



3. Aims and Objectives

The Blayney Active Movement Strategy aims to make pedestrian and cycling activities a safe, healthy and attractive travel option to access jobs, education, recreational areas, services and social opportunities in the Blayney Shire. The focus of the overall Strategy is on the improvement of pedestrian and cycling facilities so as to access these important attractors. The specific objectives of Strategy are to:

- Review the existing situation.
- Identify needs of all types of pedestrians and cyclists.
- Identify infrastructure improvements to deliver a connected network and achieve an appropriate level of pedestrian and cyclist access and priority.
- Prioritise improvements so they can be realistically implemented.
- Ensure prioritised improvements are employed in a consistent and appropriate manner.
- Ensure facilities are managed and maintained to high quality standards.
- Partner with government authorities, advocacy agencies and local community groups to identify potential sources of funding to enhance and maintain active movement facilities.
- Include walking and cycling in all planning decisions.
- Encourage residents to become more active for their personal health and wellbeing.

The objective of the Active Movement Plans is to 'visualise' the findings of community consultation and the detailed audit carried out as part of the development of the Blayney Active Movement Strategy. The important issues, challenges and opportunities for developing the active movement network throughout Blayney Shire are shown in the Active Movement Plans.





4. Regional and Local Profile

The Blayney Shire is located in the Central West Region of NSW. This section examines the main urban settlements, attractions and transport related issues in the Blayney Shire and wider region.

4.1 Central West NSW Region

Much of the region's economic activity occurs within the larger regional centres of Bathurst, Dubbo and Orange. Agriculture and mining are important industry sectors in the Blayney Shire and wider region. Manufacturing and industry is also strong in the area, with a number of large factories established at Blayney.

The Blayney Shire is highly influenced by the closeness of Orange and Bathurst, which contain large urban populations and are hubs for higher order shopping and trade services, health and education. These centres also tend to have higher levels of active movement participation, which spills into the Blayney Shire in the form of bushwalking, weekend visitations to towns and villages and road bunch rides along rural roads.

Compared to the Sydney metropolitan area and other coastal areas of NSW, the population of the region is expected to experience slower growth over the next 20 years. Currently about 17% of local residents are over the age of 65. The number of people in Blayney Shire over the age of 65 is expected to increase. The projected ageing of the population in Blayney Shire means that, over time, disability access and safety issues related to older road users will have a greater impact. Access to support services and a long-term focus on improving active movement and mobility options are important issues to cater to the needs of existing and future residents as well as visitors to the area.

Blayney Shire includes the townships, villages and localities of Barry, Blayney, Carcoar, Lyndhurst, Mandurama, Millthorpe, Neville and Newbridge. Blayney is the main urban centre in the shire and a hub to the Mid-Western Highway and the Main Western railway line. Many of the towns and villages within the shire boast award winning restaurants, arts and antiques, museums, boutique shops, hotels, wine tasting and a range of motel and bed and breakfast style accommodation.

4.1 Blayney Shire Consultation and Audit Findings

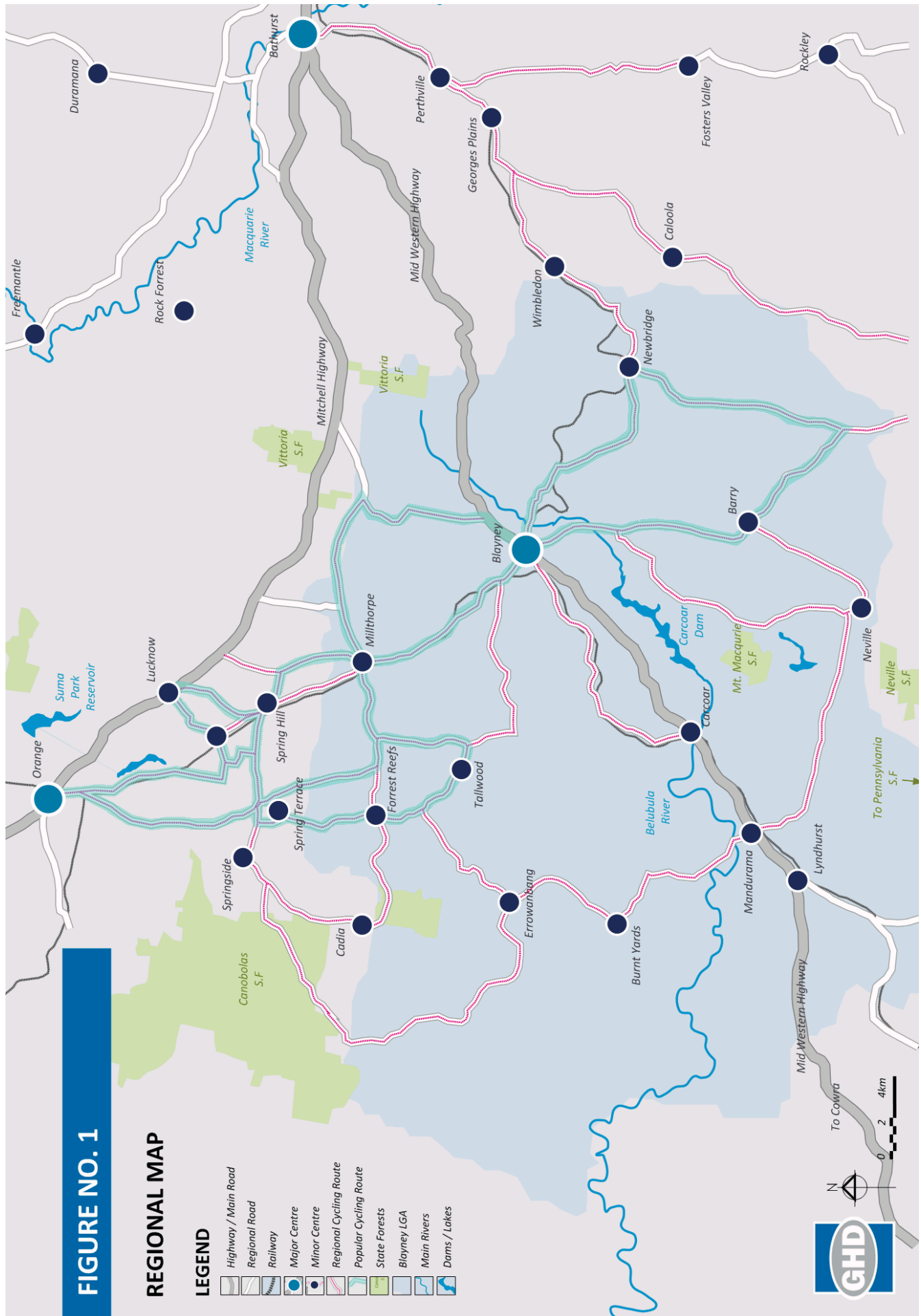
Most trips in the Blayney Shire are estimated to be undertaken by private motor vehicle (over 90%). Walking appears to be the next preferred mode of transport (around 5%). Public transport and cycling are estimated at around 1% each. To support this movement network, Blayney Shire Council is responsible for approximately 764 kilometres of sealed and unsealed roads, 66 kilometres of kerb and gutter, 37 kilometres of footpaths and 73 bridges.

By far the greatest proportion of people observed to be involved in active movement along the public roads and streets in the Blayney Shire are pedestrians. A wide range of people were observed walking as individuals or in small groups, jogging along roads and footpaths, using kick scooters and skate boards, pushing prams and walkers or simply walking the dog. Less mobile residents were observed riding mobility scooters and using other mobility aids to negotiate the footpath network. In general, the main pedestrian issues in the Blayney Shire relates to the continued work of the Council to create a coherent, safe and direct pedestrian network in the areas of highest pedestrian activity.

There are emerging road cycling issues in the Blayney Shire, particularly cyclists from Bathurst and Orange riding around the local roads in the Blayney Shire for leisure and training purposes. A proportionately large number of residents that have participated in the development of the Strategy advise they often meet cyclists travelling along roads, either as a single rider or in groups / bunches. Some locals express concerns for cyclist and motorist safety, particularly visibility of cyclists on narrow roads in dark or foggy conditions. In general, the main cycling issues in the Blayney Shire relates to the need to enhance road safety for cyclists.

Figure 1 shows the main features of the region that interact directly with the Blayney Shire, as well as the main attractions and active movement routes (mainly road cycle routes) that were identified as a result of consultation and audit inspections.







4.2 Towns and Villages

4.2.1 Barry Consultation and Audit Findings

The locality of Barry functions as a rural-residential satellite for the surrounding agricultural district and nearby larger towns. There are approximately 40 houses in the village with some 80 residents. Traffic along the road network tends to be localised, however road safety is an important issue for the community as a consequence of the proportion of young families in the locality, perceived high vehicle speed on some roads, relatively narrow sealed roads and crests, and truck traffic generated from the Carcoar Saleyards. With most school children commuting to other centres for their education, the main active movement issues for the locality focused on the enhancement of pedestrian facilities around the designated school bus stops.

The audit and consultation work undertaken for Barry identifies the need for the following:

- Develop new footpaths in and around the school bus stops in Sawyer Street and Barker Street.
- The school bus stop requires improvements / widening and car parking formalised. There is potential to use the paper road (unformed road reserve) for parking areas.
- Introduce measures (signage, line marking and other traffic calming devices) to control vehicle speed along Sawyer, Barker and Selwyn Streets.
- The line of sight on Sawyer St over the crest near Barry Neville Road needs investigation.

Figure 2 presents a map summarising the audit / consultation findings of the Blayney investigations. The main findings are summarised below:

Footpaths / shared paths

There are no concrete footpaths in Barry. School children accessing bus stops are some of the main pedestrians in Barry.

Bicycle lanes

There are no on-road cycling lanes in Barry. Children cyclists generally limit riding their bicycles around the home and on some of the quieter streets. Vehicle speed and lack of attractors are seen as barriers to more extensive bicycle riding.

Road crossings

There are no major road crossing issues at Barry. The crossing of Sawyer Street to access the bus stop is noted as a busy area.

