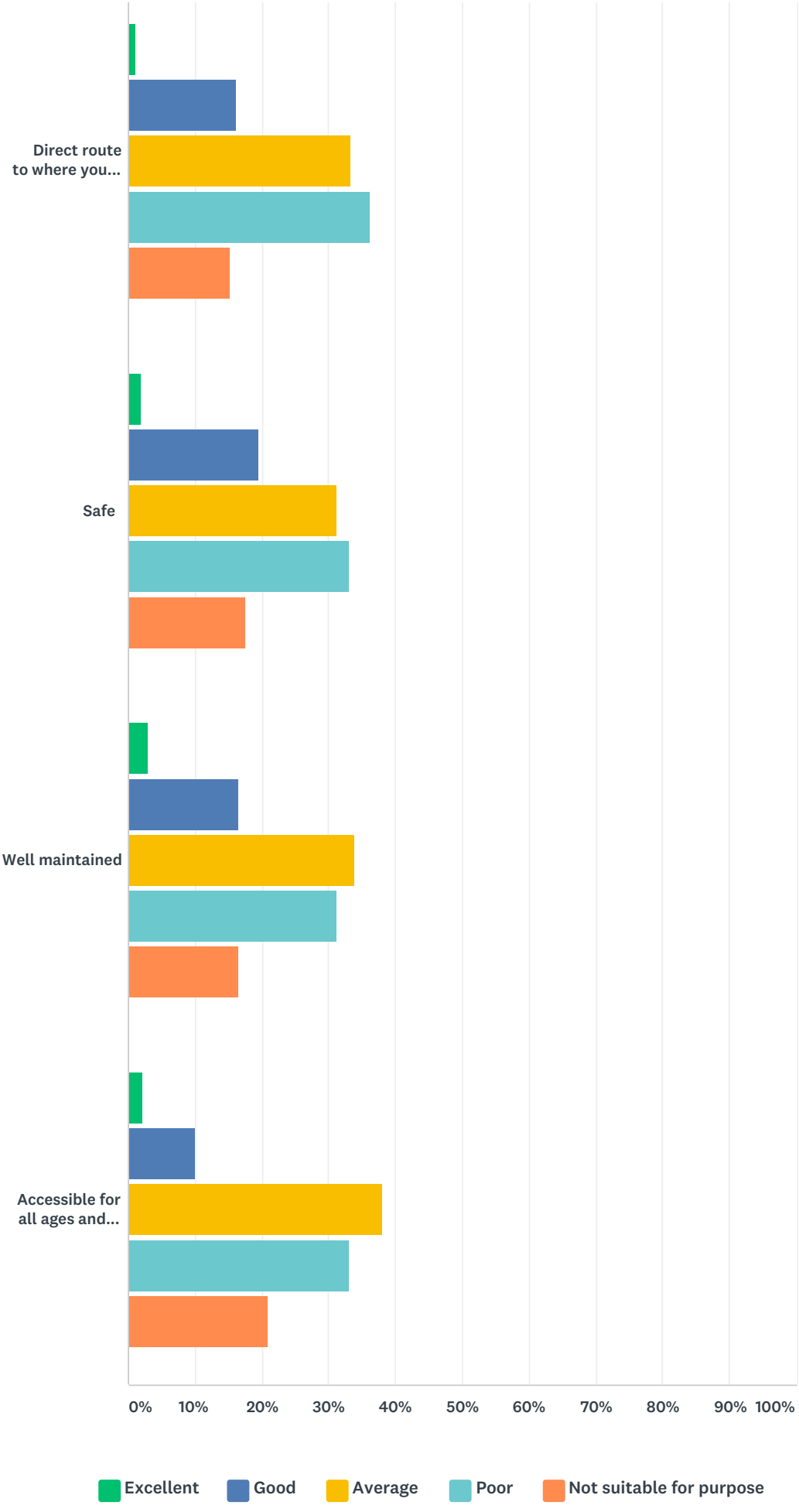


ANSWER CHOICES	RESPONSES	
New or upgraded pathways	47.22%	51
Improved crossing points	12.04%	13
Separation from vehicles	20.37%	22
More facilities along the route (such as water fountains, public facilities, seating)	5.56%	6
None	1.85%	2
Upgrades to suit mobility needs	6.48%	7
Other (please specify)	6.48%	7
TOTAL		108

Q10 How do you rate the current pedestrian facilities?

Answered: 107 Skipped: 16

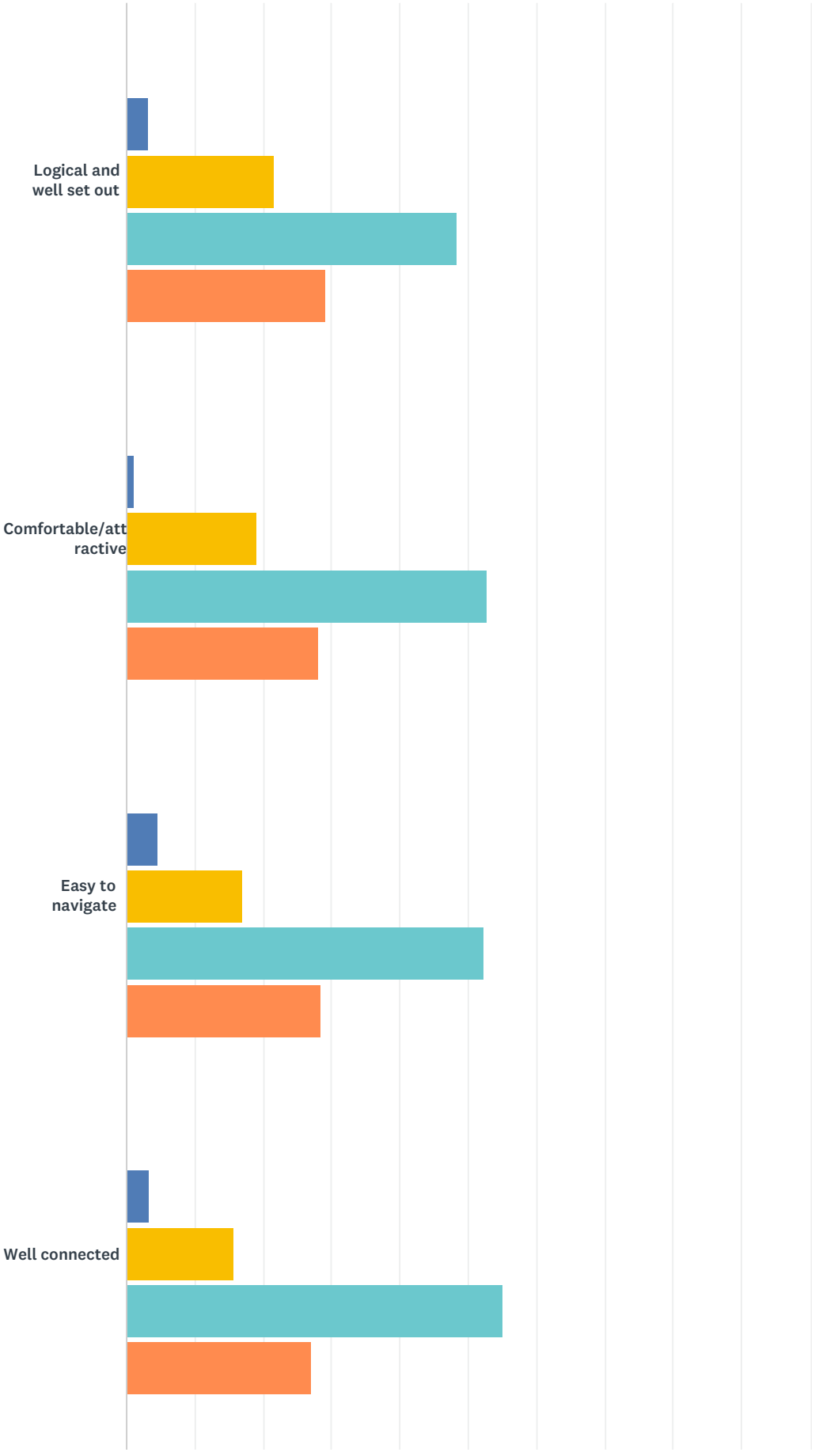



Direct route to where you...
Safe
Well maintained
Accessible for all ages and...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Excellent
Good
Average
Poor
Not suitable for purpose

	EXCELLENT	GOOD	AVERAGE	POOR	NOT SUITABLE FOR PURPOSE	TOTAL RESPONDENTS
Logical and well set out	0.94% 1	18.87% 20	30.19% 32	36.79% 39	16.04% 17	106
Comfortable/attractive	0.00% 0	25.49% 26	25.49% 26	36.27% 37	16.67% 17	102
Easy to navigate	4.90% 5	28.43% 29	27.45% 28	25.49% 26	16.67% 17	102
Well connected	0.97% 1	12.62% 13	19.42% 20	52.43% 54	16.50% 17	103
Direct route to where you want to go	0.95% 1	16.19% 17	33.33% 35	36.19% 38	15.24% 16	105
Safe	1.94% 2	19.42% 20	31.07% 32	33.01% 34	17.48% 18	103
Well maintained	2.91% 3	16.50% 17	33.98% 35	31.07% 32	16.50% 17	103
Accessible for all ages and abilities	2.00% 2	10.00% 10	38.00% 38	33.00% 33	21.00% 21	100

Q11 How do you rate the current bicycle network?

