

17) ACTIVE MOVEMENT STRATEGY: 2026 REVIEW AND UPDATE**Department:** Infrastructure Services**Author:** Director Infrastructure Services**CSP Link:** 3. Infrastructure is resilient, fit for purpose and maintained to support our community**File No:** RD.AD.1**Recommendation:**

That Council:

1. Note the two (2) submissions received during the public exhibition period,
2. Adopt the Blayney Shire Active Movement Strategy 2026 as modified following consideration of the submissions received during the public exhibition period.

Reason for Report:

For Council to consider two (2) submissions received during the public exhibition.

Report:

The current Active Movement Strategy (AMS) was most recently reviewed and adopted by Council at the July 2023 Council meeting.

At the February 2026 Council Meeting, Council endorsed the strategy for public exhibition.

During the exhibition period, two (2) submissions were received. Table 1 below summarises the items requested for Council to consider prior to adoption:

From	Township	Request
Heather Fillery	Millthorpe	1. Review of footpath at the cemetery as it may not be of value as an inclusion.
	Millthorpe	2. Review of extension of footpath in Church St (between Pearce and Stabback St)
	Millthorpe	3. Review of extension of footpath in Stabback St from Church to Crowson St.
	Millthorpe	4. Review of extension of footpath in Crowson Street Pearce to Stabback St
Bruce Reynolds	Millthorpe	5. Installation of footpath in Crowson St, from Pearce to Unwin St.
	Millthorpe	6. Installation of footpaths in 2 stages along Forest Reefs Road

Table 1 – Summary of requests contained within submissions

The following modifications to the AMS maps, have been made following the public exhibition period and consideration of the submissions received:

1. Millthorpe: Addition of footpath on Crowson Street, from Pearce St to Unwin St (9a & 9b)
2. Millthorpe: Extension of footpath on Forest Reefs Road, as a separate project (Ad18)
3. Newbridge: Formatting of project labels to improve clarity of extent for each project.

These maps are included as an attachment to this report.

Risk/Policy/Legislation Considerations:

It is noted that Council in the 2025/26 year prioritised the repair and renewal of existing footpaths, rather than construction of any new. Council is encouraged to continue to balance the renewal of existing footpaths, with the construction of new.

Budget Implications:

Projects will be delivered in accordance with the Council adopted budgets.

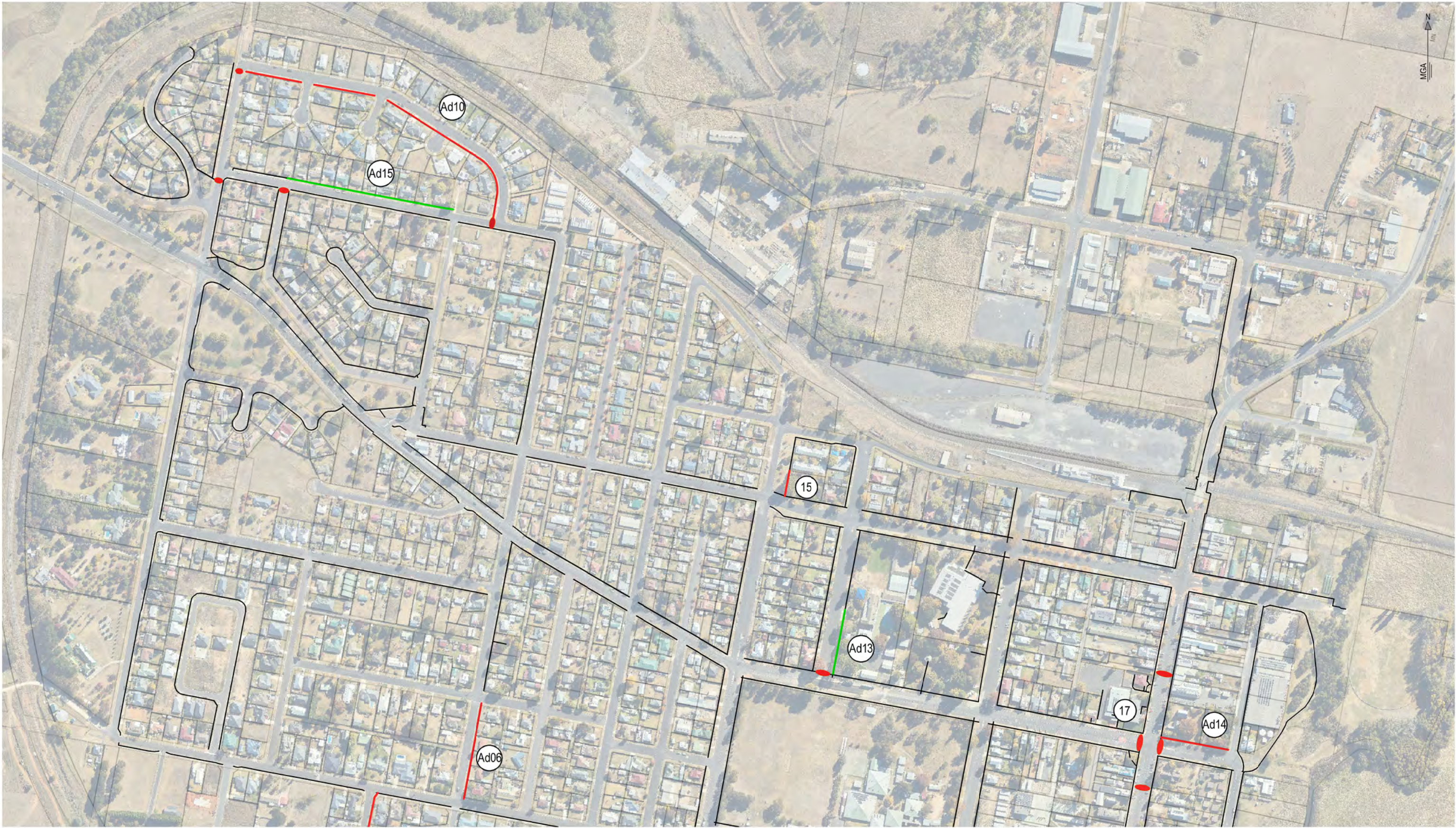
AMS projects, which are new assets, will be scoped and estimated as grant funding opportunities arise or as programmed within the Council-funded Delivery Program.

Enclosures (following report)

1	Active Movement Strategy Maps 2026	9 Pages
2	AMS - Submissions	2 Pages

Attachments (separate document)

Nil



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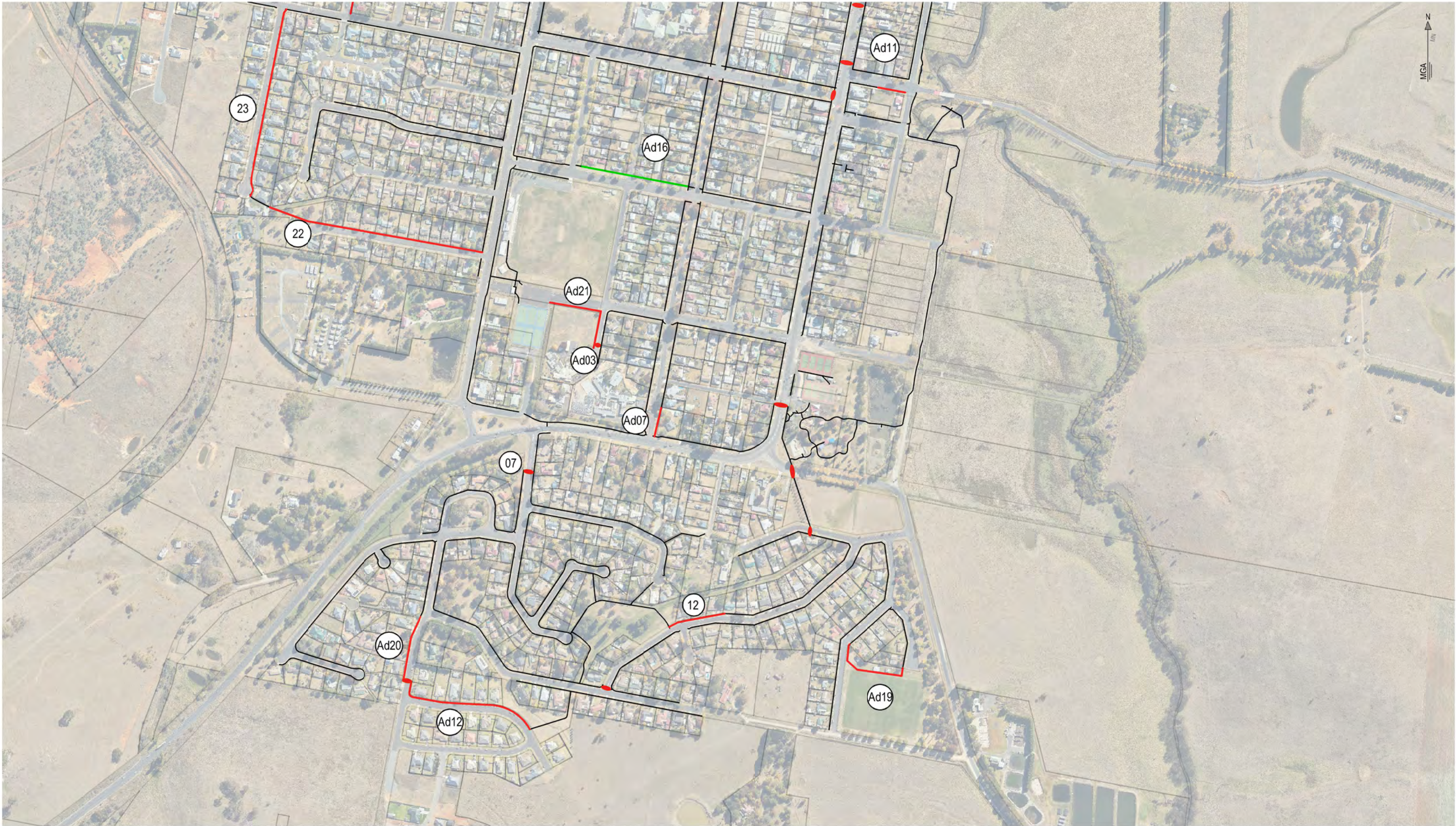
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Active Movement Strategy 2016

PREPARED FOR BLAYNEY SHIRE COUNCIL BY GHD PTY LTD
JULY 2016



Executive Summary

The Blayney Shire is located in the Central West Region of NSW and is home to around 7,000 people. The shire is spread over a relatively large area of 1,525 square kilometres and includes the townships and villages 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.