School zones

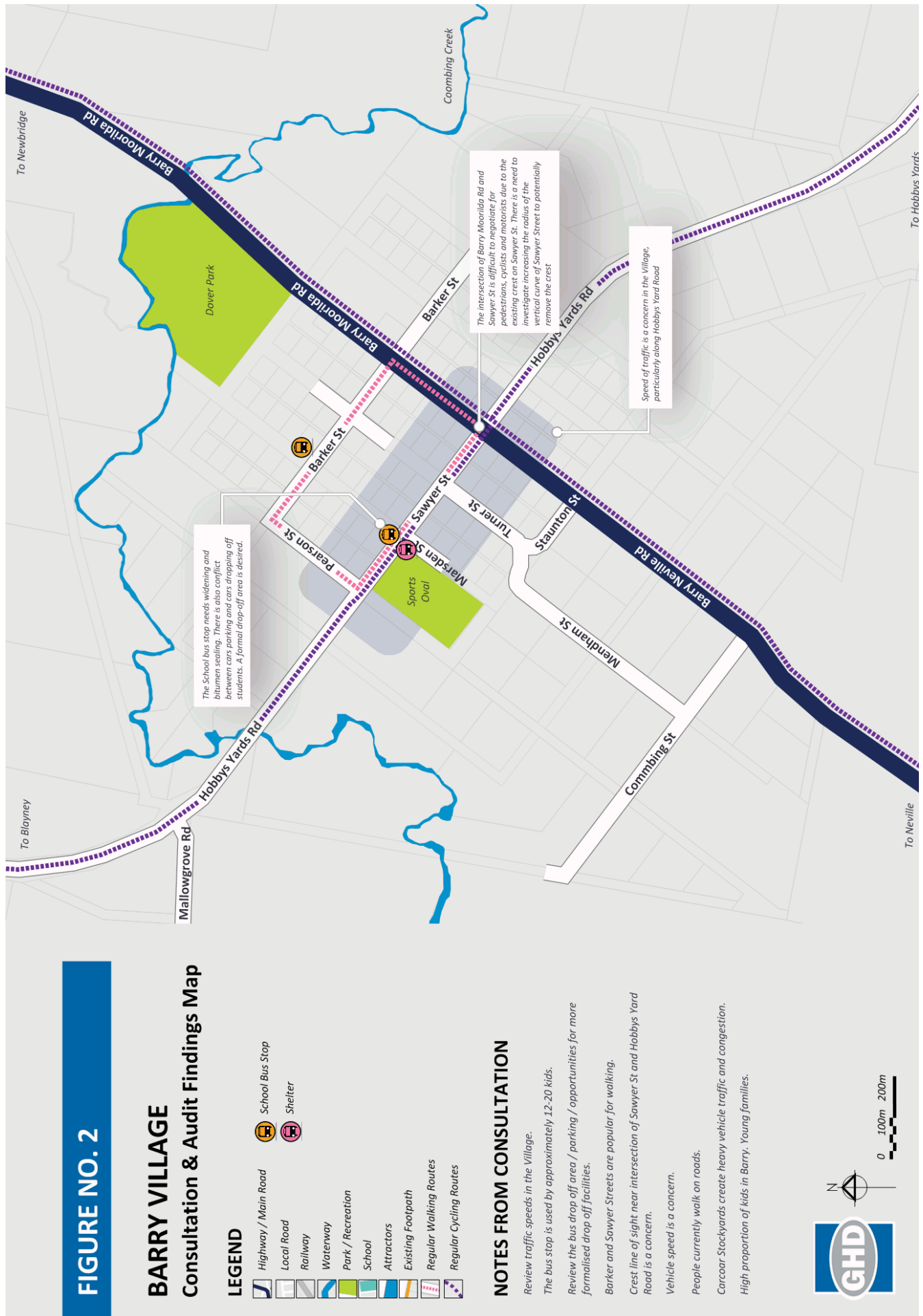
There are no schools operating in Barry. The school bus stops are the most significant attractors for school children.

Opportunities

There is a need to develop limited footpaths and drop-off areas in and around the school bus stop in Sawyer Street and Barker Street. Sawyer Street is the main area requiring improvements.

Measures could also be introduced to reduce vehicle speed in the village (signage, line marking and other traffic calming devices), particularly along Sawyer, Barker and Selwyn Streets.





0 100m 200m



4.2.1 Blayney Consultation and Audit Findings

Blayney is the largest urban centre in the shire. There are three main employment precincts within Blayney (CBD, Industrial Estate and the Nestle factory). The audit and consultation work in Blayney revealed a relatively extensive footpath network in good to excellent condition and a less extensive cycling network in good condition. The pedestrian network in the CBD is well established, however the links to the main supermarket in town (IGA) needs further strengthening. The railway crossing on the Mid-Western Highway also presents a significant barrier to active movement.

A wide range of opportunities and constraints were identified in the Blayney movement network, which are discussed below. Figure 3 presents a map summarising the audit / consultation findings of the Blayney investigations. The main findings are summarised below:

Footpaths / shared paths

The orange lines on the map show the existing network of concrete footpaths in Blayney. It shows that the concrete footpath network is well developed in some areas and patchy in others. The red dotted lines on the map show parts of the road network that are being readily used by pedestrians that do not have constructed footpaths. Several streets were noted for their lack of continuous footpaths. Blayney Shire Council are currently expanding the active movement network at Blayney through the construction of new concrete shared paths, which has the effect of providing for both pedestrian and children cyclist needs. These new shared paths are well supported by the local community.

Kerb ramps

There are a number of kerb ramps that need to be provided or replaced due to poor alignment, grade or condition.

Bicycle lanes

There are no on-road cycling lanes in Blayney. Some cyclists advised they prefer to ride along the edge of the bitumen carriageway, road shoulder or where conditions warrant. Children cyclists were generally observed riding on the footpaths and road shoulders.

Obstacles

No street furniture, signs or other structures were observed to present major barriers to active movement on constructed footpaths and shared paths. The footpaths in the Blayney CBD are generally in good to excellent condition and no major trip hazards were observed. Some residential streets also showed signs of footpath deterioration or damage, such as cracks and raised concrete edges.

Road crossings

Enhanced crossing of the Mid-Western Highway at the Blayney Central Business District (CBD) has been identified in previous studies / masterplans of the CBD commissioned by Blayney Shire Council. The preferred response to CBD road crossings are for increased use of kerb extensions and blisters to reduce effective road carriageway width and provide more effective road crossing points pedestrians.

Railway crossings

The Main Western Railway presents a major barrier to the movement of pedestrians, cyclists and motor vehicle traffic both north and south of the railway. The main railway crossing is located along the Mid-Western Highway and presents a safety issues for cyclists that regularly use this route, including school children from St Joseph's Primary School. The footpath crossing of the railway line needs to be expanded into a wide shared path crossing to accommodate all users and the barrier fencing needs to be extended to encourage children cyclists to cross at this point and not divert onto the traffic lanes of the Mid Western Highway.

Tactile indicators

Not all intersections and grade changes in the Blayney CBD are provided with tactile indicators. TGSIs are generally absent from intersections in the CBD that don't interact with the Main Street as well as footpaths that cross laneways.

Shared path line marking and signage

Newly constructed shared paths in Blayney are valuable new assets. Some sections of shared paths lack clear line marking and signage.

Children cycling

Not as many children ride to school or around town. There are a number of children cyclists using Heritage Park. More paths and facilities at Heritage Park (e.g. skate park) may encourage increased physical activity in the area.

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Parklands

There are a number of important parklands and playing fields in Blayney that need enhanced pedestrian and cycling facilities to connect them to other attractions in town, including Heritage Park, King George VI Oval, Dakers (Statesmen's) Oval, Napier's Oval, Blayney Showground, Church Hill Lookout.

Opportunities

There is a need to enhance the pedestrian and cycling links to Heritage Park. There are also opportunities to expand recreational opportunities for children at the park, such as a skate park towards the southern side of the park.

There are opportunities to better link major employment precincts to the Blayney CBD and the main residential areas of town. The preferred options are to remove barriers at bridge, railway and river crossings and construct new shared paths to link the Nestle Purina Petcare factory, the Blayney Industrial Estate to the CBD, and possibly the new industrial precinct on the Newbridge Road.



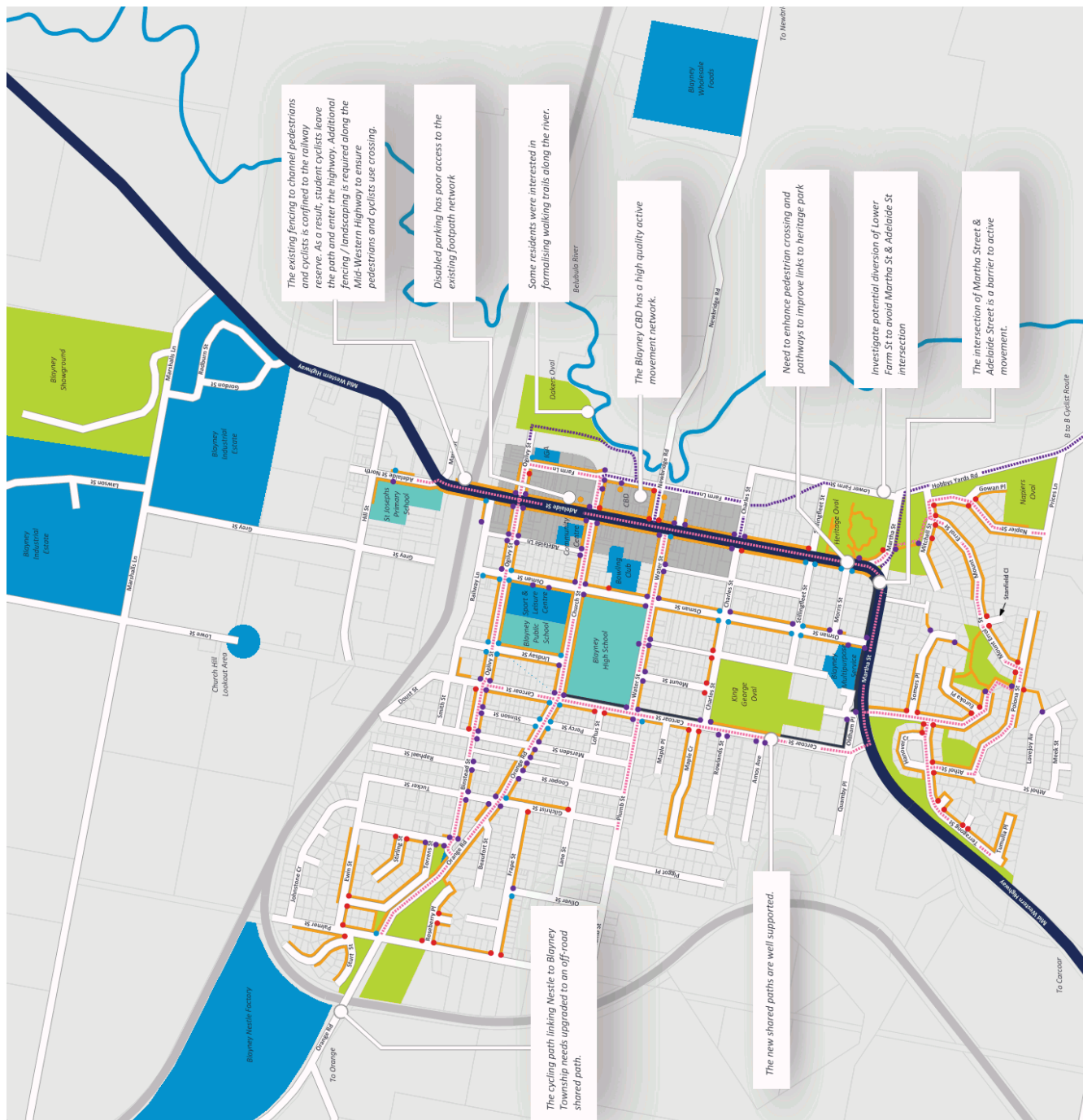


FIGURE NO. 3

BLAYNEY TOWNSHIP Consultation & Audit Findings Map

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Blayney CBD
- Existing Footpath
- Existing Shared Path
- Regular Walking Routes
- Regular Cycling Routes
- Kerb Ramps - Compliant
- Kerb Ramps - Replacement Required
- Kerb Ramps - Minor upgraded required
- Disabled car parking space

NOTES FROM CONSULTATION

The intersection of Martha Street and Adelaide Street needs to be investigated for potential improvements.