Answered: 93 Skipped: 30



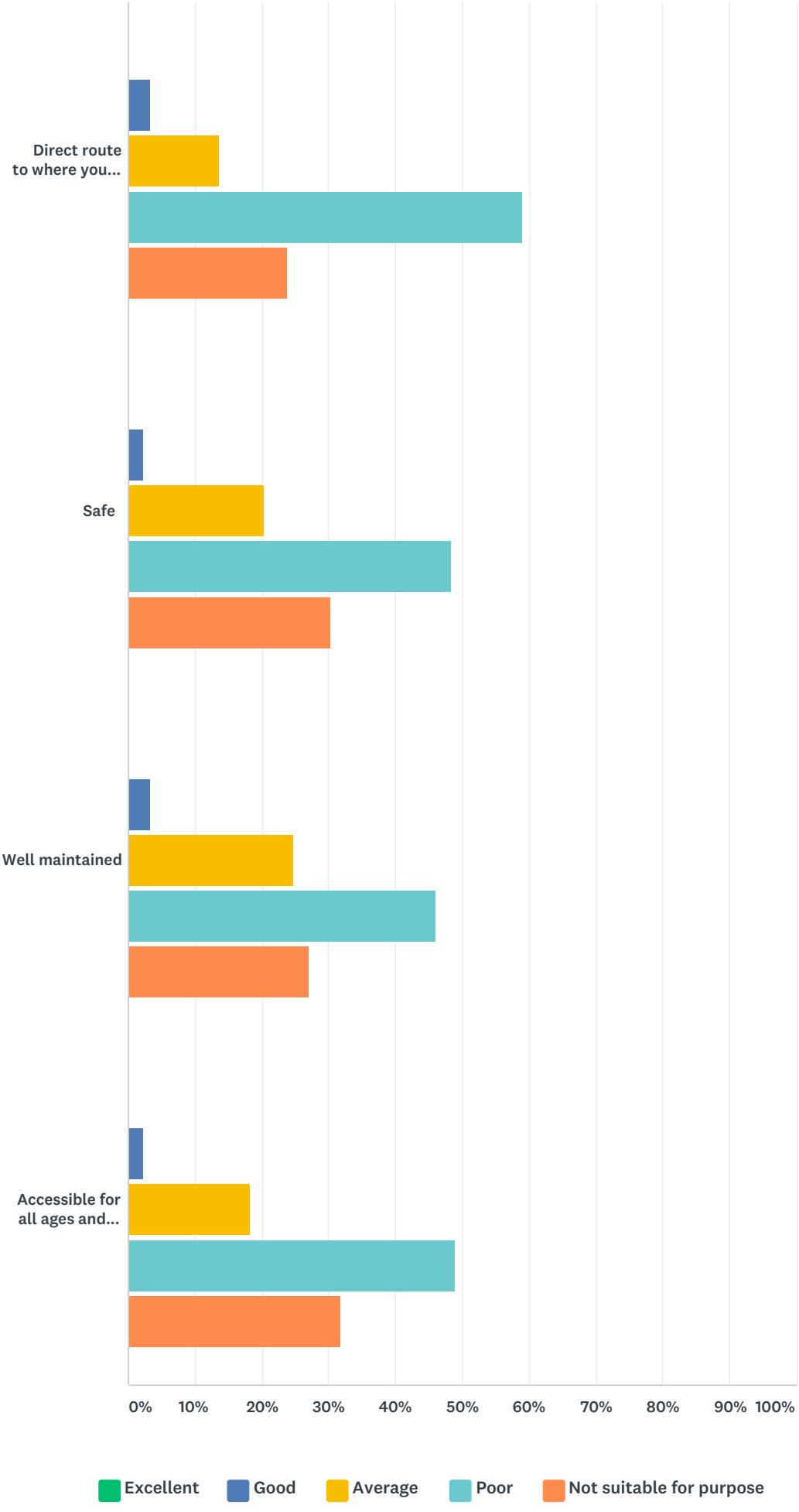
Q12 What can be done to improve the pedestrian/bicycle network?

Answered: 83 Skipped: 40

#	RESPONSES	DATE
1	Actually putting one in would be a start.	9/30/2019 1:49 AM
2	Heaps	9/30/2019 1:17 AM
3	Pathways	9/25/2019 5:31 AM
4	Firstly, we need footpaths, which can also be bike friendly. Pye St has no footpath in the residential area and pedestrians, kids on bikes and scooters, mothers pushing prams, all walk ALONG THE ROADWAY. This is a safety issue. Trying to walk along the verge results in dogs limping from cat heads & other burrs in their paws, and my sandals full of grass seeds and grit. I walk always along the roadway whenever I can, and my dogs even prefer the roadway because of the lack of burrs and prickles. The verge is also a falling risk because of humps and hollows which make the walking experience quite hazardous. Walking along the Pye St roadway is also hazardous as we have to dodge trucks and speeding vehicles. It is a busy roadway. It is crazy for pedestrians to be forced into sharing the road with cars and trucks.	9/25/2019 5:01 AM
5	Create paved areas off the road carriageways, with shared pathways in accordance with modern standards, particularly over bridge.	9/25/2019 4:15 AM
6	Better crossing points, linked walking and bike tracks and seating along the way	9/23/2019 8:50 PM
7	We would like to see the pathways connect the whole village including the school and to extend to the Cumnock Golf Club and Cumnock Showgrounds with a safe crossing for the children. We would then be able to use all these facilities more often for sport and other cultural events.	9/22/2019 6:16 PM
8	Wider roads and bicycle lanes	9/22/2019 8:55 AM
9	More safe paths for parents to walk thier kids to school	9/22/2019 8:51 AM
10	Finish it	9/22/2019 8:21 AM
11	Proper and safe paths as we have none	9/22/2019 8:10 AM
12	Introducing bike lanes or paths for walking /cycling	9/22/2019 8:02 AM
13	Wider and level pedestrian paths are needed. It needs to be cleaned and maintained regularly. The speed limit around it needs to be lowered. At present the path is dangerous for any walker or riders.	9/22/2019 7:25 AM
14	We need a pathway!! We don't have a walking/cycling path from Shepards drive to mullion creek school	9/22/2019 6:59 AM
15	There is not a direct link from our street to the school. I luke to walk my kids to school from Shepherd Drive in Mulluon Creek, however, there is no separation from vehicles travelling at 80km/hr and pedestrians. It makes me feel incredibly unsafe walking or riding bicycles with 2 kids being that close to fast traffic. We also have to negotiate crossing Burrendong Way on which vehicles are also travelling at 80km/hr. There is no designated walk/bike pathway ar any point on Burrendong Way making it extremely difficult to walk/ride along and also to cross.	9/22/2019 6:55 AM
16	Living in shepherd drive with children in school, I feel unsure and worried about the speed and the fact there is no option for the children to be safe	9/22/2019 6:46 AM
17	New paths!!	9/22/2019 6:40 AM
18	Make one	9/22/2019 6:39 AM
19	Cycle/foot paths from the shepherd drive area to the school	9/22/2019 6:38 AM
20	To extend the footpaths over the railway line to golf course & showground because the walkers have to walk on side of road which can be unsafe	9/22/2019 2:52 AM
21	More	9/21/2019 7:11 AM
22	Cumnock needs more footpaths connecting area's in and around the village. Safe walking/ cycle paths will help peoples safety and ability to exercise and walk safely.	9/21/2019 3:12 AM
23	I would like more paths and the old ones replaced.	9/18/2019 8:51 PM
24	replace the old paths with the new paths.	9/18/2019 8:51 PM