Travel patterns are dispersed across the Blayney Shire and the road network can become quite busy, particularly the Mid-Western Highway and other roads during peak shopping times, school zone times and around weekend sporting and community events. Rural roads between urban settlements, Cadia Mine and the Central Tablelands Livestock Exchange also accommodate a range of traffic.

The Blayney to Bathurst Cyclo Sportiff Challenge, held every year in April, is the largest cycling participation event on the Cycling NSW Calendar. The close proximity of Orange and Bathurst to the Blayney Shire also attracts many cyclists and pedestrian visitors for recreational and training purposes. To support the movement network, Blayney Shire Council has a large network of constructed roads and a smaller pedestrian and cycling network.

Many people in the Blayney Shire choose to walk or ride to work or school and to other local destinations such as their local shops, cafes, club, post office and town swimming pool. Using human power is a cheap and easy form of transport and brings other benefits such as improved fitness and personal health, positive environmental and road safety outcomes as well as social and economic benefits.

The Blayney Active Movement Strategy identifies a range of infrastructure improvements and social initiatives, aimed at enhancing pedestrian and cycling safety and opportunities. Given there are limited funds available to undertake this work, the Strategy proposes targeted improvements that are assessed to have the greatest benefits and user support.

Stakeholder engagement has already commenced through surveys, workshops and meetings with various agencies, interest groups and residents. Feedback received so far provides valuable insight on pedestrian and cycling behaviour, attitudes and aspirations. It suggests the community is supportive of a more comprehensive and safer active movement network throughout the Blayney Shire.

Blayney Shire Council is particularly interested to work with the local community to ensure that each town and village has an active movement strategy to guide infrastructure projects and initiatives into the future. Council is ideally positioned to enhance the local pedestrian and cycling network throughout the shire, particularly around the areas of highest pedestrian and cycling activity.

Table of contents

1.	Introduction.....	1
2.	Aims and Objectives	2
3.	Approach and Methodology	3
3.1	Preliminary Stakeholder Engagement	3
3.2	Active Movement Strategy	3
3.3	Active Movement Strategy – Summary and Action Plan	3
4.	Regional and Local Profile	4
4.1	Central NSW Region.....	4
4.2	Blayney Shire	5
4.3	Barry.....	6
4.4	Blayney	7
4.5	Carcoar	8
4.6	Lyndhurst	9
4.7	Mandurama.....	10
4.8	Millthorpe	11
4.9	Newbridge.....	12
4.10	Neville	13
5.	Policy Profile	14
5.1	International Policies.....	14
5.2	National and State Policies.....	14
5.3	Blayney Shire Policies	15
6.	Identifying Pedestrian and Cyclist Needs	16
6.1	Pedestrian Needs	16
6.2	Cyclist Needs	16
6.3	Access Impaired Needs.....	17
6.4	Needs of Young Children.....	18
7.	Planning the Active Planning Network	20
7.1	Adopting a ‘Targeted’ Approach	20
7.2	Adopting Network Provision Principles	21
7.3	Identifying Activity Generators	22
7.4	Achieving a Connected Network.....	23
7.5	Identifying Appropriate Paths.....	23
7.6	Identifying Effective Safety Interventions.....	24
7.7	Providing End of Trip Facilities	36
8.	Designing the Active Travel Network	37
8.1	Footpaths	37
8.2	Shared Paths	38
8.3	Kerb Ramps	39

8.4	Pedestrian Crossings	40
8.5	Stairs	40
8.6	Pedestrian Refuges	41
8.7	Bicycle Facilities.....	41
8.8	Signage and Line Marking	42
8.9	Lighting	43
8.10	Supporting Infrastructure	43
8.11	Landscape Design	43
9.	Community Engagement and Audit Findings.....	45
9.1	Consultation Undertaken	45
9.2	General Consultation Findings	46
9.3	General Audit Findings	46
9.4	Blayney Shire (Rural Roads) Consultation and Audit Findings	46
9.5	Barry Consultation and Audit Findings	46
9.6	Blayney Consultation and Audit Findings	47
9.7	Carcoar Consultation and Audit Findings	49
9.8	Lyndhurst Consultation and Audit Findings	52
9.9	Mandurama Consultation and Audit Findings.....	54
9.10	Millthorpe Consultation and Audit Findings	56
9.11	Newbridge Consultation and Audit Findings.....	58
9.12	Neville Consultation and Audit Findings	61
10.	Active Movement Plans.....	63
11.	Implementing the Active Movement Network.....	64
12.	Maintaining the Active Movement Network.....	71
13.	Supporting a Culture of Active Movement	72
13.1	Road safety, education and training	72
13.2	School-based education	72
13.3	Media campaigns.....	72
13.4	Traffic law enforcement.....	73

Appendices

Appendix A - Benefits of Active Movement

Appendix B - (Definitions)

Appendix C - (Survey Results)

Appendix D – (Consultation & Audit Findings Maps)

1. Introduction

There is international recognition that in order to significantly boost walking and cycling levels, a much higher standard of active movement facilities is required, particularly paths that provide greater separation from motor vehicle traffic. While it is critical for transport planners to continue to focus on providing for the needs of motorists, it is important that the road network and built environment also caters to the needs of pedestrians and cyclists.

Pedestrians and cyclists are far more attuned to the environment in which they are moving than faster moving motorists. Planning for pedestrians and cyclists does not follow the same logic as motor traffic planning, which normally involves a 'car' - 'trips' - 'routes' - 'traffic network'. Planning for cycling and pedestrians places more emphasis on the environment and the conditions along routes and at attractors. An important aspect of the Active Movement Strategy is therefore to build an understanding of the elements that will make a good active movement network in the Blayney Shire context. These include an understanding of the following:

- The types of existing pedestrians and cyclists and their needs.
- The condition of the existing active movement network (including paths, gaps and barriers).
- The traffic environment (speed and volume) that pedestrians and cyclists must deal with.
- Where pedestrians and cyclists are going and why.
- The views and aspirations of stakeholders.
- The key planning and engineering principles that underpin an effective and usable active movement network.
- The most appropriate design options that meet active movement needs, including standard and innovative options.
- The views and aspirations of stakeholders.
- Mechanisms to program / fund improvements to the active movement network.

Blayney Shire Council has a Pedestrian and Cycling Plan, prepared in 2008. This plan only considers the township of Blayney and not the other villages and non-urban areas that makes-up the balance of the shire. There is a need to widen the focus of active movement planning to other areas of the Blayney Shire and update the plan to suit the current situation in Blayney Shire.

Blayney Shire Council has commissioned GHD and Active Planning Consultants to prepare a new Active Movement Strategy for the whole of the Blayney Shire. The Blayney Active Movement Strategy – Discussion Paper examines the existing situation in the Blayney Shire context and highlights the key issues that need to be addressed to achieve a good active movement network in the Blayney Shire context.

From this broad platform of understanding, more detailed Active Movement Plans will be developed and canvassed with the wider community for feedback and finalisation of an Action Plan.

2. 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 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.
- Encouraging residents to become more active for their personal health and wellbeing.
- To identify strategies that raise awareness of the merits / benefits of residents and visitors adopting more active lifestyles.

3. Approach and Methodology

The approach is to develop community based active movement plans for each town and village in the Blayney Shire, as well as a shire wide plan. These new plans will build upon existing infrastructure and address the key issues and aspirations identified by the community consultation and audits. To achieve this approach, the Blayney Active Movement Strategy has been undertaken in the following stages:

3.1 Preliminary Stakeholder Engagement

Throughout October 2015, community consultation workshops were undertaken to gain insight about walking and cycling conditions and opportunities in the Blayney Shire. Consultation forums were held at the Blayney Markets, Blayney, Carcoar, Mandurama, Millthorpe, Newbridge and a workshop with the Blayney Access Committee. Preliminary stakeholder engagement also included surveys, promotional material and feedback forms.

3.2 Active Movement Strategy

The Blayney Active Movement Strategy explains in detail the approach to improving the active movement network, review best practice standards and innovations as well as analyses the existing pedestrian and cycling network. Incorporated into the Strategy is a review of the pedestrian and cycling conditions at Barry, Blayney, Carcoar, Lyndhurst, Mandurama, Millthorpe, Neville and Newbridge, as well as a shire wide review.

3.3 Active Movement Strategy – Summary and Action Plan

The Blayney Shire Active Movement Summary and Action Plan is the final task and will programme the infrastructure projects to be undertaken by Council.

Active Movement Plans (AMPs) have been developed for Barry, Blayney, Carcoar, Lyndhurst, Mandurama, Millthorpe, Neville and Newbridge, as well as a shire wide AMP. The AMPs present the additional facilities required to achieve a coherent, safe, direct and attractive active movement network.

A Matrix Table provides full visibility of how projects have been prioritised. Concept designs and cost estimates for each priority project have also been documented in the Action Plan. This will facilitate delivery of projects, including the lodgement of funding applications and support from the wider community.

4. Regional and Local Profile

This section examines the main urban settlements, attractors and transport related issues in the Blayney Shire and wider region.

4.1 Central NSW Region

The Blayney Shire is located in the Central West of NSW. The area is a major agricultural, industrial and commercial region that is rich in natural resources. The region has strong road and rail connections across the Blue Mountains to Sydney, through the Lower Hunter Valley to Newcastle, and to the Western region and Riverina. There are also strong north-south links to Melbourne and Brisbane via the Newell Highway.

The region has a number of large regional centres, including Orange (41,500), Dubbo (41,600), Bathurst (41,700) and Lithgow (21,000). Other significant towns in the region are Blayney, Cowra, Forbes, Mudgee, Parkes and Wellington. The rest of the population is dispersed across many smaller towns and settlements. This lends itself to travel patterns that are dispersed across the region.

Approximately 93% of all trips in the region, including work travel, are by private vehicle. Walking and cycling comprises approximately 6% of all trips, while public transport use is less than 1%. Poor access to public transport contributes to social disadvantage and accessibility issues in some sections of the community.

Much of the region's economic activity occurs within the larger regional centres of Bathurst, Dubbo and Orange. As well as having the highest proportion of population, these centres are hubs for higher order shopping and trade services, health and education. These centres also tend to have higher levels of active movement participation, evidenced by strong walking, running, cycling and triathlon clubs, activities and facilities.

The central part of the region, which includes Blayney, Orange and Bathurst, is the heart of a dynamic cool climate wine and food region. The community is vibrant and interested in a wide range of urban and country pursuits and culture. This variety of lifestyle, mixed with the interesting historic towns and villages, continues to attract many visitors and tourists to the region.

Compared to the Sydney metropolitan area and other coastal areas of NSW, the population of the Central West Region is expected to experience slower growth over the next 20 years. The region's population is also ageing, with the only age group forecast to increase in proportion being the 65 and over group.

4.2 Blayney Shire

The Blayney Shire has a population of around 7,000 people, spread over a relatively large area of 1,525 square kilometres. Blayney Shire includes the townships 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.