There is a general need to review the widths of pedestrian paths throughout the Blayney Township.



0 175 350m



4.2.2 Carcoar Consultation and Audit Findings

Carcoar is an ideal for exploring as a pedestrian or cyclist. It is tranquil, charming and has a largely intact c19th village environment. There are opportunities to develop the pedestrian and cycling opportunities at Carcoar, particularly for pedestrian tourists and residents wishing to explore the historic buildings and scenic areas. The audit and consultation work undertaken for Carcoar identified the need for the following:

- Develop new paths to schools and parklands.
- Remove constraints in the movement network (deficiencies, gaps and barriers)
- Provide end of trip facilities such as seating, signage and wayfinding to enhance the visitor experience of exploring the historic buildings and places in the town.

Figure 4 presents a map summarising the audit / consultation findings of the Carcoar investigations. The main findings are summarised below:

Footpaths / shared paths

The orange lines on the map show the existing network of concrete footpaths in Carcoar. The red dotted lines on the map show parts of the road network that are being readily used by pedestrians. Several streets are noted for their lack of continuous footpaths.

Kerb ramps

There are a number of kerb ramps that need to be provided or need replacing due to poor alignment, grade or condition. There are a number of concrete footpaths that don't extend to the edge of the bitumen road carriageway, thereby leaving an uneven surface for pedestrians and young cyclists to negotiate when crossing the road.

The age of some footpath assets and the relative steep topography accounts for some unusual and very historic kerb ramp designs that may be worthy of preservation. In particular the gutter bridges along Icely / Coombing Streets are an integral part of the character of the streetscape and should be preserved where possible. Where kerb ramp upgrades are proposed at historic footpath intersections, it is recommended that Council's Heritage Advisor provides input on final designs.

Bicycle lanes

There are no on-road cycling lanes in Carcoar. Children cyclists generally limit riding their bicycles around the home and on some of the quieter streets. Limited access to Carcoar was noted as a barrier to more extensive cycling in the area, with the Mid-Western Highway being a major constraint.

Bicycle parking facilities

There are limited end-of-trip facilities in Carcoar. This is despite the town being a significant attractor for visitors and tourists who often choose to explore the town as pedestrians and to a lesser extent as cyclists.

Children cycling

Children ride to school and around town due to the quiet road conditions. The steep topography may discourage regular riding of adults, who prefer to drive or walk the local roads.

Parklands

The river parkland adjoining the Main Street is an attractor for visitors and consideration could be given to end-of-trip facilities at this location.

Carcoar CBD

Coombing and Icely Streets adjoin the river parkland. This Main Street and River Precinct is a significant attractor for visitors and tourists. Consideration could be given to establishing more sophisticated end-of-trip facilities at this precinct that complements the heritage significance of the town centre.

There are a number of historic commercial buildings in the Main Street that have accessibility issues due to front steps and other barriers. Where access upgrades are proposed to historic buildings in the Main Street, it is recommended that Council's Heritage Advisor provides input on final designs.

Barriers

The age of some footpath assets and the relative steep topography accounts for some unusual and very historic kerb ramp designs. The steep topography may discourage regular riding of bicycles. A lack of signage / wayfinding may discourage pedestrians exploring the township on foot.

Obstacles

Some concrete footpaths had gaps or did not meet the bitumen seal of the road carriageway at road crossings. Footpath cracking and sections of broken paving were observed on some footpaths.

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians on constructed footpaths. Low overhanging tree branches, tree roots and bushes were observed as minor obstacles on some constructed footpaths, especially along residential tree lined streets in the more established areas.

Opportunities

There are opportunities for improved pedestrian pathways and end-of-trip facilities (seating, signage, wayfinding and water points) throughout Carcoar. Further development of a network of heritage trails could be explored.







4.2.3 Lyndhurst Consultation and Audit Findings

Lyndhurst is located on the Mid-Western Highway and operates as a small service centre for residents and the surrounding agricultural district. The town is split into two parts by the Mid-Western Highway. South of the highway, the village comprises commercial land-uses, urban style housing, the primary school and the main open space / playing fields. North of the highway there are predominantly rural-residential land-use and the cemetery. A major challenge is to connect both areas of the village with footpaths and / or shared path facilities. The audit and consultation work undertaken for Lyndhurst identified the need for the following:

- Develop new paths to schools and parklands.
- Remove constraints in the movement network (deficiencies, gaps and barriers).
- Introduce measures (signage, line-marking and other traffic calming devices) to control vehicle speed along the Mid-Western Highway.

Figure 5 presents a map summarising the audit / consultation findings of the Lyndhurst investigations. The main findings are summarised below:

Footpaths / shared paths

The orange lines on the map show the existing network of concrete footpaths in Lyndhurst. The red dotted lines on the map show parts of the road network that are being readily used by pedestrians that do not have constructed footpaths. Several streets were noted for their lack of continuous footpaths, particularly Russart Street that provides access to the Lyndhurst Public School as well as the Mid-Western Highway link to the Lyndhurst Sportsground and Campground.

Bicycle lanes

There are no on-road cycling lanes in Lyndhurst. Children cyclists generally limit riding their bicycles around the home and on some of the quieter streets. Vehicle speed and lack of attractors are seen as barriers to more extensive bicycle riding.

Road crossings

The Mid-Western Highway is difficult to safely cross by pedestrians. The speed of traffic is considered to be the main issue.

School zones

The Lyndhurst Primary School is serviced with some constructed footpaths. Extensions of the concrete path network are considered necessary to connect the school to the Mount McDonald Road (the Main Street) and to the Lyndhurst Sportsground.

Shared path line marking and signage

There are no concrete shared paths in Lyndhurst. Any new link between the Lyndhurst Primary School and the Lyndhurst Sportsground could be a concrete shared path.

Children cycling

Children ride to school and around town. More paths and skills development may encourage increased cycling.

Parklands

A shared path route is suggested to connect the Lyndhurst Sportsground and Campground to the southern side of the village. Water points are suggested for Capital Park and the Lyndhurst Sportsground.

Barriers

The village is split into two parts by the Mid-Western Highway. South of highway, the village comprises commercial land-uses, urban style housing, the primary school and the main open space / playing fields. North of the highway there are predominantly rural-residential land-use and the cemetery. Without additional footpath / shared path facilities the Mid-Western Highway presents a major barrier to the development of the active movement network. The age and condition of some footpath assets presents some minor barrier issues.

Obstacles

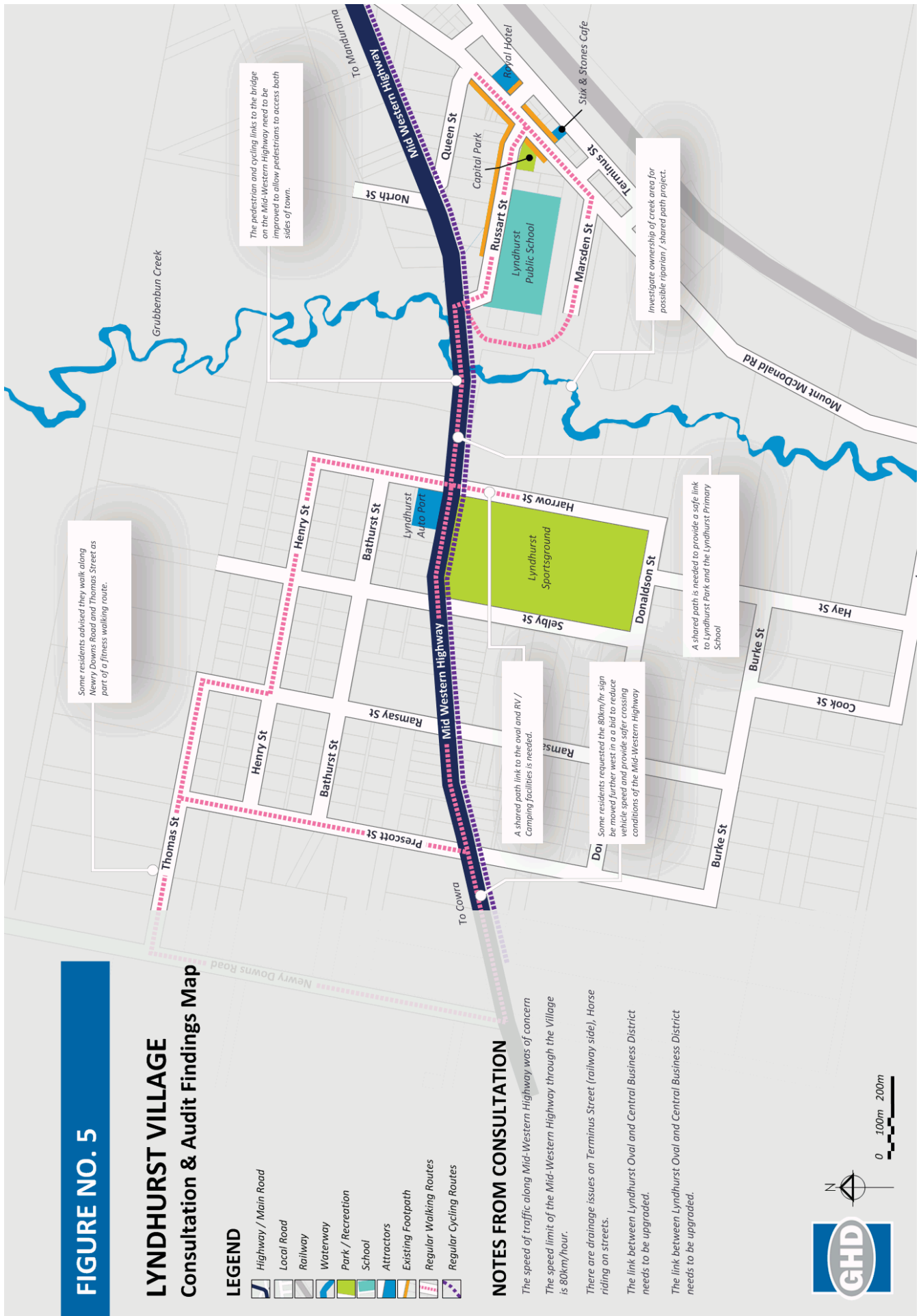
Some concrete footpaths had gaps or did not meet the bitumen seal of the road carriageway at road crossings. Footpath cracking and sections of broken paving were observed on some footpaths.