25	I want all the old paths replaced because there all cracked and not yucky of how they are now.	9/18/2019 8:51 PM
26	more paths to where more people walk around	9/18/2019 8:51 PM
27	more paths, fix old paths and join paths together	9/18/2019 8:51 PM
28	more paths builded	9/18/2019 8:51 PM
29	BMX tracks with jumps	9/18/2019 8:37 PM
30	BMX tracks with jumps	9/18/2019 8:37 PM
31	BMX track with jumps	9/18/2019 8:37 PM
32	BMX track with a few jumps.	9/18/2019 8:36 PM
33	build more path	9/18/2019 8:20 PM
34	BUILD more paths	9/18/2019 8:20 PM
35	build more paths	9/18/2019 8:19 PM
36	BUILD more paths	9/18/2019 8:19 PM
37	build more path	9/18/2019 8:19 PM
38	connect pathways that were identified in previous plan.	9/17/2019 7:39 AM
39	More of them	9/13/2019 7:56 AM
40	Safe access linkage to local shop/post office & adjacent unsealed roads	9/12/2019 1:35 AM
41	Actually finish building one	9/12/2019 12:10 AM
42	More path ways, safer crossing over bridge, pedestrian crossings	9/11/2019 9:16 PM
43	Train car drivers to observe smaller vehicles. Train bike riders and mobility scooters to be highly visible. Convince them not to be reckless. Put more edge on the road to give bikes more space for the entire journey.	9/11/2019 7:46 PM
44	All of the points on question 9.	9/11/2019 7:23 PM
45	New footpaths and a foot bridge over the creek.	9/11/2019 6:35 PM
46	I am not aware of any cycling network in Eugowra but a foot/cycle bridge connecting the park near the pub with the other parkland on the northern side of the creek would be most appropriate. A good example is the footbridge in Canowindra.	9/11/2019 6:05 PM
47	A cycleway be installed or provisions made for bicycle routes, especially in Eugowra where children ride bicycles to/from school and for leisure, however, is extremely dangerous due to the large trucks on the main roads	9/11/2019 10:08 AM
48	Pathway in Pye Street Eugowra needed badly. Young families and aged persons live in the vicinity.	9/11/2019 8:45 AM
49	There is no bicycle routes in Eugowra, even it has been talked about for years.	9/10/2019 9:18 PM
50	If Cabonne Council implemented the plan for an upgrade to the facilities as per the plan submitted to them 2 years ago	9/10/2019 3:00 AM
51	Major link connection to each side of the township over the Mandagery Road bridge. The pedestrian crossing is to narrow and to close to traffic. Needs a separate crossing to be wide as the new pathways.	9/10/2019 2:08 AM
52	Trip hazards need to be address in much of the towns walk ways	9/9/2019 7:19 PM
53	Create one	9/9/2019 6:49 PM
54	We need more footpaths to make it safe to walk or ride beside our roads. We have so many trucks travelling through our town it is too unsafe to walk with small children.	9/9/2019 5:39 PM
55	Connect them so there is no need to cross busy roads.	9/5/2019 10:55 PM
56	We have a great walking track but are not able to cycle on this track,maybe the council could look at converting unused rail tracks to cycle tracks,this is working well in lots of areas in Victoria	9/5/2019 2:35 AM
57	Currently there are no walking pathways from the main estate area (shepard drive) in Mullion Creek to access the school or recreation area via Burrendong Way.	9/4/2019 9:27 PM
58	Pathway along Burrendong way, Bevan Rd and Long Point Rd for School access.	9/4/2019 5:28 AM

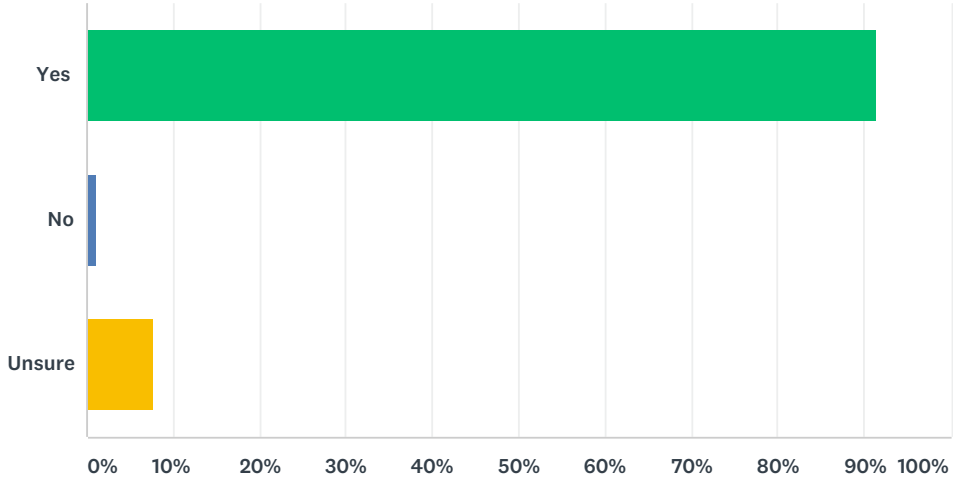
59	designated and well maintain shared paths for walking and cycling both for specific destinations and scenic for recreation/tourist	9/3/2019 7:08 AM
60	Connect the west of Mullion Creek to the east of Mullion Creek. It is very separated and would make it a lot easier to use facilities in the community, such as school, exercise equipment etc.	9/2/2019 7:32 AM
61	Improve crossing at intersections. Keep up with cat head control.	9/2/2019 7:11 AM
62	Need more bike paths and pedestrian crossings connecting the western side of Mullion Creek to the main part of town. Eg the rec grounds	9/2/2019 3:42 AM
63	More, repair, renew and/or replace	9/1/2019 7:55 PM
64	Greater separation on roads so that bikes can share the toad with cars	9/1/2019 4:03 AM
65	Start with the tar. Do a better job at the edge of the roads and use a tar that sets, not the rubbery or loose stuff that has been used lately (Ryall and Short Streets are examples of this. The intersection near the pool is just dreadful for everything...cars, trucks, bikes and pedestrians. It just seems to be too narrow and the traffic islands seem to make it worse not better. The children's crossing on Tilga Streets between the schools needs either lights or to be a striped pedestrian crossing. As is it isn't enough to communicate to the traffic that it they have to give way only at certain times of the day. Stop making the designs of where the gutter and road meets so steap and badly finished. It is hard enough to walk. Can't imagine how hard it is for mobility schooters, wheelchairs and prams.	9/1/2019 1:22 AM
66	Make the surfaces safer	8/31/2019 2:06 AM
67	More Footpaths	8/30/2019 7:22 PM
68	I feel having a safe link between Moorbel and Canowindra would be highly beneficial. There are more and more young families moving to Moorbel and having safe facilities that allow for strollers/prams would benefit the health of parents and children. Keep the trees though, they’re lovely!	8/30/2019 9:17 AM
69	Since there are no bicycle networks at all in Cudal I have answered the above question as meaning the roads or paths to and within the Common. The track within the Cudal Common up to the old quarry is easily eroded and after rainfall events can be very dangerous to ride on. Impossible to ride on grass due to catheads and other weeds that puncture tyres easily. I've covered sprayed gravel for road repairs elsewhere.	8/30/2019 5:51 AM
70	Some don’t continue. You might cross the road after using a footpath to no footpath at all. A decent footpath system needs to be finished around both Schools in town where parents are accessing the schools with prams and their children on bikes and scooters. Specifically the whole block for both schools not just the highway / partial main entrance sides.	8/30/2019 5:48 AM
71	Need more	8/30/2019 3:14 AM
72	More and better maintained	8/30/2019 3:03 AM
73	Install more. Connect places of interest. Continue path in cargo from centre of town to the oval. Path around oval for safe place for kids to ride.	8/30/2019 2:45 AM
74	Lack of connections to centre of town. Too many places require walking in the road. Parks/pool not linked to town centre. No ramps at locations for disabled/prams	8/30/2019 2:22 AM
75	More pathways around town so that we can be seperate from the traffic	8/30/2019 2:16 AM
76	Paths that are planned and paved/concreted and made attractive with grass, trees or other landscaping.	8/30/2019 2:15 AM
77	Link towns together so families can ride safely between them and attract tourists to ride them too and appreciate country side	8/30/2019 2:12 AM
78	Walking & cycle access to top of Mt Canoblas from Orange.	8/30/2019 2:07 AM
79	Implement plan as previously proposed and ranked in PAMP	8/30/2019 2:06 AM
80	Would love to see more bicycle paths / networks for kids and recreational riding.	8/30/2019 2:01 AM
81	More spent on bike facilities.	8/30/2019 1:58 AM
82	Actually having a bike track in town.	8/30/2019 1:37 AM
83	Maintenance of current pathways and new pathways to ensure access and safety of people walking without having to walk on roads	8/30/2019 1:30 AM


Direct route to where you...
Safe
Well maintained
Accessible for all ages and...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Excellent
Good
Average
Poor
Not suitable for purpose

	EXCELLENT	GOOD	AVERAGE	POOR	NOT SUITABLE FOR PURPOSE	TOTAL RESPONDENTS
Logical and well set out	0.00% 0	3.23% 3	21.51% 20	48.39% 45	29.03% 27	93
Comfortable/attractive	0.00% 0	1.12% 1	19.10% 17	52.81% 47	28.09% 25	89
Easy to navigate	0.00% 0	4.55% 4	17.05% 15	52.27% 46	28.41% 25	88
Well connected	0.00% 0	3.37% 3	15.73% 14	55.06% 49	26.97% 24	89
Direct route to where you want to go	0.00% 0	3.41% 3	13.64% 12	59.09% 52	23.86% 21	88
Safe	0.00% 0	2.25% 2	20.22% 18	48.31% 43	30.34% 27	89
Well maintained	0.00% 0	3.37% 3	24.72% 22	46.07% 41	26.97% 24	89
Accessible for all ages and abilities	0.00% 0	2.27% 2	18.18% 16	48.86% 43	31.82% 28	88

Q13 Would you be more likely to walk or cycle if the changes were implemented?

Answered: 104 Skipped: 19



ANSWER CHOICES	RESPONSES	
Yes	91.35%	95
No	0.96%	1
Unsure	7.69%	8
TOTAL		104

Q14 Do you have any further comments?