The mainstay of the Blayney Shire economy continues to be agriculture, with more people employed in this sector than any other industry type. Some of the best country shows and fairs are held in the area, including the annual Blayney, Carcoar and Neville Show. Monthly farmers markets and many other country-based events are becoming more important for the local economy.

Mining is also an important industry with the nearby Cadia mine continuing to play an major role in the local economy. Manufacturing and industry are strong in the shire, with a number of large factories established at Blayney.

Travel patterns are dispersed across the shire and highly influenced by nearby Orange and Bathurst, Cadia Mine and the Central Tablelands Livestock Exchange. The Blayney Shire community is considered to have high car dependency for both work and leisure. Only a small proportion of the community use alternative methods to travel to work, with walking being the most preferred. This dependency on motor vehicles is largely the result of limited public transport coverage, large distances between origins / destinations and the cold weather conditions in winter months.

There are a lot of road cyclists from Bathurst and Orange that ride around the local roads in the Blayney Shire for leisure and training purposes. Blayney Shire residents that travel along local roads often meet cyclists travelling along roads, either as a single rider or in groups / bunches. Locals express concerns for cyclist and motorist safety, particularly visibility of cyclists on narrow roads in dark or foggy conditions.

Similar to other areas in the region, the demographic structure of Blayney Shire is expected to become significantly older. 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.

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.

4.3 Barry

Barry is located 13 kilometres south of Blayney. It is located on the cross roads of the Barry Road (linking Blayney to Trunkey Creek and Tuena), Barry Moorilda Road (to Newbridge), Barry Neville Road (to Neville). A lot of truck traffic travels past Barry to access the Central Tablelands Livestock Exchange.

Barry was developed in the second half of the 1800's with stores, a school (established in 1862), church, blacksmith, hall, and homes for agricultural workers. However, all of Barry's public buildings, except St. James Anglican Church and the Community Centre have closed. The Post Office and both stores are now private homes, as is the school residence and the former St Therese Catholic Church.

Today, 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 generated from the surrounding agricultural district, however road safety is an important issue for the community as a consequence of the proportion of young families in the village, perceived high speed of traffic, relatively narrow sealed roads and crests and truck traffic generated from the Central Tablelands Livestock Exchange.

With all 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.



4.4 Blayney

The town of Blayney is the largest urban centre in the shire. Conditions at Blayney are ideal for walking and cycling, especially in the warmer months. Over 90% of the town population lives within easy walking or cycling distance of the Blayney Central Business District (CBD), schools and workplaces. Many of the streets in Blayney are quite wide and have lower traffic volumes than in larger regional centres. The parklands in Blayney offer attractive conditions for residents and tourists to enjoy these spaces.

There are three main employment precincts within Blayney, which includes the Blayney CBD, the Blayney Industrial Estate (north of the CBD) and the Nestle factory located on the north-western outskirts of town. A new industrial area is also emerging to the east of town on the Newbridge Road. Outside these areas, employment is generated at isolated facilities such as the Blayney District Hospital, schools and aged care facilities. Cadia Mine also plays an important employment role for the town.

The Blayney CBD is the main shopping precinct for the shire, however shopping behaviour is also influenced by nearby Orange and Bathurst. The CBD supports a healthy mix of business activity, motor vehicles, pedestrians and parking areas. Crossing the mainstreet (Mid-Western Highway) can also be challenging in busy traffic periods, which has necessitated the Council to take action to improve active movement conditions in the CBD. The pedestrian and cycleway network to the CBD is also becoming well established, however the links to the main supermarket in town (IGA), which is setback from the mainstreet, has been highlighted for further strengthening.

The industrial estate and trade centres of Blayney are dominated by manufacturing and service industries, with the majority of employees currently choosing to drive to work. The pedestrian and cycling network to the industrial areas and some of the more isolated employment generators is patchy.

Traffic along the Mid-Western Highway presents a number of challenges for the Blayney community, particularly those wishing to cross the road in an east-west direction to access shops, businesses and open spaces.

Tourism is a growing market for Blayney, with visitors attracted to town events such as the Annual B2B Cycle Event, annual show, monthly markets, recreational activities (mainly structured sports) and to catch up with friends and family.

Schools have varying levels of infrastructure available to promote children walking and cycling to school. These have been developed progressively in recent years with marked improvements. Parents and teachers as with most areas are hesitant to encourage children to walk and cycle to school due to interaction with other road users.



4.5 Carcoar

Carcoar is situated in the NSW Central Tablelands, some 260 kilometres west of Sydney and 15 kilometres south-west of Blayney. The village is located in hilly topography at 720 metres above sea level. The elevation affords an attractive and cool temperate climate all year-round.

Settlement is based on a traditional grid pattern planned by Surveyor Walker Davidson in 1839. The town is the third oldest settlement west of the Blue Mountains and has been classified by the National Trust as a 'built environment of significant interest'. Buildings of note include the Georgian style terrace of shops in Belubula Street, the mid-Victorian era court house in Icelly Street, the School of Arts community premises that accommodates an RSL-managed Military Museum on the first floor, the 1849 convict built stone stables on Stoke Lane, St Paul's Church designed by convict architect Edmund Blacket (circa 1848), the Church of the Immaculate Conception and Shalom House of Prayer both designed by Edward Gell and many more buildings that are redolent of another era.

The Belubula River and the Blayney - Demondrille Railway line traverse the western side of the town. Historic buildings, river parklands, and an absence of highway traffic creates a unique and picturesque village experience for residents and visitors. The best way to appreciate Carcoar is to walk through the village. The railway station provides a bird's eye view of the village and there are picnic facilities along the banks of the Belubula River.

The community take great pride in the historic significance and natural beauty of the town, and are interested in developing the active movement network to enhance these attributes. The Carcoar community has also built up a reputation as being the place to be on Australia Day, with street parades, re-enactments of Bushranger hold, Cobb & Co Coach rides and street stalls. Carcoar also hosts an annual running festival in November known as the Carcoar cup that continues to grow and attract tourists and residents from the region and further abroad.

Carcoar is ideal for exploring as a pedestrian or cyclist, particularly for pedestrian tourists and residents wishing to explore the historic buildings and scenic areas. Due to its relative isolation from other centres and primary access from the Mid-Western Highway, there are not a lot of touring cyclists that visit Carcoar. A worthwhile goal would be to develop the full potential of Carcoar as a historic walking destination.



4.6 Lyndhurst

The village of Lyndhurst was settled in 1861 and is located on the southern edge of Blayney Shire, which borders with Cowra LGA. The village is located on the Mid-Western Highway about 26 kilometres from Blayney and 43 kilometres from Cowra.

As the closest centre to the rich Lyndhurst Goldfields, also now known as Junction Reefs, the town prospered during the late 1800's and at one stage boasted three banks, three general stores, a cinema, a pub, professional photographer, farrier, baker, fruit shop, butcher, three garages, railway station, a memorial hall and showground.

Today, about 250 locals enjoy the tranquillity of country life at Lyndhurst, which operates as a small service centre for residents and the surrounding agricultural district. The Royal Hotel, Lyndhurst Post Office and Takeaway, Lyndhurst Sportsground and Campground, Memorial Hall, Stix & Stones Café, Lyndhurst Public School and the Lyndhurst Golf Course are the main attractors.

The Lyndhurst Community Market Day is held annually in October for local market stalls and bands. Team Penning provides regular horse riding events. The Lyndhurst Rifle Club (established in 1913) also remains strong and active.

The town 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. A major challenge is to connect both areas of the village with footpaths and or shared path facilities.

Nearby Junction Reefs is where the Belubula River has carved out a spectacular gorge complete with waterfalls and quiet water holes. Previous mining operations have also left a rich mining heritage, including an impressive historic dam wall. The Junction Reefs Recreation Reserve protects these assets and provides opportunities for public access by motor vehicle, walking or cycling.



4.7 Mandurama

Mandurama was first settled in the mid 1800's as a private settlement for the nearby Icely family farming property. Evidence of the town's historic importance can be seen by the fine old buildings, including the magnificent Royal Hotel, Masonic Hall, churches and bank premises. There is a mix of architectural styles in the village, which also boasts an impressive park and a number of businesses servicing highway travellers, including the Greens Mandurama service and fuel centre.

The village has become a service centre for the surrounding agricultural district, which boasts some of the finest farming properties in the Central West. This service role has been aided by its location on the busy Mid-Western Highway.

The Mandurama public school has been operational since 1876 and continues to provide education for the children in the local community. The school is located on the south-western side of the town with access from Loquat Street.

In the immediate vicinity of the village, are a number of impressive country homesteads such as the Sunny Ridge and Millamolong properties that offer farm-stay accommodation. Sunny Ridge also boasts a restaurant and golf course, complete with sand bunkers and greens. The historic Junctions Reef is also nearby.

Bushwalkers and road cyclists from Cowra and Orange are regular visitors to the area.



4.8 Millthorpe

Millthorpe is located in the northern area of the Blayney Shire, approximately 12 kilometres north-west of Blayney and a 20 minute drive from Orange and a 30 minute drive from Bathurst.

Millthorpe is set in a rural landscape amongst rolling hills and Mount Canobolas in the distant background. Established in the pioneering era, Millthorpe has a rich agricultural history, a legacy of grand buildings, heritage architecture and a streetscape that has remained largely unchanged since the early 1900's. The entire village is classified by the National Trust and the village centre has cobbled, bluestone bordered streets.

The village is highly accessible to around 100,000 residents in the surrounding district, and is the heart of a dynamic cold climate food and wine region. At 965 metres above sea level, Millthorpe's elevation ensures a distinct four seasons experience. 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 community is home to approximately 700 people living and working in the region.

With such a rich heritage and seasonal climate, fabulous food and wine, Millthorpe is regarded as a weekend / daytrip tourist destination. The village 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.

Millthorpe Public School has some infrastructure available to promote children walking and cycling to school. These should be developed further to encourage walking and cycling to school. Parents and teachers as with most areas are hesitant to encourage children to walk and cycle to school due to interaction with other road users.

The Orange cycle club has historically started and finished some races out of Millthorpe. The club is currently looking to reinvigorate some of the races in the Blayney shire including races out of Millthorpe and Forest Reefs.



4.9 Newbridge

Newbridge was settled with the arrival of the railway and construction of the station in 1876. The name may have come about due to the construction of a new pedestrian overhead bridge to the railway station, which still exists today, but could also be traced to Newbridge in Ireland, due to a strong Irish presence in the town at the time.

The importance of the railway has always been the emphases by the townsfolk, with Newbridge winning a number of awards for one of the best presented stations in the State. The Queen's Royal Train stopped overnight at Newbridge during the Royal Visit of 1970. Unfortunately the station is seldom used today but the railway infrastructure and reserves are kept in magnificent condition.