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians on constructed footpaths.

Opportunities

There is a need to enhance the active movement network to connect the two areas of the village. The shared path network around the Lyndhurst Public School could also be expanded to create a more connected network, particularly to the Lyndhurst Sportsground.







4.2.4 Mandurama Consultation and Audit Findings

Mandurama is located on the Mid-Western Highway about 22 kilometres from Blayney and 46 kilometres from Cowra. It operates as a small service centre for residents and the surrounding agricultural district. Bushwalkers and road cyclists from Cowra and Orange are also regular visitors to the area. The audit and consultation work undertaken for Mandurama identified the need for the following:

- Undertake a safety and functional review of the existing pedestrian crossing of the Mid-Western Highway and review the merits of removing the existing crossing.
- Review the merits of establishing new pedestrian crossing facilities at the intersection of Olive Street and Gold Street.
- Develop a new concrete shared path from the Main Street to the Mandurama Memorial Park.
- Develop new paths to the Mandurama Public School to link the school to the Main Street and also to the Mandurama Memorial Park.
- Remove constraints in the movement network (deficiencies, gaps and barriers).
- Introduce measures (signage, line marking and other traffic calming devices) to control vehicle speed along the Mid-Western Highway.

Figure 6 presents a map summarising the audit / consultation findings of the Mandurama investigations. The main findings are summarised below:

Footpaths / shared paths

The orange lines on the map show the existing network of concrete footpaths in Mandurama. The red dotted lines show parts of the road network that are regularly used by pedestrians. Several streets were noted for their lack of continuous footpaths or shared paths.

Bicycle lanes

There are no on-road cycling lanes in Mandurama. Regular local cyclists advise that they would not likely use on-road cycling lanes (preferring to ride along the edge of the bitumen carriageway, road shoulder or where conditions warrant). Children cyclists were generally observed riding on the footpaths, road shoulders and on the road carriageway on quieter streets.

Road crossings

The Mid-Western Highway is difficult to safely cross by pedestrians. The intersection of Olive and Gold Streets is the main area of commercial activity, with the Royal Hotel and Lyndhurst Post Office located on opposite sides of the intersection. There is an existing crossing that has a pedestrian holding point in the middle of the highway. It is recommended that consideration be given to the removal of the existing pedestrian crossing, in favour of a new kerb extension crossing closer to the hotel and post office.

School zones

The Mandurama Primary School is serviced with constructed footpaths; however there are gaps in the footpath network leading to the Main Street and the Mandurama Memorial Park. Some extensions of the concrete path network are required to connect to the Main Street and parklands. The lines marked red on the map shows where new footpaths are required.

Shared path line marking and signage

There are no concrete shared paths in Mandurama. Any new link between the Mandurama Primary School and the Mandurama Memorial Park could be a concrete shared path.

Children cycling

Children ride to school and around town. More paths and skills development may encourage increased cycling.

Parklands

A shared path route is suggested to connect the Mandurama Memorial Park to the intersection of Olive and Gold Streets.

Mandurama CBD

The pedestrian crossing of the Mid-Western Highway is recommended to be relocated further north to be closer to the main commercial activity area (Hotel and Post Office/Cafe).

Surrounding Rural Roads

The surrounding rural roads are generally devoid of pedestrians and cyclists. There may be an occasional person walking, jogging or riding along rural roads. Cyclists from Cowra and some Orange cyclists may be seen riding along rural roads on weekends.

Barriers

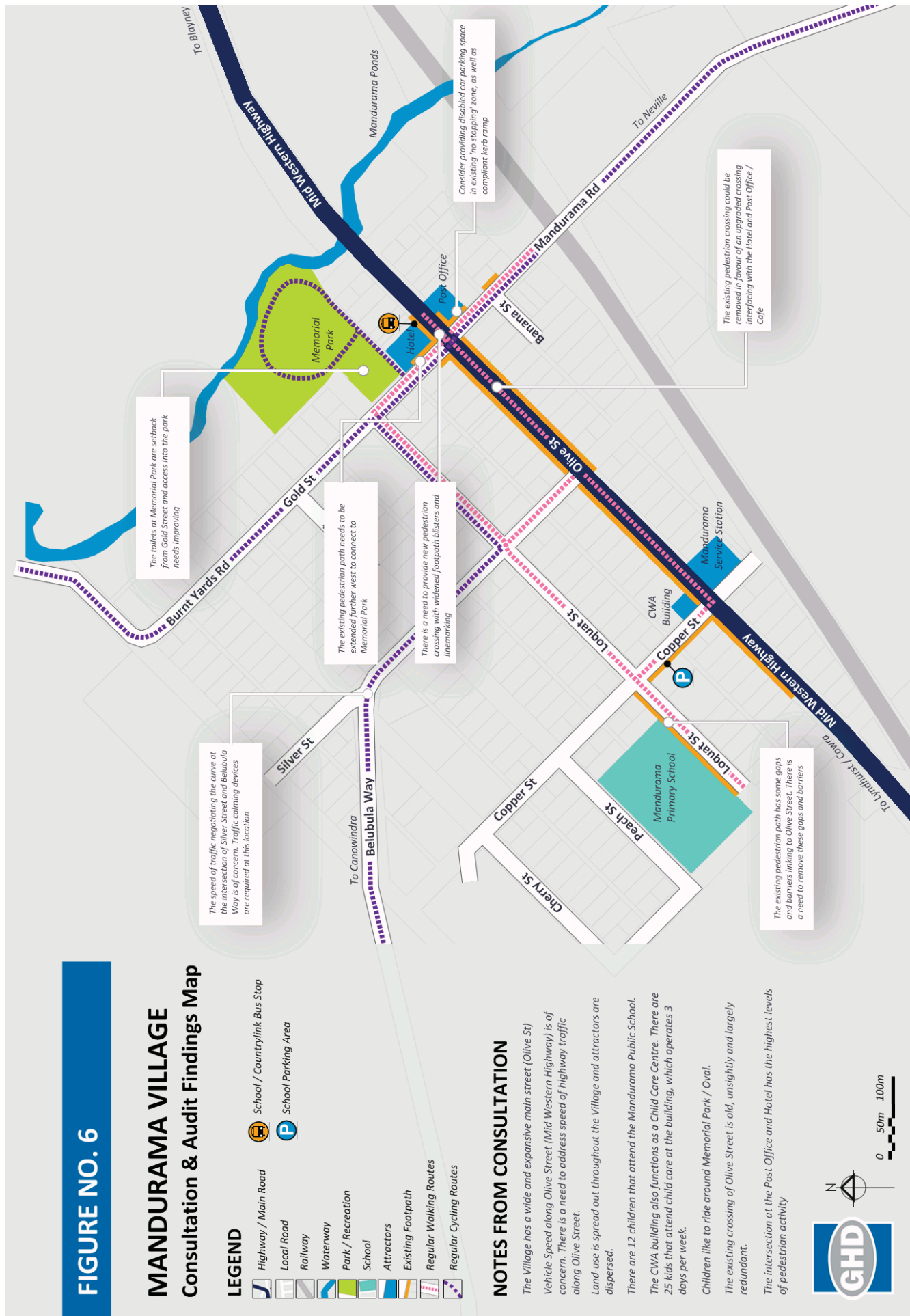
The age of some footpath assets and gaps in the network presents some minor barriers.

Opportunities

There is a need to enhance the pedestrian and cycling links to the Mandurama Primary School as well as to the Mandurama Memorial Park.

The pedestrian crossing of the Mid-Western Highway is recommended to be relocated further north to be closer to the main commercial activity area.







4.2.5 Millthorpe Consultation and Audit Findings

Millthorpe is the heart of a dynamic cold climate food and wine region and is highly accessible to close to 100 000 people living within a short drive from the town. Millthorpe boasts award winning restaurants, arts and antiques, a museum, boutique shops, hotels, wine tasting and accommodation enhancing its charm, sophistication and eclectic style. The town comes alive on weekends with locals and visitors walking and cycling the streets and relaxing at one of the cafes, restaurants or hotels. Many cyclists from Orange and the wider region regularly visit Millthorpe for a coffee as part of their weekend ride.

The audit and consultation work undertaken for Millthorpe identified the need for the following:

- Develop new paths to schools and parklands.
- Remove constraints in the movement network (deficiencies, gaps and barriers)
- Provide end of trip facilities and cyclist signage and wayfinding is also supported.
- Provide cyclist warning signage on rural roads in the district.

Figure 7 presents a map summarising the audit / consultation findings of the Millthorpe investigations. The main findings are summarised below:

Footpaths / shared paths

The orange lines on the map show the existing network of concrete footpaths in Millthorpe. The lines marked red on the map show parts of the road network that are being readily used by pedestrians that do not have constructed footpaths. Several streets were noted for their lack of continuous footpaths or shared paths.

Kerb ramps

There are a number of kerb ramps that need to be provided or need replacing due to poor alignment, grade or condition. The age of some footpath assets and the relative steep topography accounts for some unusual and very historic kerb ramp designs. In most cases existing kerb ramps are serviceable; however there are some kerb ramps that need upgrading or replacement. Where kerb ramp upgrades are proposed at historic footpath intersections, it is recommended that Council's Heritage Advisor provides input on final designs.

Bicycle lanes

There are no on-road cycling lanes in Millthorpe. Regular local cyclists advise that they would not likely use on-road cycling lanes (preferring to ride along the edge of the bitumen carriageway, road shoulder or where conditions warrant). Cyclists from further afield (Blayney and Orange) advise that they ride on the road and do not need specific bike lanes in town. Children cyclists were generally observed riding on the footpaths, road shoulders and on the road carriageway on quieter streets.

Road crossings

The Millthorpe Road is the only road that was difficult to safely cross by pedestrians. There is minimal use of kerb extensions and blisters to reduce effective road carriageway width and provide more effective road crossing points.

Railway crossings

The railway underpass on the western outskirts of Millthorpe (on the Forrest Reefs Road) is a barrier and safety concern for cyclists and walking / running pedestrians.

School zones

Schools in Millthorpe are generally serviced with constructed footpaths. Additional concrete footpaths or shared paths are required at Victoria Street and Boomerang Road to service Millthorpe Public School and the playing fields and skate park at Redmond Oval.

Shared path line marking and signage

There are no concrete shared paths in Millthorpe. Additional concrete shared paths are suggested at Victoria Street and Boomerang Road to service Millthorpe Public School and the playing fields and skate park at Redmond Oval. A shared path network connecting Millthorpe walking routes, is shown in orange on the map.