Answered: 48 Skipped: 75

#	RESPONSES	DATE
1	Please construct the Pye St footpath AS CABONNE HAS PROMISED, from the Catholic School up to Noble St. THANK U.	9/25/2019 5:01 AM
2	Mandagery Creek bridge is very unsafe at present due to lack of separation between traffic and pedestrians and narrow footways.	9/25/2019 4:15 AM
3	Great to have the opportunity to have a say	9/23/2019 8:50 PM
4	We are proud of our community and the connectedness we have with all the organisations in our village. The school is an integral part of the community and we would appreciate more pathways to support our children to feel safe to travel by foot or bicycle to school. We are also planning to put in a Bike and Billy Cart track at Cumnock Public to support children and parents to ride to school and to enjoy the benefits of cycling at school during recess and lunch.	9/22/2019 6:16 PM
5	Paths along Burrendong way on orange side of long point road would be great as the side of the road is not wide enough or maintained for walking/riding to be safe due to the amount of traffic particularly logging trucks that use Burrendong Way	9/22/2019 8:10 AM
6	Belgravia rd Burrendong way Long point rd all need safe paths to the school	9/22/2019 7:25 AM
7	I would love to walk my children to mullion creek school or let them ride their bike, but their is NO pathway from Shepards drive and across the main road Burrandong way to walk or ride to the school or even to go the park. It is very unsafe it's also an 80 zone for cars which is dangerous for anybody.	9/22/2019 6:59 AM
8	There are more and more young families moving into Shepherd Drive and i feel that a designated walkway/bike path would be a great asset to the Mullion Creek community. It would encourage more active lifstyles and make it much safer for parents and kids trying to navigate the fast traffic on Belgravia Road and Burrendong Way.	9/22/2019 6:55 AM
9	With another housing estate happening off belgravia road which will bring more young families to the school! Something needs to be done to clear up and make designated paths	9/22/2019 6:46 AM
10	There are several families (and growing) that live on shepherd drive. I personally allow my children to ride to school if I am with them, however the existing roads are inadequate for the safety of children	9/22/2019 6:38 AM
11	Connecting area's is key for children walking/ cycling to school and safely being able to cross the streets at nominated points. Elderly needs good foot paths to walk to the village centre. Many walk on the road as there are no footpaths or the grass paths are very unstable	9/21/2019 3:12 AM
12	I would like a BMX track built with jumps for us to use	9/18/2019 8:51 PM
13	do a BMX track somewhere in Eugowra where it wont get flooded. with jumps and everything in it.	9/18/2019 8:51 PM
14	please can we have a BMX track for where it wouldn't get flooded maybe you could put it at the Foty oval maybe.	9/18/2019 8:51 PM
15	BMX track in a place where it wont get flooded but where its accessible	9/18/2019 8:51 PM
16	could we please have a bmx track with jumps somewhere in eugowra where it wont get flooded and appropriate for younger ages aswell	9/18/2019 8:51 PM
17	bmx tracks so people can ride moter bikes	9/18/2019 8:51 PM
18	no	9/18/2019 8:37 PM
19	we would like a BMX track	9/18/2019 8:20 PM
20	we would like a BMX TRACK	9/18/2019 8:20 PM
21	we would like a BMX track	9/18/2019 8:19 PM
22	we would like a BMX track	9/18/2019 8:19 PM
23	we would like a BEMEX	9/18/2019 8:19 PM
24	Would like to see more progress with this program	9/17/2019 7:39 AM

25	This is such a pretty town with lots of elderly who use mobility scooters and with more and more visitors coming, it's a shame the walking and bicycle tracks are either non existent or not up to standard.	9/12/2019 12:10 AM
26	Thankyou for asking. Most bikeways end and riders are forced to join traffic. The drivers need to treat them as a whole vehicle taking the same space as a car.	9/11/2019 7:46 PM
27	There is a growing number of Eugowra residents who use mobility scooters, especially along the main road and over the bridge. There are inadequate crossing areas and many ramps are unsafe. It is vital that older people stay connected with their community, especially in a town with nil public transport.	9/11/2019 7:23 PM
28	Eugowra is a beautiful village but needs upgrading for everyone's safety	9/11/2019 6:35 PM
29	A major upgrade is required for the Mandagery Creek bridge to incorporate a walkway and cycleway without the fear of large trucks going near myself and/or children within 1mtr. It's an extremely dangerous bridge to cross in its current state	9/11/2019 10:08 AM
30	My late husband was not allowed (by me) to use his mobility scooter on this street for reasons of safety. Cars usually exceed speed limit at all hours.	9/11/2019 8:45 AM
31	Access for wheel chairs in Eugowra is very poor. Footpaths non existent in East end of Pye St	9/10/2019 9:18 PM
32	At present many children are unable to walk to school because its too dangerous on the road. Some mothers are having to push prams on grass beside the road.	9/10/2019 3:00 AM
33	New foot paths need consider all seasons, frosts, wet, heat and the blind/hearing. Access to wheel let downs to cross roads at safer points. Paths that connect.	9/10/2019 2:08 AM
34	My street, Nanima Street, is very unsafe with all the traffic which use the Gooloogong/Cowra road, especially trucks going to the Feedlot or Dairy	9/9/2019 5:39 PM
35	The new foot paths in Canowindra are great there are still more needed.A cycle track would be a great benefit to the health of our community	9/5/2019 2:35 AM
36	Paths to the reserve would be waste and not the priority to the safety of the community.	9/4/2019 5:28 AM
37	The east and west of Mullion Creek are too separated and require accessibility with a footpath on Burrendong Way. This will aid people for general exercise and taking the kids to school as there is a lot of development currently happening on both sides.	9/2/2019 7:32 AM
38	Walking path along the river with picnic areas would be nice.	9/2/2019 7:11 AM
39	There is very little improvement occur if in Cabonne. The Council needs to get off their 'archaic' bottoms and work for their position. I especially enjoy that the majority of Cabonne council members are white haired male and female members. There needs to be some young blood in this old council to get things done.	9/1/2019 4:03 AM
40	Years ago I remember a program in another state that really focused on making footpath and bikeway projects link with specific employment projects. One even specifically employed a team of women and they were the best paths. The community was always encouraged to support the teams too and everyone was so positive. Making our town more pedestrian and cycle friendly is a very good project to do more of. Another point which would make walking more comfortable in our town is planting of more shade trees along the footpath ways... which I know makes your hair stand on end because the roots can cause lift in the paths... but surely there is a way... like mesh paths near the trees and cement paths away from the trees. There are councils which are doing this. I would also like to see the council using materials which have a lighter footprint than cement. Surely there is a material which uses recycled road base or something else which makes it much more environmentally friendly. We have to get better at this with EVERY decision. Lead the way Cabonne... ask around... be proactive... have some pride...	9/1/2019 1:22 AM
41	The on and off ramps are quite dangerous in places	8/31/2019 2:06 AM
42	Bikes on our roads are very dangerous - especially between townships as there are many trucks that use these roads and their isn't enough road space to accommodate bikes as they are narrow and winding.	8/30/2019 9:03 PM
43	The improvements thus far in Canowindra are great, I would love to see every street have footpaths on both sides into the future, as I am sure is planned.	8/30/2019 9:17 AM
44	Thanks for giving us the opportunity to have a say. Much appreciated.	8/30/2019 5:51 AM
45	Footpaths and adequate lighting and street signage would be useful, particularly in newly developed areas in town - up towards Phillip st and smith streets.	8/30/2019 5:48 AM
46	Narrow street seal could be widened for bike lanes	8/30/2019 2:22 AM

47	Most people ride bikes when they go to the zoo so let’s tap into this existing tourism market and encourage bike riding too - we already have successful animals on bikes trail so let’s start a bike ride around this theme - mulga bill bicycle ride was huge sucees many years ago but just needs better management and done right way so can be replicated and continue to help small towns all the way along obley Rd from Molong to dubbo	8/30/2019 2:12 AM
48	paths should cater for the growing cycle-tourism market	8/30/2019 2:07 AM

Appendix 2 Route Assessments

Route	Number of attractors/generators (locations)	Land use type	Proximity to Generators/Attrocators	Future development with attractors/generators	Road hierarchy
Canowindra					
Gaskill Street - Clyburn Street to Age of the Fishes Museum	5	5	5	1	8
Ryall Street - Clyburn Street to Flanagan Street	0	5	5	1	8
Ryall Street - End of Existing path to Ferguson Street	0	5	5	1	8
Waddell Street - Clyburn Street to Flanagan Street	0	5	5	1	8
Waddell Street - Flanagan to Ferguson Street	0	5	5	1	8
Tilga Street - Ross Street to Finn Street	8	10	10	1	10
Tilga Street Finn Street to Ferguson Street	8	10	8	1	10
Ross Street - Rodd Street to Belmore Street	8	5	8	1	8
Ross Street - Belmore Street to Tilga Street	8	5	10	1	8
Ross Street - School Access Road to Rodd Street	8	10	10	1	8
School Access Road Brown Avenue to Ross Street	5	10	10	1	5
Rodd Street - The Oval enterance to Ross Street	8	0	10	1	10
Rodd Street - Ross Street to Finn Street	8	0	10	1	10
Rodd Street - Finn Street to Beluba Way	5	5	5	1	10
Rodd Street - Beluba Way to East Street	8	5	5	1	8
Rodd Street - Beluba Way to Charlotte Street	8	5	5	1	8
Rodd Street - Charlotte Street to Lola Street	8	5	8	1	8
Rodd Street - East Street to Gaskill Street	8	5	8	1	8
Rodd Street - Lola Street to Church Street	8	5	8	1	8
Rodd Street - Church Street to Dudley Street	5	5	8	1	8
Rodd Street - Dudely to Gaskill Street	5	5	8	1	8
Charlotte Street - Rodd Street to Belmore Street	8	10	10	1	8
Dudley Street - Tilga Street to Ryall Street	5	8	5	1	8
Suttor Street - Tilga Street to Ryall Street	5	8	5	1	8
Marsden Street Tilga Street to Short Street	5	8	5	1	8
Short Street Blatchford Street to Suttor Street	8	8	5	1	8
Cargo					
Hamilton Street - Mayne to Belmore Street	5	10	10	1	8
Belmore Street South - Hamilton Street to Hicks Street	8	8	10	1	10
Belmore Street North - Cargo Inn to Forbes Street	8	8	10	1	10
Hicks Street West - Mayne Street to Belmore Street	8	8	8	1	8
Forbes Street - Belmore Street to Dalton Street	5	5	8	1	8
Forbes Street - Dalton St to Loftus	5	5	5	1	8
Belmore Street South - Hicks Street to Park	8	0	10	1	10
Molong Street - Community Hall to Power Street	5	5	10	1	8
Power Street - Molong Street to Back Street	5	5	8	1	8
Belmore Street South - Park to Church Street	5	8	10	1	10