The Gladstone Hotel is a popular meeting place at Newbridge. Other attractions are the Stringybark Craft Cottage, Newbridge Cottage Garden Nursery, Metal As Anything (blacksmith), Drayshed Nursery, Ferndale Iris and Daylily Nursery, St Bartholomew's Anglican Church (1938) and the St Joseph's Convent (1898).

There are no schools in Newbridge and most school children commute to Blayney or Bathurst daily for their education.

The Newbridge Public Reserve is the centre of community activity, with a community hall, modern tennis courts, cricket oval and playground facilities available at the reserve. 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.

The B2B CycloSportif Challenge rides through Newbridge, which provides for great viewing from the centre of town. Road cyclists from Bathurst and the wider region are regularly seen riding along rural roads, which can present potential hazards to motorists and cyclists alike in the fog or dark winter conditions. 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.

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 as well as improved pedestrian and cycling links to Newbridge Public Reserve.



4.10 Neville

The village of Neville is tucked away in the southern border of Blayney Shire, approximately 23 kilometres from Blayney. Neville is the closest village in the shire to the popular Abercrombie Caves (approximately 37 kilometres south-east) and is also next to the Pennsylvannia State Forest, which is a popular spot for bush walking, camping, horse riding, mountain and motor bike riding and four wheel driving.

Neville has a population of approximately 100 people, who all care a great deal about the village and its facilities. There continues to be community interest in a range of pursuits including sports, horse riding, the rural bushfire brigade, church, the Public School and other projects such as the Memorial Park and Community Hall. The Neville Show is held annually in November. A Bush Poet's Night is held in September at the Neville Public Hall.

The Neville Public School and the Neville Hotel are attractors in the village. The Neville Siding Accommodation Units provide a comfortable place for large and small groups to stay. The Goods Shed is the showpiece at the Siding, featuring a huge undercover courtyard, wood heater, pool and table tennis tables, comfy lounges, large flat screen TV and full kitchen and bathroom amenities in a cosy and relaxing atmosphere.

Neville is an ideal destination for a peaceful day trip, relaxing weekend or getaway with friends, family, community groups or club. The village provides an excellent launch pad for touring cyclists and bush walkers. Promotion of the excellent facilities at the Hotel and Neville Siding Accommodation Units and surrounding facilities would help to develop the full potential of Neville as weekend adventure playground for cyclists and bushwalkers.



5. Policy Profile

This section provides background on the various strategies, guidelines, policies and terms that are considered relevant to the preparation of the Blayney Active Movement Strategy. The review of supportive documents serves the following purposes:

- To ensure the strategy process aligns with regional, state and national policy directions.
- To ensure the strategy aligns with the wider context of transport and land-use planning policy directions.
- To understand the projects, links and network connections being planned in adjoining local government areas that might benefit the strategy.
- To help understand the correct methodology and approach when preparing the strategy.
- To help identify any deficiencies within the current network and existing policies that may hinder ongoing success.

Definitions of various terms used in pedestrian and cycling documents and discussions are provided in Appendix B.

5.1 International Policies

Interest in active movement is World-wide and a review of mainstream reports, strategies and policies has been undertaken to support the development of a 'Blayney' specific plan.

The World Health Organisation (WHO) is a leader in pedestrian safety. The WHO advises that globally, pedestrians constitute 22% of all road traffic fatalities, and in some countries this proportion is as high as two thirds of all road traffic deaths. Millions of pedestrians are non-fatally injured – some of whom are left with permanent disabilities. In response to this global problem, the WHO have published two major policies:

- Pedestrian safety: a road safety manual for decision-makers and practitioners 2013.
- Make Walking Safe: a brief overview of pedestrian safety around the world 2015.

The Union Cyclist Internationale (UCI) is the world governing body for the sport of cycling. The UCI is committed to leading the development of cycling as a competitive sport and activity in all its forms across the world.

There are many other international organisations and events that promote pedestrian and cycling throughout the world. Across these organisations and governments, there is consistent understanding that the lack of safety in traffic is the main reason given by most people in developed countries for not wanting to participate in pedestrian and cycling activity.

5.2 National and State Policies

The Australian Federal government continues to work with stakeholders to develop and refine policy relating to road safety and efficiency, pedestrian and cycling safety awareness and road design standards. The following policies are particularly important:

- National Road Safety Strategy 2011-2020.
- National Cycling Strategy 2011-2016.
- Australian Pedestrian Charter 1999.

The NSW Government has a State Plan 2021 and the following policies influence State and local government policy on active travel:

- NSW Road Safety Strategy 2012-21.
- It's a two way street campaign.
- Central West Regional Transport Plan 2013.
- NSW Bicycle Guidelines.

The State and Federal governments have also helped produce a number of technical guidelines that form the basis of consistent design responses to pedestrian and cycling issues. The following policies are particularly important:

- Austroads, Cycling Aspects of Austroads Guides 2014.
- Austroads, The Guide to Traffic Engineering Practice Part 13: Pedestrians.
- Austroads, The Guide to Traffic Engineering Practice Part 14: Bicycles.
- Australian Standards 1428 – Design for Access and Mobility.
- Planning Guidelines for Walking and Cycling 2004.
- Planning and design guidelines on designing places for active living.
- Healthy Spaces and Places: A National Guide.
- Planning for Healthy Urban Environments.
- Promoting Active Transport: An Intervention Portfolio to Increase Physical Activity as a means of Transport.
- Bicycle Guidelines - How to Prepare A Bikeplan.
- How to Prepare a Pedestrian Access & Mobility Plan.

5.3 Blayney Shire Policies

Blayney Shire Council has developed the Blayney Pedestrian and Cycling Plan 2008, which is the principal document guiding the planning and implementation of footpaths and cycling facilities. Council are also progressing a number of strategic planning projects that will influence the Blayney Pedestrian and Cycling Strategy. These projects include:

- Blayney 2015: Community Strategic Plan.
- Blayney Settlement Strategy 2011.
- Blayney Bike Plan and Pedestrian Access and Mobility Plan 2008.
- Draft Blayney 2020 Masterplan.
- Various Masterplans for open spaces.

6. Identifying Pedestrian and Cyclist Needs

The needs of pedestrians and cyclists are not all the same. The following provides some insights into the different needs of pedestrians and cyclists, which must be considered when the planning a new active movement network for the Blayney Shire.

6.1 Pedestrian Needs

Everyone is a pedestrian, be it walking 30 metres from the car to a place of work, walking to school or the shops, using wheeled devices on footpaths or walking and running for fitness. In the Blayney Shire context the main pedestrian groups are as follows:

- **Commuters** – this group comprises adults and school age students who use the road and footpath network as an active movement mode of transport for journeys to and from a workplace or school. They prefer the fastest safe route between their origin and destination and are generally more skilled and experienced. On-road lanes, footpaths and shared paths are suitable for commuters.
- **Utility / shopping** – trips are generated for specific purposes, such as running errands, shopping, visiting friends, local destinations and points of interest. Local active movement trips are often short length trips and can be unpredictable. Users may be constrained by time and vary widely in skill and experience. They prefer footpaths, shared paths, low volume roads, minimal gradients and a high degree of safety and personal security.
- **Secondary / tertiary school students** – older students have similar characteristics as commuters and utility / shopping users. Footpaths, on-road lanes and shared paths are suitable for older students.
- **Infants / primary school students** – infant and primary school aged pedestrians have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. They require adult supervision and / or off-road paths and facilities. Road crossing points must be carefully designed to give greater visibility / priority to children. Off-road paths, including footpaths and shared paths are often suitable for younger students.
- **Fitness** – sports people use the footpath and road environment for fitness and training purposes and to access sporting events. They often travel alone or in small groups - seeking long distances for training purposes which can take them onto busy roads.

6.2 Cyclist Needs

There are a range of cyclists who need to access different parts of the Blayney Shire on their bicycles for recreational, educational, shopping, commuting and other purposes.

Cyclists are considered 'at risk road users' due to the severe outcomes that can occur when a rider crashes their bike or when they come into conflict with motor vehicles. On average, 11 bicycle riders are killed and 1,500 seriously injured in NSW each year (Transport for NSW). Most cyclists are very aware of their vulnerability on the road network and use safety lights, helmets and high visibility gear when riding.

In the Blayney Shire context there are different cyclist groups as follows:

- **Commuters** – this group comprises predominantly adults who use the road to cycle to work. They prefer the fastest safe route between their origin and destination and are

generally more skilled and experienced. On-road lanes and shared paths are suitable for commuter cyclists.

- **Utility / shopping** – a small percentage of people use a bicycle to run errands, shopping, visiting friends, local destinations and points of interest. Local trips may be ‘spare-of-the-moment’ decisions, where a bicycle is used to visit the shops for last minute supplies. Users may be constrained by time and vary widely in skill and experience. They may use footpaths, shared paths and roads to access their destination, and sometimes may forget to take appropriate safety precautions.
- **Secondary / tertiary school students** – older students in the local context are tending to avoid using bicycles, other than to access sports, skate parks and friends.
- **Infants / primary school students** – infant and primary school aged pedestrians have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. They require adult supervision and / or off-road paths and facilities.
- **Fitness** – a number of adults use road bikes, touring bikes and mountain bikes for fitness and recreation. Road and touring cyclists often travel in small groups or larger bunch rides seeking long distances for training / exploring purposes which can take them onto busier roads. Cyclist safety is an important issue for road cyclists. MTB and other off-road riders travel individually or in small groups and seek quieter roads and off-road trails. A large proportion of fitness riders come from adjoining centres, such as Orange, Bathurst and Cowra.

State and local governments are committed to increasing the level of bicycle riding and safety. To achieve this, infrastructure must be appropriate to allow for the safety of bicycle riders, together with respect from other road users. A combination of infrastructure and behavioural education campaigns is needed to support safe cycling.

6.3 Access Impaired Needs

Disability is an issue that affects a significant proportion of the population. In 2012, the ABS Survey of Disability, Ageing and Carers reported that 18.5% of Australians had a long-term disability that restricted their everyday activities.

Planning for the transport needs of disabled persons presents its own unique challenges, with a person in a wheelchair requiring different assistance to negotiate the movement network than a person who is sight impaired.

Motorized scooter usage is a growth industry and there is a need to review current and future innovations in these mobility devices to ensure infrastructure improvements are aligned with technology. Access impaired persons appreciate end of trip facilities, such as parking facilities, water points and toilets.

A key focus of the Blayney Active Movement Strategy should be to provide mobility and access facilities for disabled and older persons, particularly in high activity areas such as the Blayney Aged Access Needs

With the incidence of disability increasing with age, the rate of disability is expected to increase substantially in the Blayney Shire over the next two decades. An aging demographic means that many people in the community will require greater assistance to move about in the future. Age is related to a variety of characteristics and skills that influence the risk of traffic injury. These age-related characteristics can also affect the way in which people of different ages interact with the movement network.