Children cycling

Not many children ride to school or around town. More paths and skills development may encourage increased cycling.

Parklands

Shared path routes are required to connect Redmond Oval to other parts of town.

Barriers

The railway underpass on the western outskirts of town on the Forrest Reefs Road is a barrier and safety concern for cyclists and walking / running pedestrians.

The age of some footpath assets and the relative steep topography accounts for some unusual and very historic kerb ramp designs, which can present minor barriers.

Obstacles

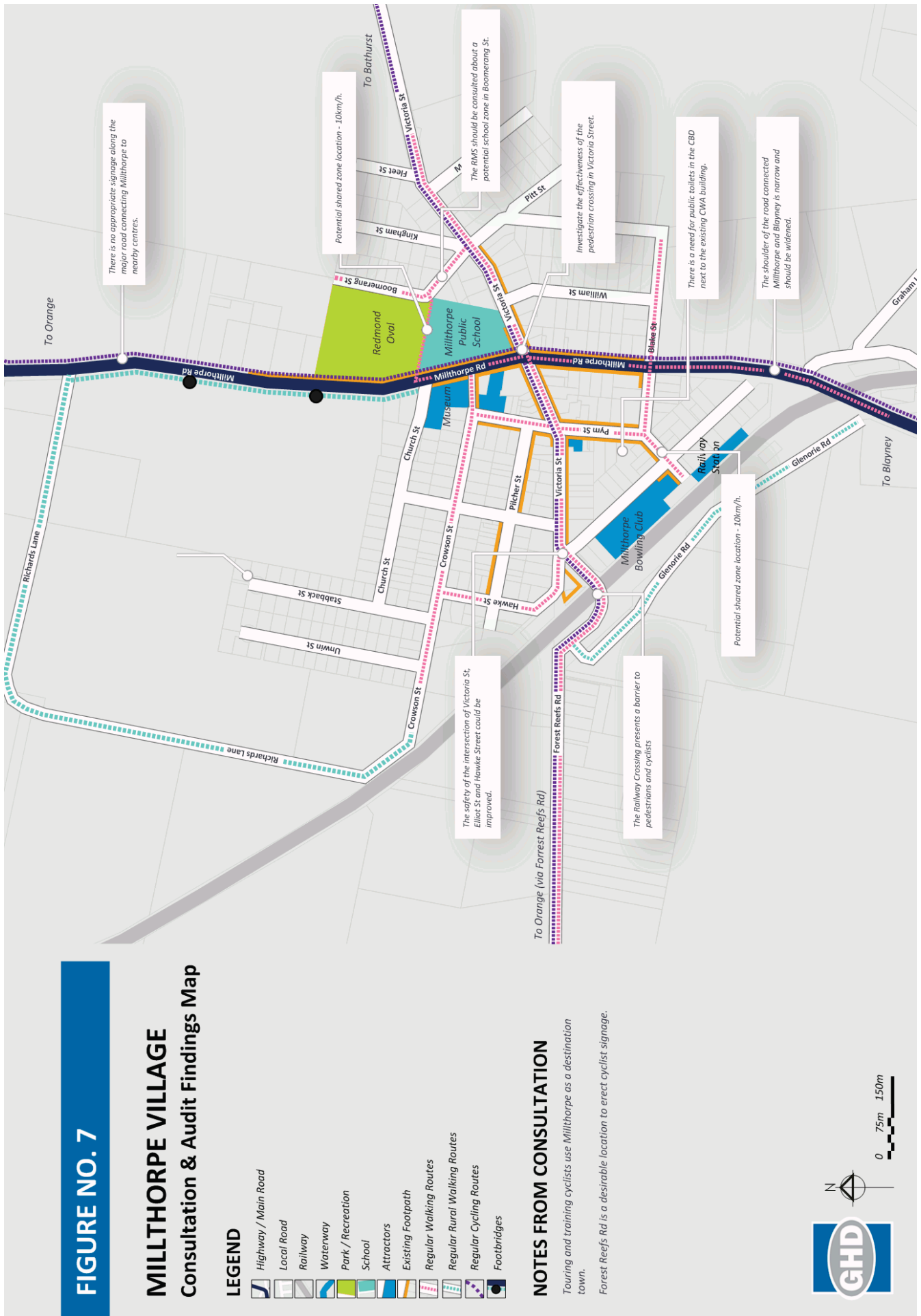
Some concrete footpaths had gaps or did not meet the bitumen seal of the road carriageway at road crossings. Footpath cracking and sections of broken paving were observed on some footpaths. Low overhanging tree branches and bushes were observed as obstacles on some constructed footpaths, especially along residential tree lined streets in the more established areas of Millthorpe.

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians on constructed footpaths.

Opportunities

There is a need to enhance the pedestrian and cycling links to Redmond Oval, including the skate park. The shared path network around the Millthorpe Public School could also be expanded to create a more connected network. There are opportunities for improved cyclist signage and wayfinding, bicycle parking facilities and water points in Millthorpe.







4.2.6 Newbridge Consultation and Audit Findings

Newbridge is the centre of community activity for a dynamic village and agricultural community. A number of events and celebrations are hosted at the reserve, including the Newbridge Swap Meet and Car Boot Sale (held annually in February), the Winter Solstice Markets and Medieval Festival (held every June) and many smaller local celebrations.

There are no schools in Newbridge and school children commute to Blayney or Bathurst for their daily education. With most school children commuting to other centres for their education, the main active movement issues for the village involve the enhancement of pedestrian facilities around the designated bus stop areas.

Road safety is an important issue for the community as a consequence of their concerns about perceived high vehicle speed in the village, safety around school bus stops, relatively narrow sealed roads and crests, visibility of road cyclists on rural roads as well as truck traffic generated from the Central Tablelands Livestock Exchange.

The audit and consultation work undertaken for Newbridge identified the need for the following:

- Develop a new shared path on the western side of Trunkey Street to link the Newbridge Public Recreation Reserve to Caloola Street.
- Remove constraints in the movement network (deficiencies, gaps and barriers)
- Introduce measures (signage, line marking and other traffic calming devices) to control vehicle speed along Trunkey Street.
- Provide cyclist warning signage on rural roads in the district.

Figure 9 presents a map summarising the audit / consultation findings of the Newbridge investigations. The main findings are summarised below:

Footpaths / shared paths

The orange lines on the map show the existing network of concrete footpaths in Newbridge. The red dotted lines show the parts of the road network that are being readily used by pedestrians. Several streets are noted for their lack of continuous footpaths or shared paths.

Kerb ramps

There are a number of kerb ramps that need to be provided or that need replacing due to poor alignment, grade or condition.

Bicycle lanes

There are no on-road cycling lanes in Newbridge. Regular local cyclists advise that they would not likely use on-road cycling lanes (preferring to ride along the edge of the bitumen carriageway, road shoulder or where conditions warrant). Children cyclists were generally observed riding on the footpaths, road shoulders and on the road carriageway on quieter streets.

School zones

There are no schools in Newbridge. With most school children commuting to other centres for their education, the main active movement issues for the village involve the enhancement of pedestrian facilities around the designated school bus stops. Pedestrian path upgrades at school bus stops are recommended where shown on the map.

Children cycling

There are no on-road cycling lanes in Newbridge. Children cyclists generally limit riding their bicycles around the home and on some of the quieter streets. Vehicle speed and lack of paths and attractors are seen as barriers to more extensive bicycle riding. A new concrete shared path is recommended to link the Newbridge Public Recreation Reserve to the intersection of Trunkey Street and Caloola Road to provide an off-road path to the parkland.

Parklands

A new concrete shared path is recommended to link the Newbridge Public Recreation Reserve to the intersection of Trunkey Street and Caloola Road to provide an off-road path to the parkland.

Surrounding Rural Roads

The surrounding rural roads often have road cyclists riding along the road for training or social riding purposes. Riding numbers can range from a single rider up to a bunch of 15 to 20 riders. The visibility of road cyclists in foggy or dark winter conditions causes concern to some residents. The B2B CycleSportif Challenge travels through Newbridge, which provides for great viewing from the centre of town. Cyclist warning signage is recommended for regular road cycling routes.

Barriers

The lack of constructed paths to the Newbridge Public Recreation Reserve may be causing some people not to access the facilities at the park as either pedestrians or cyclists.

Obstacles

Some concrete footpaths had gaps or did not meet the bitumen seal of the road carriageway at road crossings. Footpath cracking and sections of broken paving were observed on some footpaths.

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians on constructed footpaths.

Opportunities

There is a need to enhance the pedestrian and cycling links to the Newbridge Public Recreation Reserve. There are opportunities for improved pedestrian facilities around school bus stops.







4.2.1 Neville Consultation and Audit Findings

Neville is an ideal destination for a pedestrian tourists and touring cyclists. Promotion of the excellent facilities at Neville, such as annual events and the Neville Hotel and Neville Siding Accommodation Units is important to further develop active movement tourist markets for Neville. The audit and consultation work undertaken for Neville identified the need to provide end of trip facilities and cyclist signage and wayfinding is also supported.

Figure 10 presents a map summarising the audit / consultation findings of the Neville investigations. The main findings are summarised below:

Footpaths / shared paths

There are no concrete footpaths constructed in Neville. Residents and visitors tend to navigate the village using the road carriageway (on quieter streets) or the grassed shoulder. A central path along Crouch Street is considered to be the only footpath route where regular pedestrians walk. The lines marked red on the map shows this potential pathway route.

Kerb ramps

There are no kerb ramp issues in Neville.

Bicycle lanes

There are no on-road cycling lanes in Neville. Regular local cyclists advise that they would not likely use on-road cycling lanes (preferring to ride along the edge of the bitumen carriageway, road shoulder or where conditions warrant).

Road crossings

There are no road crossing issues at Neville.

Waterway crossings

There are no rivers or creeks located in Neville that present waterway crossing issues.

School zones

The Neville Primary School is not serviced with formed footpaths.

Tactile indicators

No intersections or grade changes in Neville that are provided with tactile indicators. Lack of TGSi was not noted as an issue.

Bicycle parking facilities

There are no formal bicycle parking facilities or water points in Neville.

Shared path line marking and signage

There are no concrete shared paths in Neville.

Children cycling

Children are free to ride around town.

Neville walking routes

There are a number of routes used by recreational walkers and joggers, tourists and commuters that have gaps in the network.

Parklands

There are no major parklands in Neville.

Barriers

There are no major barriers to active movement in Neville.

Obstacles

There are no major obstacles.

Opportunities

There are opportunities to promote Neville as a pedestrian tourists and touring cyclists' weekend destination.

There is an opportunity to enhance the pedestrian and cycling links along Crouch Street to connect the Neville Public School

There are opportunities for improved pedestrian signage and wayfinding, such as signposted heritage walks.