Identified hazardous area	Identified pedestrian crashes as a 3 year average	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy	Total	Priority
5	0	0	5	1	35	**22**
5	0	0	5	1	30	**24**
5	0	0	8	1	33	**23**
5	0	0	5	1	30	**24**
5	0	0	5	1	30	**24**
5	0	10	8	5	67	**1**
5	0	10	8	5	65	**2**
5	0	8	5	1	49	**8**
5	0	8	5	1	51	**5**
5	0	8	10	2	62	**3**
5	0	8	5	1	50	**7**
5	0	10	5	2	51	**5**
5	0	8	5	2	49	**8**
5	0	5	5	1	42	**18**
5	0	5	5	1	43	**14**
5	0	5	5	1	43	**14**
5	0	5	5	1	46	**12**
5	0	5	5	2	47	**10**
5	0	5	5	2	47	**10**
5	0	5	5	1	43	**14**
5	0	5	5	1	43	**14**
5	0	8	8	2	60	**4**
5	0	1	5	1	39	**19**
5	0	1	5	1	39	**19**
5	0	1	5	1	39	**19**
5	0	2	5	2	44	**13**
5	0	10	10	5	64	**1**
5	0	10	5	2	59	**3**
5	0	8	5	2	57	**5**
5	0	8	8	1	55	**8**
0	0	5	0	1	33	**11**
0	0	5	0	1	30	**13**
8	0	10	10	1	58	**4**
0	0	5	8	1	43	**10**
0	0	0	0	1	28	**18**
8	0	10	10	2	64	**1**

Route	Number of attractors/generators (locations)	Land use type	Proximity to Generators/Attrocators	Future development with attractors/generators	Road hierarchy
Church Street West - Belmore Street to Brooks St	5	5	10	1	8
Church Street East - Brooks Street to Church	5	0	8	1	8
Brooks Street South - Church Street to Short Street	5	5	5	1	8
Brook Street South - Short Street to Wall Street	5	5	5	1	8
Thompson Street South - Church Street to Wall Street	5	5	5	1	8
Thompson Street South - Wall Street to end	5	5	5	1	8
Belmore Street South - Church Street to Wall Street	5	5	10	1	10
Belmore Street South - Wall Street to Fisher Street	5	5	10	1	10
Cudal					
Brown Street - Main Street to alley	8	0	10	1	10
Brown Street - Alley to Toogong Street	8	0	10	1	10
Brown Street - Toogong Street to Park	8	0	8	1	10
Brown Street - Main Street to Bowling Club	8	0	10	1	10
Smith Street - Main Street to Alley	10	10	10	1	8
Smith Street - Alley to Toogong Street	10	10	10	1	8
Smith Street - Toogong Street to Boree Street	5	10	10	1	8
Smith Street - Boree Street to Long Street	5	10	8	1	8
Toogong Street - Smith Street to Wall Street	5	10	10	1	8
Wall Street - Toogong Street to Boree Street	5	10	10	1	8
Wall Street - Boree Street to Long Street	5	10	8	1	8
Cargo Street - Health Centre to Main Street	5	5	10	1	8
Cargo Street - Main Street to Creek Street	8	5	8	1	8
Creek Street - Cargo Street to Taylor Street	8	5	8	1	8
Swimming Pool - Main Street to Creek Street	5	0	0	1	5
Creek Street - Swimming Pool Access to Taylor Street	5	0	5	1	8
Taylor Street - Creek Street to Pedestrian Bridge	5	0	8	1	0
Cumnock					
Obley Street - Bishop Street to Eurimbla Road	5	8	5	1	10
Obley Road - Royal Hotel to Beatty Street	5	8	8	1	10
McLaughlin Street - Obley Road to Sporting Oval Access	10	10	8	1	8
Eugowra					
North Street - Broad Street to Hill Street	8	10	10	1	8
Hill Street - North Street to Victoria Street	8	10	10	1	8
Bowler Street - Broad Street to Cooper Street	5	5	5	1	8
Bowler Street - Cooper Street to Hill Street	5	5	10	1	8
Oberon Street - Parkes Street to Aurora Street	5	5	5	1	8
Oberon Street - Aurora Street to Noble Street	0	0	5	1	8

Identified hazardous area	Identified pedestrian crashes as a 3 year average	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy	Total	Priority
5	0	8	5	1	48	**9**
0	0	5	5	1	33	**11**
0	0	0	5	1	30	**13**
0	0	0	5	1	30	**13**
0	0	0	5	1	30	**13**
0	0	0	5	1	30	**13**
8	0	8	8	2	57	**5**
8	0	8	8	1	56	**7**
					0	
8	0	8	8	2	55	**6**
8	0	8	8	2	55	**6**
5	0	5	8	1	46	**12**
8	0	10	5	2	54	**9**
5	0	10	8	2	64	**1**
5	0	10	8	1	63	**2**
5	0	5	8	1	53	**10**
5	0	0	8	1	46	**12**
8	0	10	8	2	62	**3**
5	0	8	5	1	53	**10**
0	0	0	5	1	38	**15**
8	0	8	8	2	55	**6**
5	0	10	10	2	57	**4**
5	0	10	10	2	57	**4**
5	0	8	8	1	33	**17**
5	0	8	10	1	43	**14**
5	0	10	8	1	38	**15**
5	0	5	8	1	48	**3**
5	0	8	8	1	54	**2**
5	0	8	8	1	59	**1**
					0	
8	0	10	8	2	65	**1**
8	0	10	8	1	64	**2**
5	0	8	5	1	43	**10**
5	0	8	8	1	51	**7**
5	0	8	8	1	46	**8**
0	0	5	8	1	28	**16**

Route	Number of attractors/generators (locations)	Land use type	Proximity to Generators/Attrocators	Future development with attractors/generators	Road hierarchy
Pye Street - St Joseph's School to Aurora Street	5	10	10	1	10
Pye Street - Aurora Street to Noble Street	5	10	8	1	10
Broad Street - Café to Bowler Street	5	8	8	1	10
Mandangery Creek Walk - Church to Bridge	10	0	10	1	0
Mandangery Creek Walk - Bridge to Sportsground	10	0	10	1	0
Nanima Street - Oberon Street to Loftus Street	5	0	10	1	8
Nanima Street - Loftus Street to Wilbi Street	5	0	5	1	8
Evelyn Street - Nanima Street to Parkes Street	8	8	10	1	8
Evelyn Street - Parkes Street to Aurora Street	5	5	8	1	8
Evelyn Street - Aurora Street to Noble Street	5	5	5	1	8
Manildra					
Molong Street - Moura Street to Parkes Street	8	5	8	1	8
Boree Street - Loftus Street to Orange Street	5	5	8	1	8
Loftus Street - Goimbla Street to Derowie Street	8	10	8	1	8
Loftus Street - Derowie Street to Duff Street	8	10	10	1	8
Orange Street - Loftus Street to Moura Street	8	5	10	1	8
Orange Street - Moura Street to Parkes Street	8	5	8	1	8
Duff Street - Cudal Street to Loftus Street	5	8	8	3	8
Cudal Street Goimbla to Derowie Street	5	5	10	1	8
Cudal Street - Derowie Street to Duff Street	5	5	10	1	8
Cudal Street - Duff Street to Flour Mill	8	8	10	3	8
Kiewa Street Goimbla to Boree Street	8	0	10	1	10
Boree Street - Kiewa Street to Cudal Street	5	5	5	1	8
Boree Street - Cudal Street to Loftus Street	5	5	8	1	8
Loftus Street - Boree Street Goimbla Street	8	5	8	1	8
Cudal Street - Boree Street to Goimbla Street	5	5	8	1	8
Goimbla Street - Kiewa Street to Cudal Street	5	5	8	1	8
Goimbla Street - Cudal Street to Loftus Street	8	5	8	1	8
Loftus Street - Goimbla Street to Orange Street	8	10	10	1	8
Loftus Street - Orange Street to Derowie Street	8	10	10	1	8
Loftus Street - Derowie Street to Mandagery Creek	10	10	8	1	8
Mullion Creek					
Osini Lane - Bevan Road to Reserve	8	0	8	1	8
Reserve - Ostini Lane to Long Point Road	5	0	8	1	8
Long Point Road - Reserve to Bevan Road	10	10	10	1	8
Bevan Road - Long Point Road to Church	8	10	8	1	8
Bevan Road - School Acess to Rick Street	8	10	10	1	5
Rick Street - Bevan Road to Miller Street	5	10	10	1	8
Miller Street - Rick Street to Long Point Road	5	10	5	1	8
Long Point Road - Miller Street to School	8	10	8	1	8
Park - Long Point Road to existing	8	10	5	1	8