Older people are over represented in pedestrian crashes. People aged 70 years and older represent around 10% of residents in NSW, however they account for around one third of pedestrian fatalities (Central West Regional Transport Plan 2013).

In the 2010 NSW Health Falls Prevention Baseline Survey, 26.7% of people aged 65 and older, reported limiting their walking because of fear of falling whilst walking over rough or uneven surfaces, steps or stairs. The main needs of aged persons are for level walking surfaces that are free of hazards. Aged persons also appreciate end of trip facilities, such as seating, water points and toilets.

As shown by Job RFS, Pedestrians at Traffic Light Controlled Intersections: Crossing Behaviour in the Elderly and Non-elderly, several factors work together to increase the risk of older people:

- Deterioration in visual acuity may have a negative impact on an older person's ability to cross the road safely.
- Reduced mobility can render older people unable to react quickly in imminent danger to avoid a crash.
- Underlying health conditions or frailty can result in greater injury severity when a crash occurs.
- Reduced speed when crossing the road can be an issue at automated signals that do not allow sufficient time for slower pedestrians to cross safely.

A key focus of the Blayney Active Movement Strategy should be to provide mobility and access facilities for disabled and older persons in our community, particularly in high activity areas such as the Blayney CBD. The following measures have been adapted from the WHO Pedestrian Safety Manual 2013 and could be implemented to improve the safety, comfort and amenity of elderly pedestrians:

- Increase the time allocated to pedestrians at signalized pedestrian crossings.
- Install high-visibility crossings and advance stop bars.
- Repair broken kerbs and pedestrian ramps.
- Replace missing and / or upgrade existing signs.
- Install pedestrian refuge islands or, preferably, raised medians.
- Narrow roadways with traffic-calming techniques.
- Raise public awareness about the safety needs of elderly pedestrians.
- Reduce legal speed limits where necessary.
- Strengthen enforcement of laws on speed limits, and drink-driving.

Pedestrian crossings at main roads and kerb ramps at urban intersections are key investigation areas for the Blayney Active Movement Strategy to ensure that aged and disabled persons can move freely throughout towns and villages.

6.4 Needs of Young Children

Children are highly vulnerable road users. Infant and primary school aged children need their parents or other adult supervision when they travel on the road network, but they also need our confidence to explore their environment and learn how to do things independently.

Children can use the same facilities as adults however they are at risk from traffic for many reasons. Infant and primary school aged pedestrians and cyclists have undeveloped cognitive

skills, lack good peripheral vision, and have little knowledge of road traffic rules. Although children may think they can handle the road network, Kidsafe NSW advises they are:

- Easily distracted and focus only on one aspect of what is happening.
- They are smaller and harder for drivers to see, and less predictable than other pedestrians.
- Cannot accurately judge the speed and distance of moving vehicles.
- Cannot accurately predict the direction that sounds are coming from.
- Unable to cope with sudden changes in traffic conditions.
- Do not understand abstract ideas, such as road safety.
- They may lack the ability to distinguish between safe and unsafe crossing gaps and sites, putting them at risk as they cross the road.
- They may lack understanding of the dangers presented under different conditions, such as wet weather or darkness.

An extensive network of structured sporting activities is available to children in Blayney Shire that helps to keep them active and engaged. There are also a number of areas where children can go 'off-road' and explore the environment and practice skills on their own or with friends.

Some open space areas are not well connected to adjoining residential areas, schools and other attractors. However, some areas have also become obscured and there is inadequate prompting to invite children and their parents / guardians to use these spaces as part of the active movement network.

Key objectives of the Blayney Active Movement Strategy should be to highlight areas that provide opportunities for off-road play and ensure they are well connected to other attractors in the towns and villages.

7. Planning the Active Planning Network

The planning focus of the new active movement network is to make pedestrian and cycling activities a safe, healthy and attractive travel option throughout the Blayney Shire. To achieve this over such a vast area requires a targeted and systematic approach, based on the following:

7.1 Adopting a 'Targeted' Approach

Blayney Shire Council has limited funds to manage the active movement network, so any new capital expenditure needs to be rigorously assessed to ensure it is a good investment for the whole of the shire. The following principles apply:

- **Focusing efforts in areas of highest importance** - effective and useful planning relies on focusing effort and resources in areas that it is most needed. Blayney Shire Council has limited funds for improvements and these funds need to be carefully directed towards achieving optimal outcomes. The Blayney Active Movement Strategy needs to focus efforts on areas with high levels of pedestrian and cyclist activity as well as the desire lines of high potential and demand. Consideration is also given to locations which may merit a review of road conditions based on a poor safety record.
- **Focusing on Potential Pedestrian and Cyclists** - it is important to consider existing pedestrians and cyclists, however, the biggest advantage in terms of increasing patronage is to target people who currently are not active pedestrians or cyclists, but who are likely to become so if conditions improve. The Blayney Active Movement Strategy considers ways to promote behaviour-changes that encourages new users.
- **Developing Effective Infrastructure to Improve Conditions** - the Blayney Active Movement Strategy considers innovative infrastructure interventions, based on the NSW guidelines and other applicable guidelines and standards.
- **Setting achievable targets** - funds are limited and there is a need to focus on specific actions that are achievable by Council. There is no sense in developing an Action Plan that proposes excessive expenditure beyond the means of the community. It is better to set targets that can be realistically achieved over the intended 4-10 year implementation period. Should extra funding become available and targets are met earlier, it is a relatively simple task of reviewing the Action Plan to set more goals and targets.

7.2 Adopting Network Provision Principles

There are key elements underpinning an efficient and useable active travel network, which can be best summed up in principles reproduced in the Table below:

Principle	Detail
Coherence	Coherence refers to the extent of coverage and completeness of the facilities. Coherence can be characterised by the completeness of the network or the completeness of connecting routes. A cohesive network should be continuous and it should be clear to the user where the path leads. Clear, well-placed sign-posting and line-marking should indicate major destinations as well as the 'serious transport intent' of sections of road routes. The quality of network facilities should be consistent throughout the length of the route regardless of whether the facility uses a separate or shared road profile. End of trip facilities, such as seating, watering stations, toilets, change room facilities, bicycle racks and storage facilities should also be integrated into the cohesive network.
Safety	Perceived and actual safety is very important to pedestrians and cyclists. Pedestrians of all ages and genders need to feel that it is safe to walk, whenever they choose to do so. Route safety and security is important to pedestrians, who desire well-lit pathways and open-to-viewer routes. Road crossings present the greatest danger to pedestrians. Therefore, safe crossing locations need to be provided at regular intervals along major streets or at the location where key desire lines cross major streets. Pedestrians will rarely walk along an indirect route to access safe crossing points, so frequent crossing points must be provided. Cyclists travel faster than pedestrians and therefore are less concerned about personal security. Cyclists are slower and smaller than cars and trucks, making them less likely to be seen. When they do come into conflict, cyclists have little protection in a collision. On-road paths and off-road paths reduce the risk of collision with motor vehicles, but still endanger cyclists at squeeze points and intersections with roads. They can also involve potential conflict with pedestrians where the off-road facility is a shared path. The general principles of predictability and clear priority remain important for off-road paths, including directional segregation and high visibility for all users.
Directness	Pedestrians and cyclists do not like to travel out of their way to reach a destination. This is a natural response to avoid the extra effort involved in walking or riding extra distances. Paths serving desire lines between activity areas need to be direct and legible in order to provide for and encourage walking and riding trips. Wherever possible, barriers should be overcome, with slight deviations or additional safe crossing points. A careful balance must be found between providing a direct route and also one free of delays, excessive energy expenditure, or safety concerns.

Principle	Detail
Amenity	People are more likely to walk or cycle in an attractive environment because it is enjoyable. Areas with high volumes of vehicular traffic, excessive noise and poor pavements may discourage walking and cycling. Urban areas should be maintained at a human scale that provides an attractive and safe environment. Pedestrian and cycling facilities should be designed to fit into the surrounding environment so that the enjoyment of the experience is enhanced. The route should be scenic, quiet, and free of heavy traffic and traffic travelling at high speeds. The best walking and cycling environments are often found along quiet rural roads, in urban parklands or residential areas that have been traffic calmed.
Suitability for All Users	Quality environments must be available to all who choose to use them. Paths and facilities must have appropriate gradients (including ramps) and be continuous and free of obstructions such as signage, street furniture and overhanging tree branches. The needs of hearing and vision-impaired users must be considered and provided for, especially where user safety is an issue.

7.3 Identifying Activity Generators

There are certain areas of the Blayney Shire that generate significantly more pedestrian and cycling activity than other areas. Identifying activity generators is particularly important to consider in the preparation of new active movement plans. The different activity generators have been divided into four main groups and are presented in this section.

- **Primary Activity Area** – The primary activity areas are the central business districts of the main towns. Due to the high levels of activity occurring within these areas, safety, amenity and suitability for all users are important design goals. End of trip facilities, particularly toilets, water points, seating and bicycle parking facilities should also be provided in primary activity areas.
- **Secondary Activity Generators** – These include only 1 Blayney shop, schools, popular sporting and recreational facilities, clubs, hospitals and community facilities such as the larger congregation churches that are not centrally located within primary activity areas. These land-uses are busy places at certain times of the day or week. Safety, connected footpath networks and end of trip facilities are important design goals for secondary activity generators.
- **Primary Routes** – These are routes from residential areas to the primary activity areas and secondary activity generators. They are collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of population.
- **Hazard Areas** – Through the analysis of crash data and consultation undertaken, there are a number of areas / routes that have been noted from accident reports or from road users as being potentially dangerous or particularly stressful places for pedestrian and cyclists such as highways, some central business districts and school zones.

7.4 Achieving a Connected Network

The Blayney Active Movement Strategy aims to create a more connected active movement network throughout Blayney Shire. In the main towns, the aim is to connect primary activity areas and secondary attractors and residential areas through general enhancement of primary routes. Key elements of the enhanced network are:

- The network proposed for the main towns builds upon the existing infrastructure and where practical, utilises the existing road and footpath network.
- Primary activity areas and secondary activity generators will be serviced by footpaths and potentially shared paths / cycle paths.
- Active movement routes will follow primary routes wherever practical.
- Targeted interventions to address hazard areas will be considered.
- Links to primary routes may also be considered to provide an indirect means of travelling to the key attractors and generators.

In the smaller villages the aim is to address hazard areas and any safety concerns.

A number of rural roads that are known cycling routes will also be defined in maps and special attention given to cycling safety and end of trip facilities.