5. Active Movement Plans

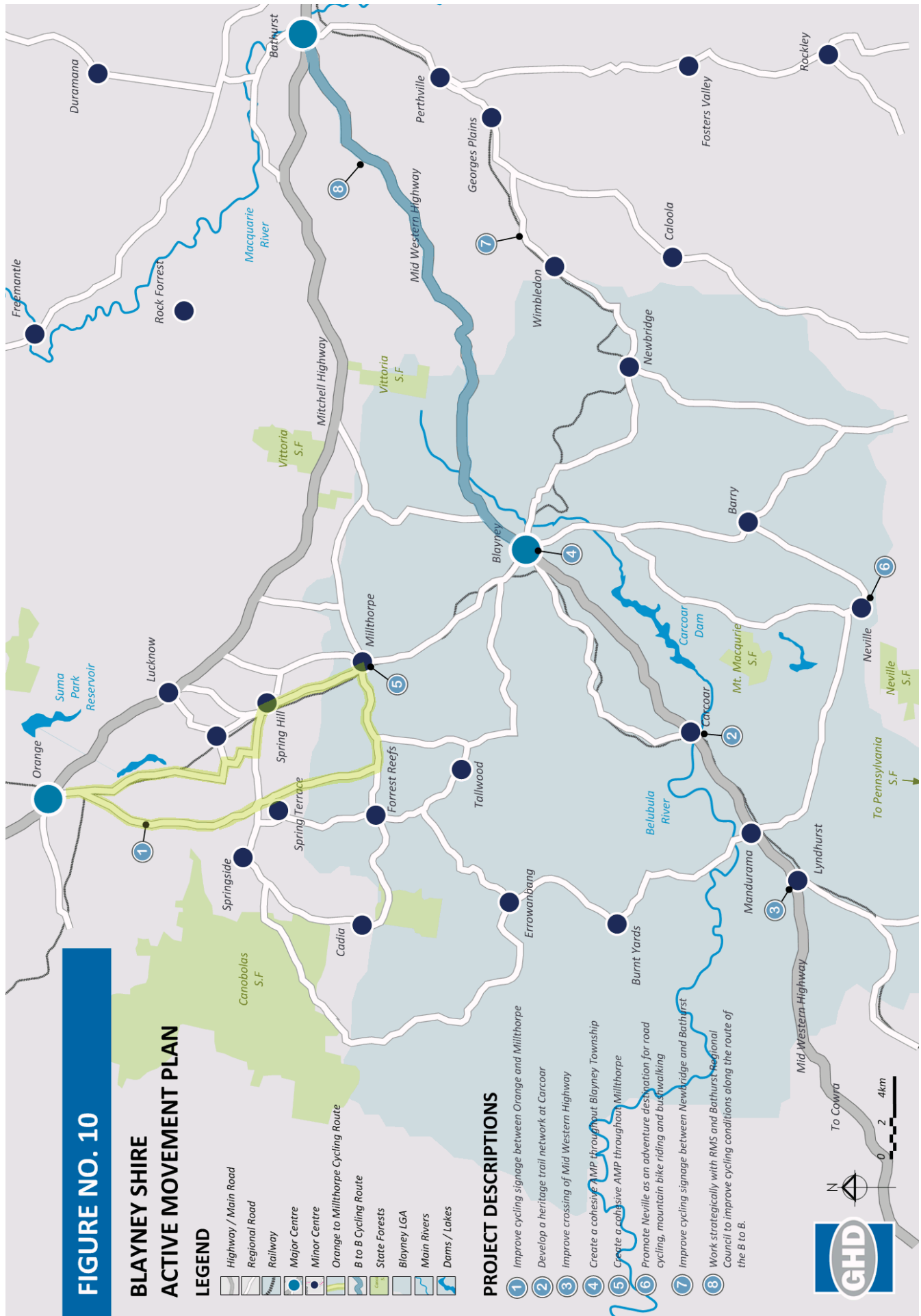
The Active Movement Plans for the Blayney Shire and each town and village in the shire are presented in this section, as follows:

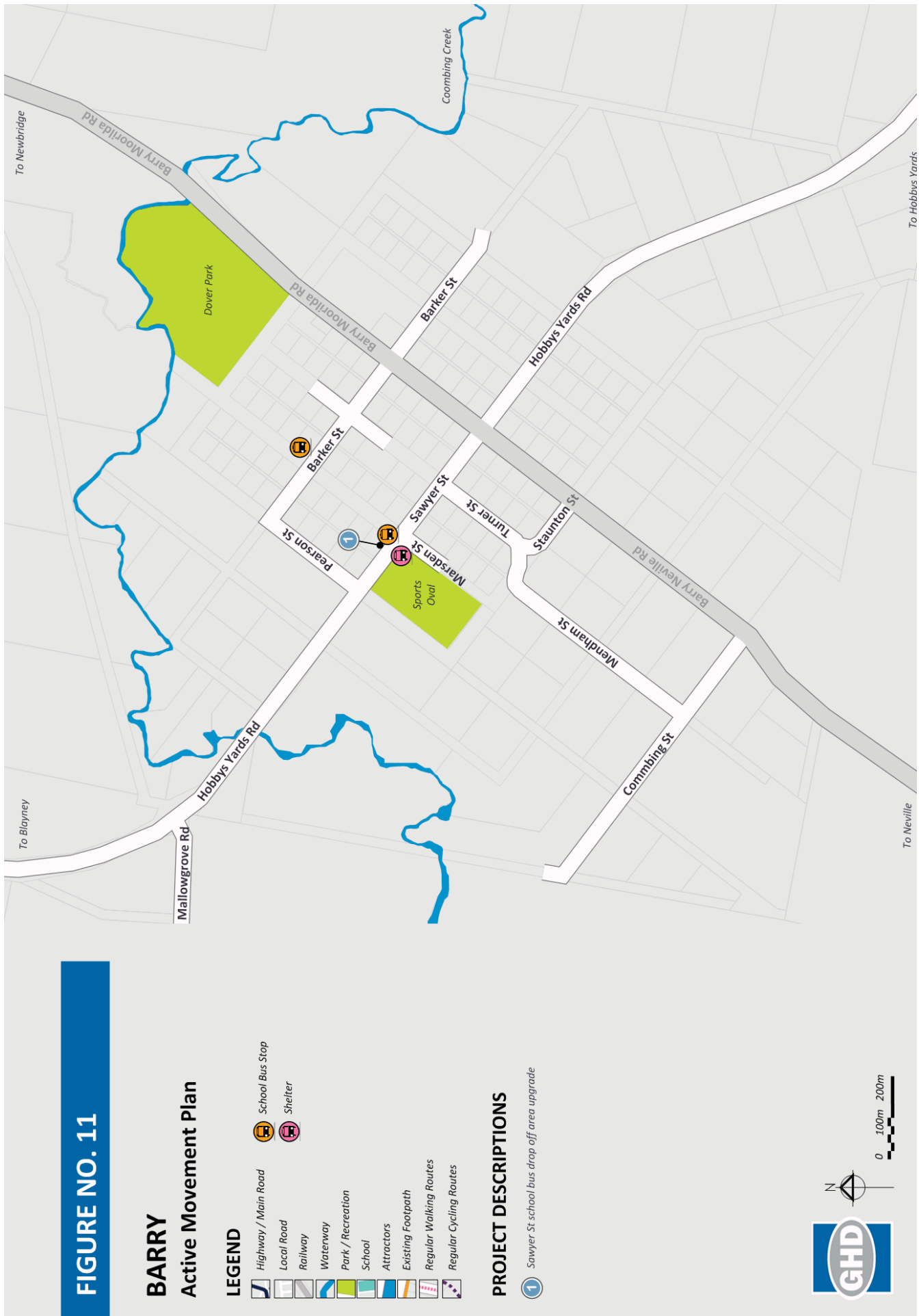
- Figure 10: Blayney Shire Active Movement Plan
- Figure 11: Barry Active Movement Plan
- Figure 12: Blayney Active Movement Plan
- Figure 13: Carcoar Active Movement Plan
- Figure 14: Lyndhurst Active Movement Plan
- Figure 15: Mandurama Active Movement Plan
- Figure 16: Millthorpe Active Movement Plan
- Figure 17: Newbridge Active Movement Plan
- Figure 18: Neville Active Movement Plan

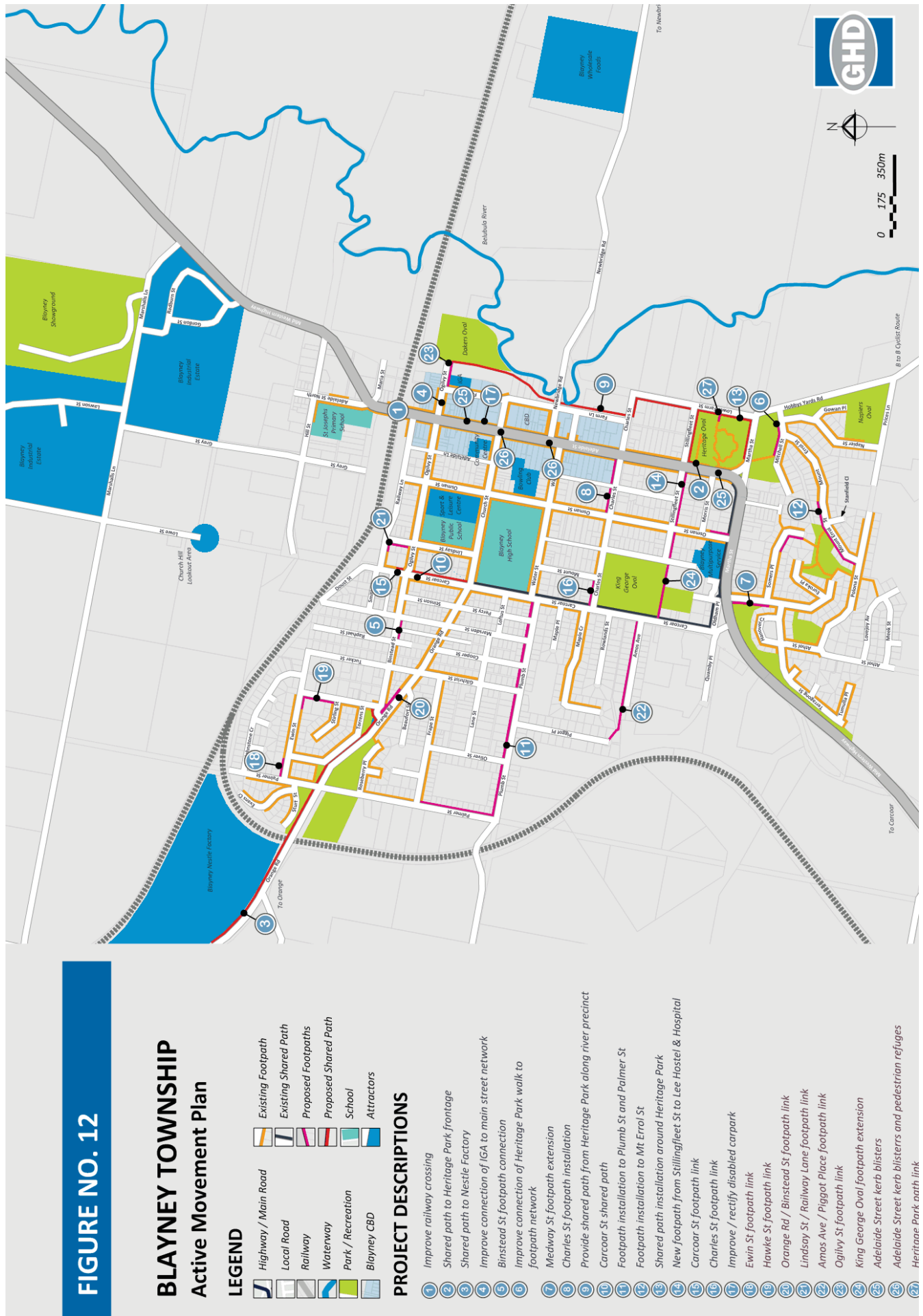
Community comments and feedback on the Active Movement Plans are encouraged to arrive at finalised plans for each area identified.