Identified hazardous area	Identified pedestrian crashes as a 3 year average	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy	Total	Priority
8	0	8	8	2	62	**3**
8	0	8	8	1	59	**4**
8	0	8	5	1	54	**5**
0	0	8	5	2	36	**13**
0	0	8	5	2	36	**13**
5	0	8	5	1	43	**10**
5	0	5	5	1	35	**15**
5	0	8	5	1	54	**5**
5	0	8	5	1	46	**8**
5	0	5	5	1	40	**12**
					0	
5	0	5	5	1	46	**14**
5	0	8	5	2	47	**12**
8	0	10	10	3	66	**1**
8	0	10	10	1	66	**1**
5	0	5	8	1	51	**7**
5	0	5	8	1	49	**9**
5	0	5	5	1	48	**10**
5	0	5	5	1	45	**15**
5	0	5	5	1	45	**15**
5	0	5	5	1	45	**15**
5	0	5	5	1	53	**6**
5	0	5	8	1	48	**10**
5	0	5	0	1	35	**18**
5	0	8	5	2	47	**12**
5	0	8	5	2	50	**8**
5	0	0	0	1	33	**19**
5	0	0	0	1	33	**19**
5	0	0	0	1	36	**17**
5	0	10	5	3	60	**3**
5	0	10	5	1	58	**4**
5	0	8	5	1	56	**5**
5	0	5	0	1	36	**8**
5	0	5	0	1	33	**9**
5	0	10	5	3	62	**1**
5	0	8	5	2	55	**3**
5	0	5	8	1	53	**4**
5	0	5	5	1	50	**6**
5	0	5	5	1	45	**7**
5	0	8	8	2	58	**2**
5	0	8	5	1	51	**5**

Route	Number of attractors/generators (locations)	Land use type	Proximity to Generators/Attrocators	Future development with attractors/generators	Road hierarchy
Yeoval					
Renshaw McGirr Way - Molong Street to pedestrian bridge	8	0	8	1	10
Forbes Street - St Columbas to Molong Street	8	10	10	1	10
Ganoo Street - Warne Street to Bathurst Street	8	5	8	1	8
Ganoo Street - Bathurst Street to King Street	8	5	10	1	8
King Street - Ganoo Street to Lucknow Street	5	0	10	1	8
Lucknow Street - King Street to Rugby Club	8	0	10	1	8
Lucknow Street - King Street to Obley Street	5	5	8	1	8
Banjo Patterson Way - Central School to Molong Street	8	10	10	1	10
Molong Street - Lord Street to Lachlan Street	8	10	10	1	8
Molong Street - Lachlan Street to Cardington Street	8	5	10	1	8
Molong Street - Cardington Street to Crown Street	5	5	8	1	8
Crown Street - Molong Street to King Street	5	5	8	1	8
Crown Street - Cardington Street to Molong Street North	5	5	8	1	8
Crown Street - Cardington Street to Molong Street South	5	5	8	1	8
Molong					
Gidley Street - Molong Street to Wellington Street	5	10	8	1	8
Gidley Street - Wellington Street to Lee Street	5	5	5	1	8
Gidley Street Lee Street to Smith Street	5	5	8	1	8
Gidely Street - Smith Street to Park Street	5	5	5	1	8
Gidely Street - Street to South Street	5	5	5	1	8
Watson Street - Euchareena Road to existing pathway	8	8	8	1	10
Betts Street - Sports Facility to Dean Street	10	0	10	1	8
Dean Street - Betts Street to Shadforth Street	8	0	10	1	8
Shadforth Street - Dean Street to Marsden Street	8	0	10	1	8
Marsden Street - Shadforth Street to Rail Overpass	8	0	8	1	8
Watson Street - Reservoir to Lee Street	5	5	10	1	8
Watson Street - Lee Street to South Street	5	5	10	1	8
Edward Street - South Street to Park Street	5	5	8	1	8
Edward Street - Park Street to Smith Street	5	10	10	1	8
Phillip Street - South Street to Park Street	5	5	8	1	8
Phillip Street - Park Street to Smith Street	5	10	10	1	8
Phillip Street - Smith Street to Wellington Street	5	10	10	1	8
Phillip Street - Wellington Street to Molong Street	5	10	8	1	8
Lee Street - Edwards Street to Gidley Street	5	10	8	1	8
Lee Street - Gidley Street to Watson Street	5	5	5	1	8

Identified hazardous area	Identified pedestrian crashes as a 3 year average	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy	Total	Priority
					0	
8	0	8	8	1	52	**4**
8	0	8	8	3	66	**2**
5	0	5	5	1	46	**9**
5	0	5	5	1	48	**7**
8	0	8	5	2	47	**8**
5	0	8	8	2	50	**6**
0	0	5	5	1	38	**11**
8	0	10	8	3	68	**1**
5	0	8	5	2	57	**3**
5	0	8	5	1	51	**5**
5	0	5	5	1	43	**10**
0	0	5	5	1	38	**11**
0	0	5	5	1	38	**11**
0	0	5	5	1	38	**11**
					0	
5	0	10	8	3	58	**4**
5	0	8	8	1	46	**13**
5	0	5	5	1	43	**14**
5	0	5	5	1	40	**15**
0	0	5	5	1	35	**19**
5	0	5	10	1	56	**6**
5	0	10	10	3	57	**5**
5	0	8	10	2	52	**7**
5	0	8	10	1	51	**8**
5	0	8	8	1	47	**12**
5	0	5	8	1	48	**11**
5	0	0	5	1	40	**15**
5	0	0	5	1	38	**17**
8	0	10	8	3	63	**1**
5	0	0	5	1	38	**17**
8	0	10	5	3	60	**3**
8	0	10	8	2	62	**2**
5	0	8	5	1	51	**8**
5	0	8	5	1	51	**8**
0	0	5	5	1	35	**19**

Route	Number of attractors/generators (locations)	Land use type	Proximity to Generators/Attrocators	Future development with attractors/generators	Road hierarchy
Edward Street - Mitchell Highway to Edward Street	5	0	10	1	8

Identified hazardous area	Identified pedestrian crashes as a 3 year average	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy	Total	Priority
0	0	5	5	1	35	**19**
					0	
					0	
					0	
					0	
					0	
					0	
					0	
					0	
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					0	
					0	

Route	Number of attractors/generators (locations)	Land use type	Proximity to Generators/Attrocators	Future development with attractors/generators	Road hierarchy

Identified hazardous area	Identified pedestrian crashes as a 3 year average	Demonstrated path	Addition to existing facility	Pedestrian route hierarchy	Total	Priority
					0	
					0	
					0	
					0	
					0	
					0	
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					0	
					0	
					0	

Appendix 3: Footpath and Shared Path Network Maps

Appendix 4: Schedule of Works

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Canowindra				
	Gaskill Street - Clyburn Street to Age of the Fishes Museum	725	2.50		$ 235,700.00
	Ryall Street - Clyburn Street to Flanagan Street	340	2.50		$ 110,500.00
	Ryall Street - End of Existing path to Ferguson Street	170	2.50		$ 55,300.00
	Waddell Street - Clyburn Street to Flanagan Street	340	2.50		$ 110,500.00
	Waddell Street - Flanagan to Ferguson Street	290	2.50		$ 94,300.00
	Tilga Street - Ross Street to Finn Street	230	2.50		$ 74,800.00
	Tilga Street Finn Street to Ferguson Street	220	2.50		$ 71,500.00
	Ross Street - Rodd Street to Belmore Street	120	2.50		$ 39,000.00
	Ross Street - Belmore Street to Tilga Street	100	2.50		$ 32,500.00
	Ross Street - School Access Road to Rodd Street	115	2.50		$ 37,400.00
	School Access Road Brown Avenue to Ross Street	150	2.50		$ 48,800.00
	Rodd Street - The Oval enterance to Ross Street	135	2.50		$ 43,900.00
	Rodd Street - Ross Street to Finn Street	220	2.50		$ 71,500.00
	Rodd Street - Finn Street to Beluba Way	210	2.50		$ 68,300.00
	Rodd Street - Beluba Way to East Street	310	2.50		$ 100,800.00
	Rodd Street - Beluba Way to Charlotte Street	310	2.50		$ 100,800.00
	Rodd Street - Charlotte Street to Lola Street	130	2.50		$ 42,300.00
	Rodd Street - East Street to Gaskill Street	400	2.50		$ 130,000.00
	Rodd Street - Lola Street to Church Street	115	2.50		$ 37,400.00
	Rodd Street - Church Street to Dudley Street	50	2.50		$ 16,300.00
	Rodd Street - Dudely to Gaskill Street	50	2.50		$ 16,300.00
	Charlotte Street - Rodd Street to Belmore Street	90	2.50		$ 29,300.00
	Dudley Street - Tilga Street to Ryall Street	280	2.50		$ 91,000.00
	Suttor Street - Tilga Street to Ryall Street	280	2.50		$ 91,000.00
	Marsden Street Tilga Street to Short Street	180	2.50		$ 58,500.00
	Short Street Blatchford Street to Suttor Street	180	2.50		$ 58,500.00
	CARGO				$ -