7.5 Identifying Appropriate Paths

The selection of the appropriate path type treatment depends on a combination of factors, including the level of demand for the path, the conditions present in the surrounding environment (traffic speed and volume), the availability of space in which to provide the path, and whether path usage is for exclusive pedestrian or cycle use or shared use. The overall goal is to install facilities that are safe, practical and that respond to local conditions. A number of different path treatments can be applied, including:

Footpaths

Footpaths are suitable for a wide range of pedestrian situations. Footpaths are required to be designed and built to meet minimum dimension requirements. Design elements of footpaths include width, gradient, pavement materials that are slip resistant, type of kerb and adequate setback distance of the footpath from the roadway. The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians states that:

‘The general minimum footpath width of 1.2m is adequate for most road and street situations except in commercial and shopping environments. A footpath wider than the minimum may also be necessary at locations where pedestrians gather such as at the entrance to schools and associated crossings, at recreation facilities and at important bus stops etc. In these cases a width of up to 5m may be appropriate.’

Pavement materials commonly used include:

- **Concrete and Asphalt** - This provides a hard surface and is generally functionally appropriate. This material is ideal where footpaths are on a gradient and exposed to water, as the texture of these surface materials are slip resistant. Most footpaths in Blayney Shire are of these construction types. Some Mainstreet beautification works use a combination of concrete and brick paver to provide variety and interest.
- **Pavers and Bricks** - For aesthetic reasons and to add interest and variety, pavers and brick paving are often used. Pavers have been used extensively in the Blayney CBD and at some other commercial and tourism destinations. When used for pedestrian paths, glazed surfaces should be avoided as they are slippery when wet. Stone path surfaces

should also be avoided as they can fail flatness tests. Pavers are ideal for sight impaired pedestrians as a guidance using different pavement colours; however overuse of colours can also be confusing.

- **Loose surface material** - These materials such as exposed aggregate, gravel, soil, sand, grass and tanbark should be avoided along heavily used routes. They can be very difficult to walk on and make it difficult for people in wheelchairs. However, gravel surfaces may be suitable for fitness walkers, runners and MTB cyclists.

Ideally footpaths should be free of obstructions and therefore should not include steps, stairways or obstacles that affect the safety of pedestrians. Grades of footpaths are important as they affect the usability and safety of pedestrian facilities. For example, long sections of high grade footpath can be extremely difficult for mobility impaired users to negotiate. Technical advice on footpath design is provided in:

- Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009.
- The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians.
- AS 1428.1 – Design for Access and Mobility.

Shared Paths

Shared use paths are a type of off-road facility that allows common use of the facility by both cyclists and pedestrians. According to the AUSTROADS Guide, a shared use path may be appropriate where demand exists for both a pedestrian path and a bicycle path but where the intensity of use is not expected to be sufficiently great to provide separate facilities. Shared paths are a popular response to connecting attractors, and as paths in large parklands. In some situations shared paths may cause friction between pedestrians and cyclists. Displaying highly visible signs and rules applying to the proper use of share paths are important considerations when planning these paths.

Exclusive Off-Road Cycle Paths

According to the AUSTROADS Guide, exclusive bicycle paths are most appropriate when there is a significant cycling demand and very few pedestrians desire to use the path or a separate footpath is provided, and there is very limited motor vehicle access across the path.

On-Road Cycle Paths

Paths can either be on-road, which are essentially “bicycle lanes” alongside motor vehicle traffic on a roadway within the road corridor, or off-road paths, which are separated from the road corridor. They include physically separated bicycle lanes, visually separated footpaths and bicycle lanes and wide sealed road shoulder paths. Where feasible, facilities should comply with current standards and also taking into account local conditions.

7.6 Identifying Effective Safety Interventions

Improvement to pedestrian and cyclist safety requires a balanced approach that includes both engineering measures and behaviour-change measures. A summary of the key safety measures is presented in the Table below, with each broad category of measures being associated with a number of specific interventions. The table has been developed from a number of sources, including the WHO Pedestrian Safety Manual 2013, Cycling Aspects of Austroads Guidelines 2014 and the Handbook of Road Safety Measures 2009.

See table on the next page.

Intervention	Merits of Intervention	Relevance in Blayney Context
Key Measure - Reduce Pedestrian and Cyclist Exposure to Vehicular Traffic		
Provide footpaths	Dedicated footpaths separate pedestrians from motorised vehicles as well as bicycles. They provide space for different types of pedestrians to walk, run, play, meet and talk. Walking increases where tracks for walking are constructed.	Blayney township has a comprehensive network of footpaths, with relatively few gaps in the network. The Blayney CBD Master Plan provides opportunities to address pedestrian issues, including the provision of alternative footpath routes to enhance the river frontage. Crossings on Adelaide Street should be considered as should wheelchair access in numerous locations in particular out of specification pram ramps. The active movement plans outline a number of pedestrian and shared path projects that will have tourism, recreation and health benefits. The villages have less complete footpath networks, with additional footpaths required in all villages. The footpath network in villages should be extended to include all high activity areas. Active movement plans have proposed project works for all of the villages.
Provide on-road bicycle lanes	Bicycle lanes aim to improve cyclist safety by providing separation from motor vehicles whilst maintaining directness of travel and priority at intersections. The provision of a painted line between the motor vehicle lane and bicycle lane together with bicycle pavement symbols at frequent intervals has a number of advantages, including: • Clearly defining the road space provided for use by each mode. • Motor vehicles not blocking the progress of cyclists where traffic queues exist.	Many urban roads in Blayney Shire are relatively wide, providing adequate width for bicycle lanes, in addition to the motor vehicle carriageway and footpaths. In local streets it is usually not necessary to make special provision for cyclists as the lower speed of motor traffic should enable cyclists to safely share the road with other users. However, along the main roads and collector roads in Blayney township, the volume and speed of traffic makes it necessary to ensure that adequate space exists for cyclists to share the road safely and comfortably. The consultation undertaken suggests that road safety and fear of traffic is the biggest issue for existing cyclists and a major deterrent to potential cyclists. A cohesive network of on-road bicycle lanes on collector roads in Blayney township, particularly those roads that form

Intervention	Merits of Intervention	Relevance in Blayney Context
	• Providing lateral separation and improved safety when motor vehicles in the adjacent lane are moving. • Greater awareness in the minds of motorists that a cyclist may be present. • On-road bicycle lanes also improve accessibility and connectivity of the bicycle network and promote the use of alternative modes of transport.	part of the regional road network, would assist in separating cyclists from other road users. The delineation of on-road bicycle lanes by line-marking and signage is a relatively inexpensive intervention that would help to address road safety issues, and may encourage more people to ride bicycles in Blayney Shire. On-road bicycle lanes should be provided on both sides of the road where possible so that use is in the same direction as motor vehicle traffic.
Provide shared paths	Share paths are appropriate where demand exists for both a pedestrian path and a bicycle path, but where the intensity of use is not expected to be sufficiently great to provide separate facilities.	Many urban footpaths in Blayney township have sufficient width and have relatively low pedestrian use to allow their modification to also provide for cyclists. Conversion of footpaths to shared paths has merit nearer to the Blayney CBD to extend the current works being undertaken by Blayney Shire Council New shared paths should be used for important links where footpaths don't exist and there is adequate width on the footpath and no major amenity impacts on adjoining residential premises.
Provide sealed shoulders	Where a road is un-kerbed and provision for cyclists is required a smooth sealed shoulder is the preferred treatment. There are many instances in semi-urban and rural roads where the sealing of shoulders is justified specifically to make roads safer for cycling.	The regional map shows the most popular cycling routes in the region. The consultation undertaken showed strong support from road cyclists for road safety improvements on these roads.

Intervention	Merits of Intervention	Relevance in Blayney Context
Provide Bus/Bicycle Lane	Examples exist in larger cities where bicycles have successfully shared in the use of bus lanes.	The number of and frequency of buses in Blayney Shire does not justify separate bus lanes that could be used by commuting cyclists.
Provide pedestrian refuge islands	Pedestrian islands allow a safe point for pedestrians to negotiate wide or busy roads. Refuges are of benefit to pedestrians as they allow for a staged crossing of a road. They also provide a visual cue for motorists that pedestrians can be expected in the vicinity of a refuge. Provision for the standing of pedestrians, prams, wheelchairs, mobility scooters and bicycles at the crossing mid-point is important. Pedestrian islands should only be used in limited applications, such as high activity areas and routes, subject to site specific assessment. Where a safe point for pedestrians to cross wide/busy roads is required it is preferred to use road narrowing initiatives.	The speed of traffic through Blayney, Barry, Mandurama, Newbridge, Lyndhurst and Millthorpe is of concern to residents and pedestrians as is crossing of the main thoroughfares through the villages and Blayney. Pedestrian refuges islands are a solution worthy of consideration to slow traffic speed, minimise the exposure time of pedestrians and provide safer crossing locations to pedestrians. Mandurama has an existing refuge island that is now considered to be in an inappropriate location.
Install marked crossings (zebra crossing)	The purpose of a marked crossing is to indicate the optimal or preferred location for pedestrians to cross and indicate pedestrian right-of-way at these points. There are several important issues to consider when installing crossings: • Crossing markings are unlikely to increase pedestrian safety, without related enhancements such as raised crossing islands and traffic signals. • Marked crossings are not appropriate where traffic speed is high.	There are existing pedestrian crossings in Blayney and Millthorpe. The RMS has advised that new pedestrian crossings are unlikely to meet the warrant for zebra crossings. In RMS guidelines Council can install crossings but not likely to be supported by RMS.

Intervention	Merits of Intervention	Relevance in Blayney Context
	- Marked crossings on roads with more than two lanes may increase the risk of pedestrian / vehicle crashes. - Crossing locations should be convenient for pedestrians and accessible for pedestrians in wheelchairs. - Zebra crossings should only be used in very limited applications, such as high activity areas and routes, subject to site specific assessment. Where a safe point for pedestrians to cross wide / busy roads is required it is preferred to use road narrowing initiatives. Where the crossing is located in a school zone, it may be more appropriate to provide a schools safety supervisor.	
Construct raised pedestrian crossings	Raised pedestrian crossings force vehicles to slow to speeds low enough that a pedestrian would survive a collision. Reductions in pedestrian crashes of around 40% could be expected from the installation of a raised crossing.	Raised pedestrian crossings are an option to be considered for crossing locations however are unlikely to gain RMS support due to other preferred options.
Install signalised Crossings	Signalised crossings separate pedestrians from vehicular traffic for a brief time period while they cross the street. It is important to ensure that the time allowed for crossings is adequate to cater for all users.	Signalised crossings are unlikely to meet the Ausroads and RMS guidelines.