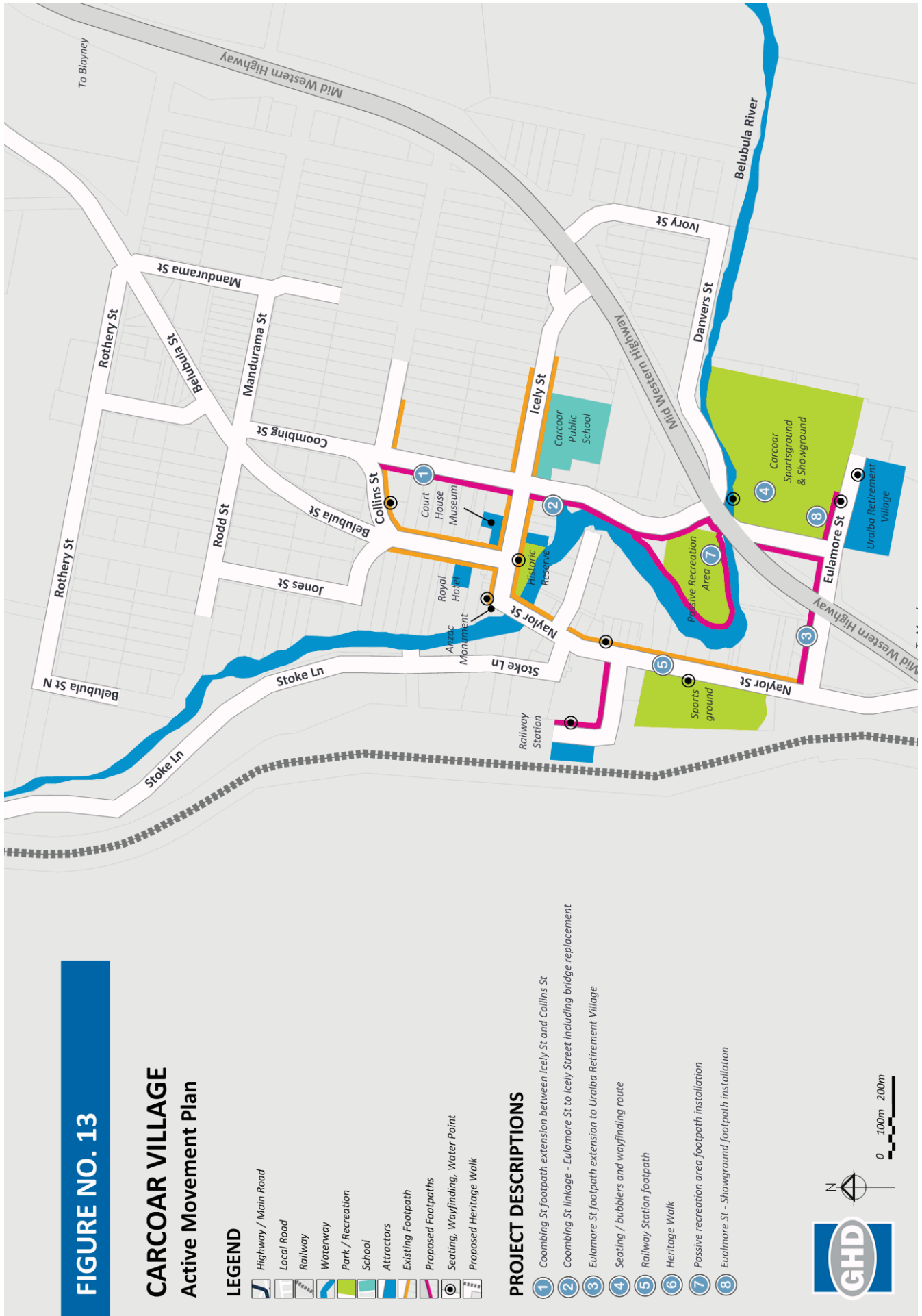
The final plans will then be used as the main reference to developing the Action Plan for the Blayney Shire Active Movement Strategy.