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Hamilton Street - Mayne to Belmore Street	65	2.50		$ 21,200.00
	Belmore Street South - Hamilton Street to Hicks Street	190	2.50		$ 61,800.00
	Belmore Street North - Cargo Inn to Forbes Street	60	2.50		$ 19,500.00
	Hicks Street West - Mayne Street to Belmore Street	140	2.50		$ 45,500.00
	Forbes Street - Belmore Street to Dalton Street	110	2.50		$ 35,800.00
	Forbes Street - Dalton St to Loftus	180	2.50		$ 58,500.00
	Belmore Street South - Hicks Street to Park	140	2.50		$ 45,500.00
	Molong Street - Community Hall to Power Street	50	2.50		$ 16,300.00
	Power Street - Molong Street to Back Street	130	2.50		$ 42,300.00
	Belmore Street South - Park to Church Street	70	2.50		$ 22,800.00
	Church Street West - Belmore Street to Brooks St	230	2.50		$ 74,800.00
	Church Street East - Brooks Street to Church	85	2.50		$ 27,700.00
	Brooks Street South - Church Street to Short Street	80	2.50		$ 26,000.00
	Brook Street South - Short Street to Wall Street	130	2.50		$ 42,300.00
	Thompson Street South - Church Street to Wall Street	215	2.50		$ 69,900.00
	Thompson Street South - Wall Street to end	170	2.50		$ 55,300.00
	Belmore Street South - Church Street to Wall Street	220	2.50		$ 71,500.00
	Belmore Street South - Wall Street to Fisher Street	200	2.50		$ 65,000.00
	CUDAL				$ -
	Brown Street - Main Street to alley	75	2.50		$ 24,400.00
	Brown Street - Alley to Toogong Street	70	2.50		$ 22,800.00
	Brown Street - Toogong Street to Park	150	2.50		$ 48,800.00
	Brown Street - Main Street to Bowling Club	140	2.50		$ 45,500.00
	Smith Street - Main Street to Alley	55	2.50		$ 17,900.00
	Smith Street - Alley to Toogong Street	55	2.50		$ 17,900.00
	Smith Street - Toogong Street to Boree Street	110	2.50		$ 35,800.00
	Wall Street - Boree Street to Long Street	120	2.50		$ 39,000.00
	Toogong Street - Smith Street to Wall Street	230	2.50		$ 74,800.00
	Wall Street - Toogong Street to Boree Street	120	2.50		$ 39,000.00
	Wall Street - Boree Street to Long Street	130	2.50		$ 42,300.00
	Cargo Street - Health Centre to Main Street	75	2.50		$ 24,400.00

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Cargo Street - Main Street to Creek Street	80	2.50		$ 26,000.00
	Creek Street - Cargo Street to Taylor Street	115	2.50		$ 37,400.00
	Swimming Pool - Main Street to Creek Street	70	2.50		$ 22,800.00
	Creek Street - Swimming Pool Access to Taylor Street	20	2.50		$ 6,500.00
	Taylor Street - Creek Street to Pedestrian Bridge	200	2.50		$ 65,000.00
	Cumnock				$ -
	Obley Street - Bishop Street to Eurimbla Road	165	2.50		$ 53,700.00
	Obley Road - Royal Hotel to Beatty Street	180	2.50		$ 58,500.00
	McLaughlin Street - Obley Road to Sporting Oval Access	280	2.50		$ 91,000.00
	Eugowra				$ -
	North Street - Broad Street to Hill Street	300	2.50		$ 97,500.00
	Hill Street - North Street to Victoria Street	150	2.50		$ 48,800.00
	Bowler Street - Broad Street to Cooper Street	200	2.50		$ 65,000.00
	Bowler Street - Cooper Street to Hill Street	140	2.50		$ 45,500.00
	Oberon Street - Parkes Street to Aurora Street	200	2.50		$ 65,000.00
	Oberon Street - Aurora Street to Noble Street	400	2.50		$ 130,000.00
	Pye Street - St Joseph's School to Aurora Street	380	2.50		$ 123,500.00
	Pye Street - Aurora Street to Noble Street	330	2.50		$ 107,300.00
	Broad Street - Café to Bowler Street	310	2.50		$ 100,800.00
	Mandangery Creek Walk - Church to Bridge	310	2.50		$ 100,800.00
	Mandangery Creek Walk - Bridge to Sportsground	180	2.50		$ 58,500.00
	Nanima Street - Oberon Street to Loftus Street	120	2.50		$ 39,000.00
	Nanima Street - Loftus Street to Wilbi Street	225	2.50		$ 73,200.00
	Evelyn Street - Nanima Street to Parkes Street	315	2.50		$ 102,400.00
	Evelyn Street - Parkes Street to Aurora Street	210	2.50		$ 68,300.00
	Evelyn Street - Aurora Street to Noble Street	380	2.50		$ 123,500.00
	Manildra		2.50		$ -
	Molong Street - Moura Street to Parkes Street	225	2.50		$ 73,200.00
	Boree Street - Loftus Street to Orange Street	280	2.50		$ 91,000.00
	Loftus Street - Goimbla Street to Derowie Street	200	2.50		$ 65,000.00
	Loftus Street - Derowie Street to Duff Street	210	2.50		$ 68,300.00

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Orange Street - Loftus Street to Moura Street	130	2.50		$ 42,300.00
	Orange Street - Moura Street to Parkes Street	215	2.50		$ 69,900.00
	Duff Street - Cudal Street to Loftus Street	100	2.50		$ 32,500.00
	Cudal Street Goimbla to Derowie Street	210	2.50		$ 68,300.00
	Cudal Street - Derowie Street to Duff Street	200	2.50		$ 65,000.00
	Cudal Street - Duff Street to Flour Mill	100	2.50		$ 32,500.00
	Kiewa Street Goimbla to Boree Street	215	2.50		$ 69,900.00
	Boree Street - Kiewa Street to Cudal Street	90	2.50		$ 29,300.00
	Boree Street - Cudal Street to Loftus Street	100	2.50		$ 32,500.00
	Loftus Street - Boree Street Goimbla Street	210	2.50		$ 68,300.00
	Cudal Street - Boree Street to Goimbla Street	200	2.50		$ 65,000.00
	Goimbla Street - Kiewa Street to Cudal Street	90	2.50		$ 29,300.00
	Goimbla Street - Cudal Street to Loftus Street	100	2.50		$ 32,500.00
	Loftus Street - Goimbla Street to Orange Street	150	2.50		$ 48,800.00
	Loftus Street - Orange Street to Derowie Street	45	2.50		$ 14,700.00
	Loftus Street - Derowie Street to Mandagery Creek	400	2.50		$ 130,000.00
	Mullion Creek		2.50		$ -
	Osini Lane - Bevan Road to Reserve	400	2.50		$ 130,000.00
	Reserve - Ostini Lane to Long Point Road	460	2.50		$ 149,500.00
	Long Point Road - Reserve to Bevan Road	250	2.50		$ 81,300.00
	Bevan Road - Long Point Road to Church	300	2.50		$ 97,500.00
	Bevan Road - School Acess to Rick Street	45	2.50		$ 14,700.00
	Rick Street - Bevan Road to Miller Street	160	2.50		$ 52,000.00
	Miller Street - Rick Street to Long Point Road	260	2.50		$ 84,500.00
	Long Point Road - Miller Street to School	95	2.50		$ 30,900.00
	Park - Long Point Road to existing	70	2.50		$ 22,800.00
	Yeoval		2.50		$ -
	Renshaw McGirr Way - Molong Street to pedestrian bridge	65	2.50		$ 21,200.00
	Forbes Street - St Columbas to Molong Street	200	2.50		$ 65,000.00
	Ganoo Street - Warne Street to Bathurst Street	225	2.50		$ 73,200.00
	Ganoo Street - Bathurst Street to King Street	240	2.50		$ 78,000.00

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	King Street - Ganoo Street to Lucknow Street	190	2.50		$ 61,800.00
	Lucknow Street - King Street to Rugby Club	80	2.50		$ 26,000.00
	Lucknow Street - King Street to Obley Street	110	2.50		$ 35,800.00
	Banjo Patterson Way - Central School to Molong Street	200	2.50		$ 65,000.00
	Molong Street - Lord Street to Lachlan Street	170	2.50		$ 55,300.00
	Molong Street - Lachlan Street to Cardington Street	120	2.50		$ 39,000.00
	Molong Street - Cardington Street to Crown Street	70	2.50		$ 22,800.00
	Crown Street - Molong Street to King Street	155	2.50		$ 50,400.00
	Crown Street - Cardington Street to Molong Street North	85	2.50		$ 27,700.00
	Crown Street - Cardington Street to Molong Street South	95	2.50		$ 30,900.00
	Molong		2.50		$ -
	Gidley Street - Molong Street to Wellington Street	200	2.50		$ 65,000.00
	Gidley Street - Wellington Street to Lee Street	125	2.50		$ 40,700.00
	Gidley Street Lee Street to Smith Street	120	2.50		$ 39,000.00
	Gidely Street - Smith Street to Park Street	115	2.50		$ 37,400.00
	Gidely Street - Smith Street to South Street	130	2.50		$ 42,300.00
	Watson Street - Euchareena Road to existing pathway	100	2.50		$ 32,500.00
	Betts Street - Sports Facility to Dean Street	110	2.50		$ 35,800.00
	Dean Street - Betts Street to Shadforth Street	110	2.50		$ 35,800.00
	Shadforth Street - Dean Street to Marsden Street	230	2.50		$ 74,800.00
	Marsden Street - Shadforth Street to Rail Overpass	180	2.50		$ 58,500.00
	Watson Street - Reservoir to Lee Street	50	2.50		$ 16,300.00
	Watson Street - Lee Street to South Street	520	2.50		$ 169,000.00
	Edward Street - South Street to Park Street	120	2.50		$ 39,000.00
	Edward Street - Park Street to Smith Street	120	2.50		$ 39,000.00
	Phillip Street - South Street to Park Street	120	2.50		$ 39,000.00
	Phillip Street - Park Street to Smith Street	120	2.50		$ 39,000.00
	Phillip Street - Smith Street to Wellington Street	250	2.50		$ 81,300.00
	Phillip Street - Wellington Street to Molong Street	210	2.50		$ 68,300.00
	Lee Street - Edwards Street to Gidley Street	225	2.50		$ 73,200.00
	Lee Street - Gidley Street to Watson Street	210	2.50		$ 68,300.00