Intervention	Merits of Intervention	Relevance in Blayney Context
Provide road narrowing (kerb extensions, widening footpaths)	Road narrowing has a double benefit of reducing vehicular traffic speeds and allowing a safe point for pedestrians to negotiate wide or busy roads. Treatments that include widening footpaths have the additional benefit of providing higher quality facilities for pedestrians. Provision for the standing of bicycles at crossings is important. Where road narrowing is proposed to cross roads that form part of an on-road bicycle lane, consideration should be given to potential squeeze points which can be addressed by providing cycle bypass through the road narrowing device.	The consultation undertaken showed strong support from road narrowing initiatives as a means to cross busy roads. This should be considered for road crossing locations to slow traffic and provide safer crossing locations.
Install overpasses / underpasses	Pedestrian overpasses and underpasses are bridges and tunnels that allow for uninterrupted flow that is separate from vehicular traffic. This measure is used primarily in areas with high pedestrian volumes. Installation is expensive and they can be obtrusive and not suitable for all users.	Local conditions do not justify construction of new overpasses / underpasses in Blayney Shire.
Reduce traffic volumes	A reduction in traffic volumes generally involves their replacement with other transport modes such as public transport, walking or cycling.	The low level of available public transport and current pedestrian/cycling behaviour does not allow for significant reductions in vehicular traffic in the short to medium term within Blayney LGA.
Reduce speed limit	One of the most effective ways to improve pedestrian and cyclist safety is to reduce the speed of motor vehicles. Speed management is much more than setting and enforcing appropriate speed limits. It employs a range of measures in engineering, enforcement and education with the aim of balancing safety and efficient vehicle speeds on the road network.	The Blayney CBD and villages main through fares provide opportunities to address vehicle speed by introducing traffic calming and pedestrian management interventions in these areas. The current speed limits along some road environments in Blayney shire should be reviewed in combination with other measures to reduce speed of through traffic.

Intervention	Merits of Intervention	Relevance in Blayney Context
		It should be noted that Council can only request a speed review as speed limits are determined by RMS for all NSW roads.
Implement road-narrowing measures	Road narrowing initiatives such as kerb extensions and half road closures assist in reducing vehicular traffic speeds. They also provide a visual cue for motorists that pedestrians can be expected in the vicinity of a road narrowing initiative.	There is potential to introduce narrower road standards in Council subdivision standards which slows traffic speeds. Retrospective road narrowing could be considered in a large number of locations in Blayney and the villages.
Install speed management measures at road sections	Traffic calming measures such as speed bumps, pedestrian humps, road narrowing, blisters and tree plantings assist in reducing vehicle traffic speeds. They also provide a visual cue for motorists that they are travelling through more urbanised environments where pedestrians and cyclists can be expected.	There is potential to introduce traffic calming standards in Council standards.
Install speed management measures at Intersections	Traffic calming at intersections can reduce the speed of motor vehicles travelling through and exiting from intersections. This measure is used primarily in areas with high pedestrian volumes. Installation of additional traffic management initiatives can be expensive and they can be obtrusive.	There are opportunities to review intersection design and determine if there are any intersections along Adelaide Street in Blayney and the main streets in Mandurama, Lyndhurst, Barry, and Newbridge requiring additional management initiatives.
Provide school route improvements	Reduced speed limits in school zones and dedicated school crossings provide effective measures to control vehicle speed and increase pedestrian and cyclist safety if properly enforced. Additional initiatives may be required at school crossings which are manned during school start and finish peak times. Zebra crossings should only be used in very limited applications, subject to site specific assessment. Where a safe point for	Millthorpe Primary school has an opportunity to improve access as does Mandurama, Neville, Lyndhurst and St Josephs in Blayney.

Intervention	Merits of Intervention	Relevance in Blayney Context
	student pedestrians to cross is required it is preferred to use road narrowing initiatives, raised pedestrian crossings or provide a school safety supervisor. Where road narrowing is proposed to cross roads that form part of a bicycle route, consideration should be given to potential squeeze points which can be addressed by providing cycle bypass through the road narrowing device.	
Key Measure - Improve pedestrian and cycle visibility.		
Implement lighting / crossing illumination measures	Lighting at crossings is used primarily in areas with high pedestrian and cyclist volumes at night. Installation is expensive and they can be obtrusive and should be limited to high activity areas that are used at night.	Mandurama crossing location should include consideration to existing and potential upgrades to lighting. Blayney's main street should consider lighting in crossing locations.
Reduce or eliminate obstruction by physical objects including parked vehicles	Action to remove physical obstructions on pedestrian and cycling routes can help to reduce accidental falls as well as collisions with other users of the road environment. Parked vehicles can be a hazard for cyclists travelling along on-road cycling lanes, particularly people opening car doors.	The existing footpath network in Blayney Shire should be reviewed to ensure that obstructions are minimised. Council subdivision standards and footpath maintenance repair and problem reporting systems should be reviewed to eliminate obstructions and hazards as quickly as possible. Consultation and research also reveals that road safety and fear of traffic is the biggest issue for existing cyclists and a major deterrent to potential cyclists. Cyclists become nervous when passing too closely to parked cars, particularly in areas of high parking and pedestrian activity – as every cyclist is concerned they will collide with an opening car door. Adequate separation between parking lanes and on-road bicycle lanes is necessary to eliminate obstructions and hazards around parked cars.

Intervention	Merits of Intervention	Relevance in Blayney Context
		Where existing footpaths are converted to shared paths, consideration should be given to both ground and overhead obstructions such as streetlight and power poles, footpath signage, street furniture, tree branches and footpath surfaces to ensure the routes are suitable for higher speed cyclists traffic. Obstructions on shared paths should be reviewed or clearly delineated by 'hazard ahead' type signage.
Install signals to alert motorists of crossings	Signals to alert motorists of crossings are used primarily in school zone situations or areas with high pedestrian and motor vehicle traffic. Installation is expensive and they can be obtrusive.	Additional signals are currently not considered necessary at any other school zones,
Install signage to alert motorists of pedestrian and cyclist routes	Signage can be used to alert motorists of high activity pedestrians and cyclist routes. It provides a visual cue for motorists that pedestrians and/or cyclists can be expected along the route.	School zone signs are currently provided at all school zones. It is not considered necessary to provide additional signage at schools at this stage. Consultation with road cyclists in the Blayney Shire using the regional roads suggests that the existing 'cyclist' signs would be more effective if they were incorporated with 'Wig Wag' type signals and road widening. Riders suggest the signals could be operated by a wireless device, press button control, RFID or traffic counter operation that could automatically turn on the signals for a 10 minute period to alert motorists of cyclists on the route. Cootamundra is currently trialing a system. All on-road bicycle lanes and shared paths should be provided with signage in accordance with relevant Australian Standards. Regular cycling routes should be given consideration to improve signage warning drivers of cyclists utilising the regional roads.

Intervention	Merits of Intervention	Relevance in Blayney Context
Encourage cyclists to wear high visibility clothing and lights	One of the most effective ways to improve cyclist safety is to make them more visible to motor vehicles. If riding at night, a bicycle must also have: • A steady or flashing white light that is clearly visible for at least 200 metres. • A flashing or steady red light that is clearly visible for at least 200 metres from the rear of the bike. • A red rear reflector that is clearly visible for 50 metres when light is projected onto it by a vehicle's headlight on low beam.	Consultation and observations confirm that most road cyclists travelling in the dark in Blayney are using effective lighting and high visibility gear to illuminate their way and make them more visible to other road users. The use of lights, reflectors and high visibility gear by commuting and student cyclists is patchy. Programs should be developed to or aimed at encouraging greater use of lights and high visibility gear.
Encourage pedestrians to wear high visibility clothing when getting about	Increased visibility of pedestrians at night can significantly improve road safety outcomes. The use of higher visibility clothing is recommended for all pedestrians travelling at night. The use of higher visibility gear, reflective clothing and flashing lights is recommended for people walking or running at night for fitness.	The use of lights, reflectors and high visibility by pedestrians is patchy. Programs should be developed to encourage or aimed at encouraging greater use of lights and high visibility gear.
Key Measure - Improve Safety Awareness Behaviour		
Provide educational information in	A number of programs are available to support road safety education and awareness in schools and local media, including funding for road safety officers and Bike Week. A great deal of	Programs should be developed to increase greater participation at Bike Week.

Intervention	Merits of Intervention	Relevance in Blayney Context
local media and schools	road safety information is available to assist with road safety education and awareness, including the RMS website.	
Provide a training facility for pedestrians and cyclists	There are a number of purpose built pedestrian and cyclist training facilities operating in Australia that provide important skills for new users and are a great family activity. For example, Campbelltown's Bicycle Education and Road Safety Centre provides education for cycling and pedestrian safety in a fun and safe environment. With real working traffic lights, round-a-bouts, stop signs and pedestrian crossings, it really is a purpose-built circuit that simulates real road conditions. There is a junior track for toddlers, under cover climbing equipment, a picnic area and lots of trees to put the picnic blanket down and make a great day of it.	A training facility could be achieved in a park in Blayney with extra community support.
Enforce traffic laws	Rules have been established for the safety of all road users. Unfortunately not everyone follows the rules, or some people choose to follow only some of the rules. Common problems include: • Motorists speeding, drink driving, not wearing seatbelts and using mobile phones • Motorists not obeying school zone, parking, school bus zones and drop-off rules. • Cyclists riding without helmets, lighting and a bell. • Cyclists riding through stop signs, red traffic lights and on footpaths.	Adhering to the Australian Road Rules is important for road safety reasons. Consultation and extended research reveals that not all road users are aware of the rules, especially relating to pedestrians and cyclists. Education and awareness of the rules can assist in developing better understanding and tolerance between different road users A strong policing presence is required to enforce the Australian Road Rules. Educational information in local media, at work sites and in schools could assist more people in understanding the rules as well as the

Intervention	Merits of Intervention	Relevance in Blayney Context
	• Erratic and dangerous behaviour of younger cyclists, skate boarders and kick scooter users seeking fun / challenges over road safety considerations. • Random ad hoc pedestrian movements and jay walking.	different characteristics and behaviours of different road users. Council's road safety officer assists with this information and training. A training facility at Blayney would assist in providing a wide cross section of the community with the opportunity to learn more about the road rules and the different road users.

7.7 Providing End of Trip Facilities

Public amenities can be important mid-way or end of trip resources for pedestrians and cyclists. They include a range of supporting infrastructure such as bicycle parking, seating / rest stops, water points, toilets, shade and signage.

8. Designing the Active Travel Network

This section examines the main design elements that are particularly important to ensure a robust active movement network in the Blayney Shire.

8.1 Footpaths

Footpaths are required to be designed and built to meet minimum dimension requirements. Design elements of footpaths include width, gradient, pavement materials that are slip resistant, type of kerb and adequate setback distance of the footpath from the roadway. *The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians* states that:

“The general minimum footpath width of 1.2m is adequate for most road and street situations except in commercial and shopping environments. A footpath wider than the minimum may also be necessary at locations where pedestrians gather such as at the entrance to schools and associated crossings, at recreation facilities and at important bus stops etc. In these cases a width of up to 5m may be appropriate.”