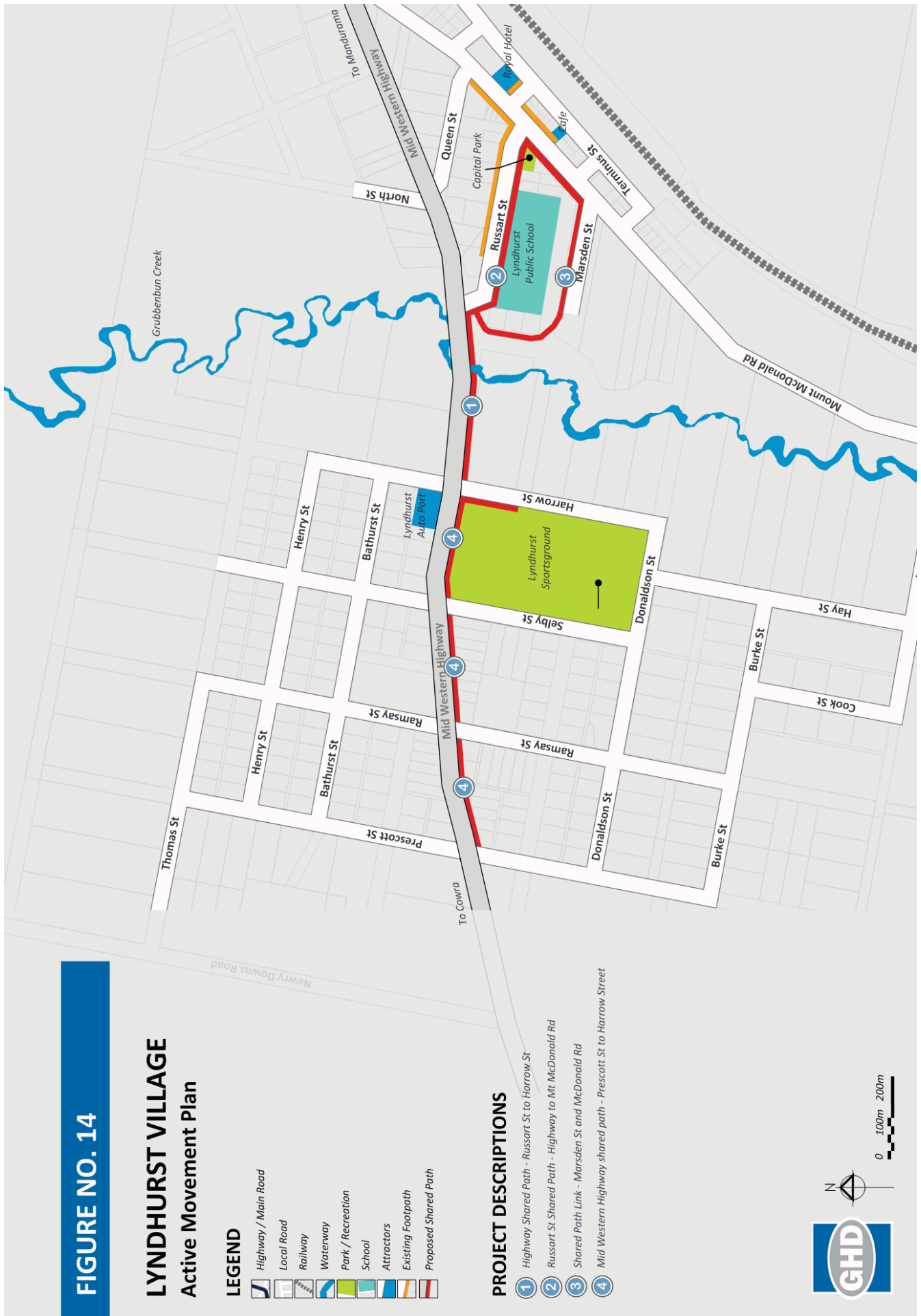


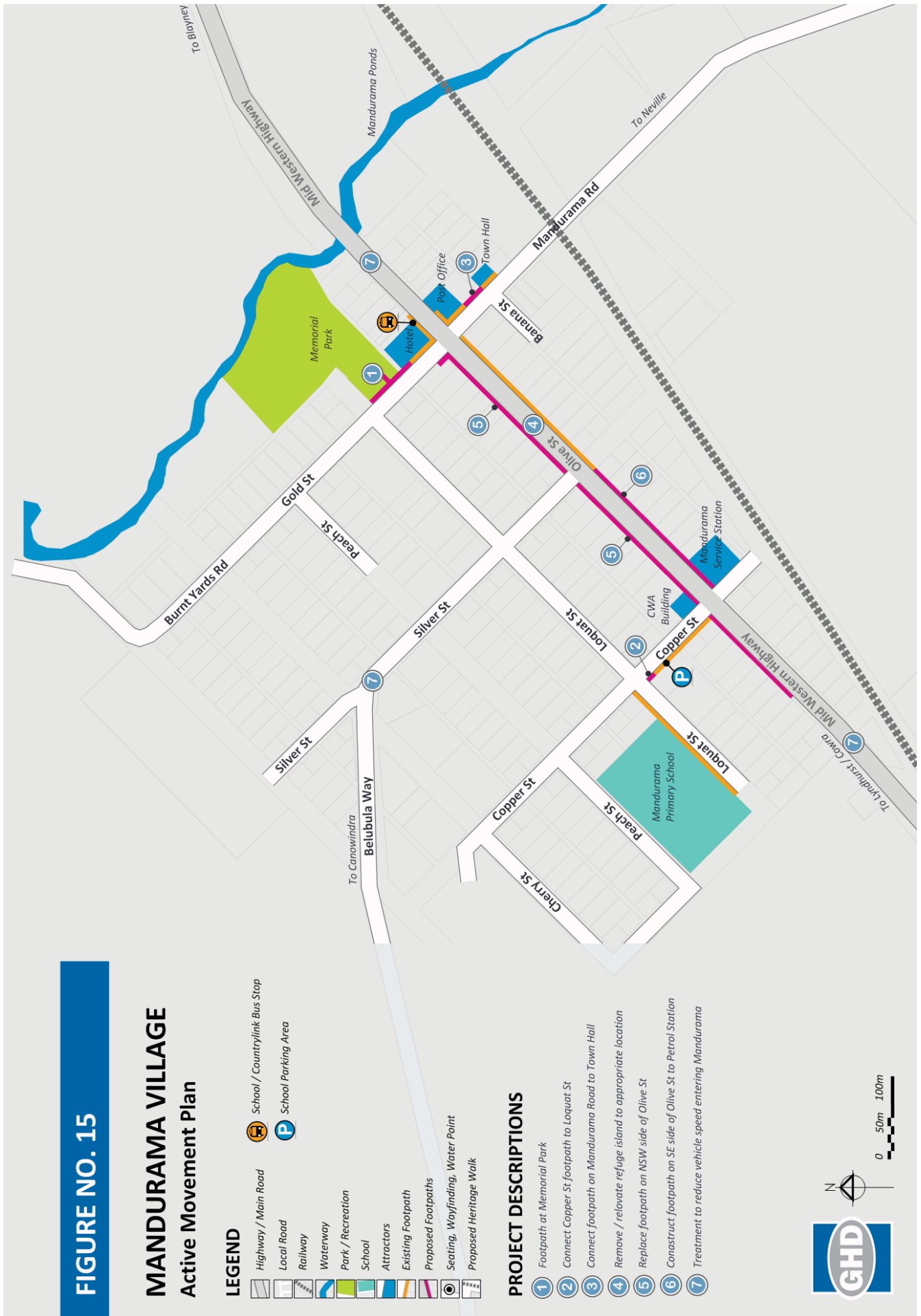


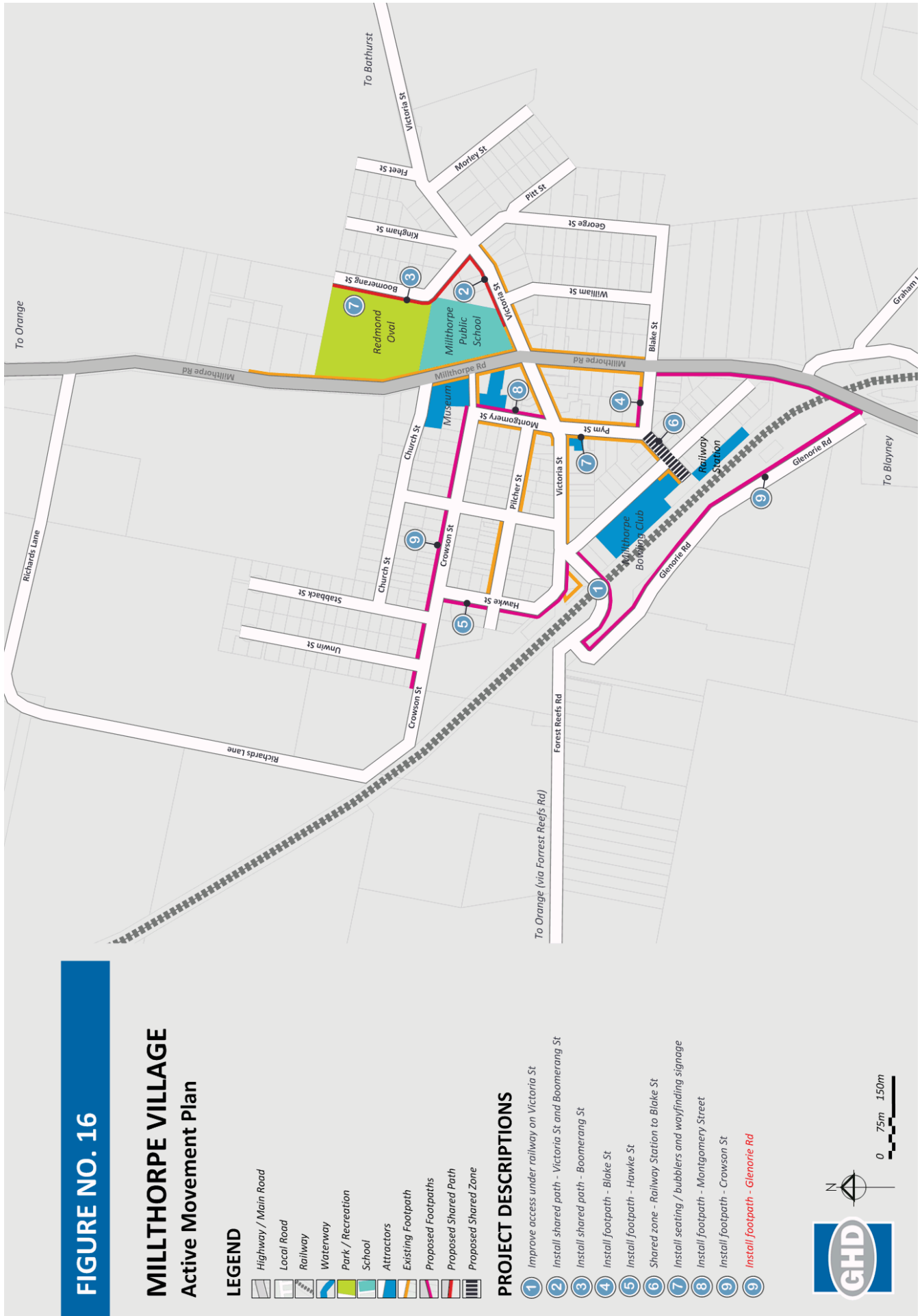


















6. Implementing the Active Movement Network

There are limited resources available to Blayney Shire Council to undertake improvements during the life of the Blayney Shire Active Movement Strategy (4-10 years). It is necessary to prioritise projects that make up the new AMPs. The Matrix Table over page provides full visibility of the proposed projects and the assessment criteria used to determine priorities.

Each scoring criteria is scored between 1 and 10 with all scores summed to give a total score for each potential project.





Project Description	From	To	Does it fill a Network Gap?	Has it been identified in Consultation?	Has it been identified in Audits?	Are there User Type Benefits?	Is it suitable for all users?	Is it in A Primary Activity Zone?	Is it in a Secondary Activity Zone?	Is it on a Primary Pedestrian or cyclists Route?	Is it in or near a Hazard Area?	Will it reduce Speed?	Will it separate pedestrian and cyclists from vehicles?	Will it increase pedestrian and cyclist Visibility?	Will it increase Safety Awareness?	Would it be peer supported?	Is it practical?	Is it cost effective?	Total
Barry																			
Barry 1	Sawyer St school bus drop off area upgrade		7	8	8	8	8	7	5	7	8	7	7	8	8	9	8	7	120
Blayney																			
Blayney 2	Shared Path to Heritage Park frontage	Stillingfleet St	7	8	8	8	8	8	8	8	8	5	7	7	8	8	8	6	120
Blayney 1	Improve railway crossing	Adelaide St	7	8	8	7	7	8	8	8	9	4	8	6	8	7	8	7	118
Blayney 4	Improve Connection of IGA to main Street network	Ogilvy St	8	8	7	8	8	8	8	8	7	4	7	7	7	8	8	7	118
Blayney 26	New kerb blisters and refuge Highway crossing	Adelaide St	6	7	8	7	8	7	8	8	8	7	7	7	7	7	8	8	118
Blayney 25	New kerb blisters and refuge Highway crossing	Adelaide St	6	7	8	7	8	7	8	8	8	7	7	7	7	7	8	8	118
Blayney 7	Extend footpath Medway St	Somers Place	8	8	8	8	7	6	6	7	8	4	7	8	8	9	8	7	117
Blayney 17	Improve disabled carpark Adelaide St	Church St	5	8	8	8	7	9	8	8	8	4	7	5	8	8	8	7	116
Blayney 24	King George Oval Footpath Extension	Amos Street	8	7	8	8	7	7	8	7	7	6	7	6	7	7	7	8	115
Blayney 23	Ogilvy Street footpath link	Ogilvy Street	7	7	7	7	7	6	8	7	7	6	7	7	7	8	8	8	114



Project Description	From	To	Does it fill a Network Gap?	Has it been identified in Consultation?	Has it been identified in Audits?	Are there User Type Benefits?	Is it suitable for all users?	Is it in A Primary Activity Zone?	Is it in a Secondary Activity Zone?	Is it on a Primary Pedestrian or cyclists Route?	Is it in or near a Hazard Area?	Will it reduce Speed?	Will it separate pedestrian and cyclists from vehicles?	Will it increase pedestrian and cyclist Visibility?	Will it increase Safety Awareness?	Would it be peer supported?	Is it practical?	Is it cost effective?	Total
Blayney 20	Orange Rd / Binstead St footpath link	Binstead St		8	8	8	7	7	6	9	8	8	6	8	8	8	8	8	113
Blayney 14	Footpath Stillingfleet St to hospital	Adelaide St		8	7	8	7	7	7	7	7	5	8	6	7	7	7	7	112
Blayney 16	Charles St Footpath Link	Mount St		8	6	7	7	7	7	7	8	4	8	7	7	7	8	7	112
Blayney 3	Shared Path to Nestle	Palmer St		8	7	8	8	5	8	7	6	5	8	7	7	8	7	5	112
Blayney 5	Connect Footpath Binstead St	Marsden St		8	8	8	7	7	6	7	7	4	8	6	7	8	8	4	111
Blayney 8	Provide footpath to Charles St	Carcoar St / Osman St		8	8	8	7	7	6	7	6	4	7	7	7	7	8	6	111
Blayney 10	Carcoar St Shared Path	Church St		8	7	8	7	8	7	6	7	3	7	7	6	7	7	7	109
Blayney 12	Footpath to Mt Errol St	Polona St		9	7	8	7	7	5	6	8	6	4	7	6	7	8	7	109
Blayney 9	Provide Shared path from heritage park along river precinct	Heritage Park		7	9	7	6	8	7	7	7	4	7	6	7	8	6	6	109
Blayney 15	Carcoar St Footpath Link	Oglivy St		9	7	7	8	7	6	6	6	5	6	6	7	7	8	7	108
Blayney 6	Improve Connection of heritage park walk to footpath network	Mitchell St		7	6	8	8	7	5	7	6	4	7	7	7	7	7	6	107
Blayney 19	Hawke St footpath link	Stirling Street		8	7	7	7	5	5	6	6	5	7	6	6	7	7	8	104