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Edward Street - Mitchell Highway to Edward Street	230	2.50		$ 74,800.00
Total					**$ 8,423,100.00**

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Canowindra				
	Rodd Street - Thompson Street to Beluba Way	125	1.20		$ 19,500.00
	Ferguson Street - Rodd Street to Belmore Street	110	1.10		$ 15,800.00
	Ferguson Street - Rodd Street to Belmore Street	110	1.10		$ 15,800.00
	Ferguson Street - Belmore Street to Tilga Street	100	1.10		$ 14,300.00
	Ferguson Street - Tilga Street to Waddell Street	130	1.10		$ 18,600.00
	Ferguson Street - Waddell street to Ryall Street	120	1.10		$ 17,200.00
	Ferguson Street - Ryall Street to Gaskill Street	130	1.10		$ 18,600.00
	Gaskill Street - Age of the Fishes Museum to Mill Street	120	1.00		$ 15,600.00
	Gaskill Street - Ferguson Street to Blatchford Street	170	1.00		$ 22,100.00
	Ryall Street - Flanagan Street to Mid Block	140	1.50		$ 27,300.00
	Ryall Street - Ferguson Street to Blatchford Street	180	1.00		$ 23,400.00
	Ryall Street - Ferguson Street to Blatchford Street	180	1.00		$ 23,400.00
	Waddell Street - Ferguson Street to Blatchford Street	190	1.00		$ 24,700.00
	Blatchford Street- Tilga Street to Waddell Street	120	1.00		$ 15,600.00
	Blatchford Street - Tilga Street to Short Street	170	0.50		$ 11,100.00
	Blatchford Street - Short Street to Ryall Street	70	0.50		$ 4,600.00
	Blatchford Street - Ryall Street to Gaskill Street	130	1.00		$ 16,900.00
	Ryall Street - Blatchford Street to mid block	130	1.00		$ 16,900.00
	Ryall Street - Blatchford Street to Suttor Street	190	1.00		$ 24,700.00
	Tilga Street - Blatchford Street to Marsden Street	200	1.00		$ 26,000.00
	Cudal				$ -
	Swimming Pool access	45	1.30		$ 7,700.00
	Main Street - Wall Street to Smith Street	210	1.00		$ 27,300.00
	Main Street - Cargo Street to Wall Street	220	1.00		$ 28,600.00
	Main Street - Smith Street to Brown Street	115	1.00		$ 15,000.00
	Main Street - Smith Street to shops	100	1.00		$ 13,000.00
	Smith Street - Main Street to alley	55	1.00		$ 7,200.00

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Snith Street - Alley to Toogong Street	55	1.00		$ 7,200.00
	Toogong Street - Smith Street to Wall Street	200	1.00		$ 26,000.00
	Wall Street - Main Street to Alley	55	1.00		$ 7,200.00
	Wall Street - Alley to Toogong Street	330	2.50		$ 107,300.00
	Cumnock				$ -
	Banjo Patterson Way - Bishop Street to Black Street	170	1.10		$ 24,400.00
	Banjo Patterson Way - Black Street to Iron Bark Gully	320	1.10		$ 45,800.00
	Banjo Patterson Way - Ag and Vet Store to Cumnock Crossroads	85	1.10		$ 12,200.00
	Banjo Patterson Way - Iron Bark Gully to Maclaughlin Street	220	1.10		$ 31,500.00
	Maclaughlan Street - Banjo Patterson Way to Haig Street	400	1.10		$ 57,200.00
	Maclaughlan Street - Haig Street to Railway Parade	130	1.10		$ 18,600.00
	Railway Parade to School Street	300	1.10		$ 42,900.00
	Eugowra				$ -
	Hill Street - Bowler Street to Victoria Street	200	0.50		$ 13,000.00
	Hill Street - Victoria Street to North Street	135	1.00		$ 17,600.00
	North Street - Hill Street to Cooper Street	130	1.00		$ 16,900.00
	North Street - Cooper Street to Broad Street	135	0.50		$ 8,800.00
	Broad Street - Chester Street to Myall Street	140	0.50		$ 9,100.00
	Broad Street - Café to North Street	55	0.50		$ 3,600.00
	Broad Street - North Street to Grevillea Avenue	130	0.50		$ 8,500.00
	Pye Street - Grevillea Avenue to Historical Museum	120	1.10		$ 17,200.00
	Nanima Street - Evelyn Street to Oberon Street	170	0.50		$ 11,100.00
	Manildra				$ -
	Duff Street - Loftus Street to Cudal Street	110	1.10		$ 15,800.00
	Duff Street - Cudal Street to Kiewa Street	80	1.30		$ 13,600.00
	Duff Street - Cudal Street to Kiewa Street	80	1.30		$ 13,600.00
	Derowie Street - Keiwa Street to Cudal Street	200	0.50		$ 13,000.00
	Derowie Street - Keiwa Street to Cudal Street	200	0.50		$ 13,000.00
	Keiwa Street - Madagery Creek Walk	260	1.30		$ 44,000.00

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
	Keiwa Street - Giombla Street to Mandagery Creek	570	1.00		$ 74,100.00
	Molong				$ -
	Euchareena Road - Molong Bowling Club to Watson Street	275	1.10		$ 39,400.00
	Betts Street - Euchareena Road to Sports Fields	320	1.10		$ 45,800.00
	Watson Street - Riddle Street to Bundella Close	100	1.10		$ 14,300.00
	Watson Street - Bundella Close to Bank Street	100	1.10		$ 14,300.00
	Watson Street - Bank Street to Gidely Street	400	1.10		$ 57,200.00
	Watson Street - Gidely Street to Edwatd Street	220	1.10		$ 31,500.00
	Watson Street - Edwatd Street to Hill Street	200	1.10		$ 28,600.00
	Watson Street - Edwatd Street to Caldwell Molong	160	1.10		$ 22,900.00
	King Street - Hill Street to Multipurpose Service Enterance	290	1.00		$ 37,700.00
	Riddell Street - Phillip Street to Edwards Street - Both sides	430	1.10		$ 61,500.00
	Riddell Street - Gidley Street to Molong Street	210	1.10		$ 30,100.00
	Wellington Street - Watson Street to Gidely Street	190	1.10		$ 27,200.00
	Gidley Street - Molong Street to Riddell Street - Both Sides	240	1.10		$ 34,400.00
	Gidley Street - Bank Street to Watson Street - Both sides	400	1.10		$ 57,200.00
	Edwards Street - Watson Street to Bells Lane	400	1.10		$ 57,200.00
	Edwards Street - Bells Lane to Bank Street	400	1.10		$ 57,200.00
	Edwards Street - Banks Street to Molong Street	700	1.10		$ 100,100.00
	Yeoval				$ -
	Forbes Street to Bathurst Street	105	1.10		$ 15,100.00
	Forbes Street - Lord Street to Lachlan Street	150	1.10		$ 21,500.00
	Forbes Street - Lucknow Street to King Street	220	1.10		$ 31,500.00
	Forbes Street - Lachlan Street to Cardington Street	130	1.10		$ 18,600.00
	Forbes Street - King Street to Obley Road	120	1.10		$ 17,200.00
	Forbest Street - King Street to Banjo Patterson Way	125	1.10		$ 17,900.00
	Banjo Patterson Way - Forbes Street to Yeoval Central School	180	1.10		$ 25,800.00
	King Street - Uniting Church to Crown Street termination of footpath	50	1.10		$ 7,200.00
	Carfdington Street - Forbes Street to termination of footpath both sides	280	1.10		$ 40,100.00

Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)		Cost ($)
	Lachlan Street - Molong Street to Forbes Street	200	1.10			$ 28,600.00
	Lord Street - Forbes Street to Community Health Centre	150	1.10			$ 21,500.00
	Lucknow Street - Rugby Club to Forbes Street	155	1.30			$ 26,200.00
	Obley Street - Lucknow Street to end of path	175	1.10			$ 25,100.00
	Obley Street - Lucknow Street to Forbes Street	220	1.50			$ 42,900.00
	King Streetg - Crown Street to Forbes Street both sides	387	1.10			$ 55,400.00
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			2.50			**$ 2,255,300.00**
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Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)		Cost ($)
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Priority	Route	Length (m)	Width (m)	Kerb Ramps (QTY)	Cost ($)
			2.50		$ -
			2.50		$ -
			2.50		$ -
			2.50		$ -
Total					**$ 2,255,300.00**

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