The Table below identifies the recommended path widths and clearances for footpaths.

	Local Access Path	Shopping Centre	Recreation & Commuting
Desirable path width	1.2m	3.0m	2.5m
Lateral clearance	0.5m – 1.0m	0.5m – 1.0m	0.5m – 1.0m
Typical features of use	Regular use	Heavy and concurrent use in both directions	Heavy and concurrent use in both directions

(Adapted from Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths 2009)

Pavement materials commonly used include:

- **Concrete and Asphalt** - This provides a hard surface and is generally functionally appropriate. This material is ideal where footpaths are on a gradient and exposed to water, as the texture of these surface materials are slip resistance. Most footpaths in Cowra Shire are of these construction types. Some main street beautification works use a combination of asphalt, concrete and brick edging to provide variety and interest.
- **Pavers and Bricks** - For aesthetic reasons and to add interest and variety, pavers and brick paving are often used. Pavers have been used extensively in the Cowra CBD and at some commercial and tourism destinations. When used for pedestrian paths, glazed surfaces should be avoided as they are slippery when wet. Stone path surfaces should also be avoided as they can fail flatness tests. Pavers are ideal for sight impaired

pedestrians as a guidance using different pavement colours, however overuse of colours can also be confusing.

- **Loose surface material** - These materials such as exposed aggregate, gravel, soil, sand, grass and tanbark should be avoided along heavily used routes. They can be very difficult to walk on and make it difficult for people in wheelchairs.

Ideally footpaths should be free of obstructions and therefore should not include steps, stairways or obstacles that affect the safety of pedestrians, in particular people with a disability.

Grades of footpaths are important as they affect the usability and safety of pedestrian facilities. Long sections of high grade footpath can be extremely difficult for mobility impaired users to negotiate.

Technical advice on footpath design is provided in:

- Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009.
- The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians.
- AS 1428.1 – Design for Access and Mobility.

8.2 Shared Paths

It is not uncommon to see shared use of pedestrian areas with bikeways. These are either a „shared footpath“ or a „segregated footpath“. A shared footpath is a path which pedestrian and bikes mix, however the cyclist must give way to pedestrians.

The Table below identifies the recommended widths for shared paths.

	Off-road Path Width			
	Local Access Path	Recreation and Utility	Recreation and Commuting	Major Recreation
Desirable path width	2.5m	3.0m	3.5m	4.0m
Lateral clearance	0.5m – 1.0m	0.5m – 1.0m	0.5m – 1.0m	0.5m – 1.0m
Typical features of use	Regular Use	Regular Use	Heavy and concurrent use in both directions	Heavy and concurrent use in both directions. Low speed due to congestion.

8.3 Kerb Ramps

With most pedestrian facilities, access must be provided to the road providing a continuous accessible path of travel allowing access to wheelchairs, prams and trolleys, and pedestrians with impaired mobility. Kerb ramps are therefore some of the most important infrastructure underpinning the entire active movement network.

High grade drop kerbs can cause safety issues for mobility impaired users. Users can become vulnerable to general traffic as they attempt to enter / leave the carriageway and proceed up / down steep kerb ramps. When crossing a road, people who have impaired vision often use the kerb ramp to align themselves and then walk in a straight line to the other side. If the ramp does not align squarely with the kerb, it can lead people on an angle into the roadway, rather than directly across the street.

A blended kerb is one in which there is no significant drop from the footpath to street level; the path simply flows onto the road. While blended kerbs provide easy transition for sighted people with mobility difficulties, they can be an issue for people who are blind or have impaired vision, as these people rely on traditional kerbs and kerb ramps to indicate where the footpath ends and the road begins. With a blended kerb, they can find themselves in the middle of the road without knowing that they have left the footpath. One way to improve safety in this scenario is to install tactile ground surface indicators (TGSIs) between where the footpath ends and the road begins. This will alert people who have impaired vision that they are about to step onto a road.

Constructed properly, kerb ramps provide a smooth change in the level between the footpath and the roadway. The difference in the level between the footpath and the roadway is a common situation that poses difficulties for disabled and older pedestrians, particularly with mobility and vision impairments. The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians states that:

“A minimum footway width of 1.200m should be provided beyond the top of the ramp, to ensure that users of the footway along the street are not inconvenienced by the ramp.”

The general design of a kerb ramp is illustrated below.



It is important that kerb ramps:

- Comply with standard grades.
- Consider incorporating tactile surfaces for all primary activity areas where appropriate.
- Align squarely with the direction of road traffic.
- Directly align with the kerb ramp on the other side of the road.
- Align with pedestrian refuge islands.

Blayney Shire Council has requested that a comprehensive audit of existing kerb ramps be mapped to determine the following:

- acceptable kerb ramps.
- kerb ramps needing minor repairs / upgrades.
- kerb ramps needing complete reconstruction.
- new kerb ramp locations.

8.4 Pedestrian Crossings

A pedestrian crossing is a designated point on a road at which some means are employed to assist pedestrians wishing to cross. They are designed to keep pedestrians together where they can be seen by motorists, and where they can cross under the most optimal traffic conditions.

8.5 Stairs

Unexpected 'drop-offs' are among the biggest fears of older people and people who have impaired vision. The drop can be a step, stair or platform edge at a railway station. Effective design and construction will assist people to negotiate stairs and other drop-offs safely and independently. When designing and maintaining stairs, important considerations include:

- Regularity of stair construction.
- All steps and stairs should have their nosing (the front edge of the tread) marked with an appropriate contrasting strip, as per Australian Standard 1428.1.
- Correct placement of TGSi to indicate the beginning of stairs.
- Sufficient lighting or illumination.
- Appropriately positioned handrails, as per Australian Standard 1428.2. It should also extend horizontally beyond the end of the stairs and curve under on the ends to avoid collision.
- Stairs should not be positioned immediately inside or outside doorways, as people who have vision impairment may not have enough time to detect them when walking through the doorway.
- Stairs should not be open. Australian Standard 1428.1 says that stairs require an opaque riser.
- The underneath of stair cases should be enclosed to prevent a head-height hazard for people who have impaired vision.

For more detailed information on stair and step construction, refer to Australian Standard 1428.1.

8.6 Pedestrian Refuges

A pedestrian refuge island is a small concrete or paved island in the middle of a road that allows people to cross in stages. They allow a safe point for pedestrians to 'store' mid-way across a wide or busy road.

Austrroads Guide to Traffic Engineering Practice Part 13 – Pedestrians states in relation to pedestrian refuges that street lighting in accordance with AS 1158.1 should also be provided. The guide also recommends a refuge width of at least 2 metres to allow storage for a person with a pram, bicycle or wheelchair.

If the pedestrian island is the same level and surface as the road, people who have impaired vision may be unable to identify where the refuge ends and the road starts. Tactile ground surface indicators (TGSIs) provide information that enables people who have impaired vision to locate a refuge island either tactually or using their residual vision.

The Roads and Maritime Services have standard details available and Technical direction guidelines available for pedestrian refuges.



8.7 Bicycle Facilities

In some cases a bike lane located on the road may be the most feasible option to provide a cycling facility. Where this is the case, an assessment needs to be undertaken and all practicable measures taken to ensure safety of users.

The safe passage of cyclists on the approach and through road intersections is essential in delivering a usable on-road bicycle network, which can be achieved by line marking. Bicycle lanes should not abruptly end prior to an intersection. A clear path which is identifiable to both motorists and cyclists is required. The use of line-marking and green surface treatments is recommended to mark the preferred path through complicated intersections. Advanced bicycle waiting areas which allow cyclists to position themselves ahead of traffic vehicles at signalised intersections is recommended.

Technical advice and design solutions are provided in:

- NSW RTA Bicycle Guidelines 2005 (Section 7 - Bicycle facilities at intersections and Section 8: Intersection of paths with roads).
- Vic Roads Cycle notes – Head start storage areas at intersections, 2000.

- Vic Roads Cycle notes No. 8 – Providing for cyclists at signalised intersections, 2001.
- Vic Roads Cycle notes No. 16 – Safe road crossings for off-road paths, 2005.
- Austroads Guide to Traffic Engineering Practice Part 6: Intersections, Interchanges and Crossings; and
- Austroads Guide to Traffic Engineering Practice Part 14: Bicycles, 1999 (Section 5 – Road intersections and Section 6.7 Intersections of paths with roads).

Kerb side car parking should be line-marked to define this operating space and reduce potential conflict with opening of car doors. The NSW RTA Bicycle Guidelines 2005 provides line marking guidance for both on-road and off- road pathways. Additional guidance on the locations for the application of green surface paint can also be found in Section 7 and Section 8 of the NSW RTA Bicycle Guidelines and Vic Roads Cycle notes No. 14 – Coloured surface treatments for bicycle lanes, 2005.

On-road bicycle surfaces should be smoother than those acceptable for motor vehicles due to road bicycles having narrow tyres inflated to high pressure, having no suspension systems and can travel at speeds over 25km/h. Hard surfaces such as asphalt and concrete are the most functionally appropriate materials to meet the different needs of the various users of formed bicycle lane. Technical advice on surface tolerances is provided in:

- Austroads 1999, Guide to Traffic Engineering Practice Part 14: Bicycles.
- Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009.
- NSW RTA Bicycle Guidelines, 2005.

Identifying on-road and off-road operational space in a manner which is clear to motorists, cyclists and pedestrians is essential to providing a safe network. A key technique in achieving this is via line marking.

8.8 Signage and Line Marking

Signage and or markings should be provided throughout the entire network to guide pedestrians and cyclists use of the bicycle and shared path network. Signage and / or markings should include both directional and informative information and be designed to be easily identifiable and consistent across both on-road and off-road networks. They will inform users of the direction and distance to key destinations, provide warning of changing conditions (e.g. intersection) and of approaching hazards and provide clear travel pattern advice, which is particularly important at intersections.

Signage and / or markings should be provided when new on-road bicycle and shared pathways are constructed and should be progressively retro-fitted across the existing network.

The use of a green surface for bicycle lanes which draws motorists' attention to the presence of bicycles is recommended at busy or higher-speed locations and areas where the road layout is complex. Technical advice on signage and marking treatments is provided in:

- Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009.
- NSW RTA bicycle Guideline (Section 9 – Signage and network information).
- Austroads – Cycling Aspects of Austroads guides
- Vic Roads Cycle notes No. 10 – Shared path behavioural signs, 2005.

Many people who have impaired vision have some residual vision and some are able to read print signage. It is necessary, therefore, to provide alternatives to ensure effective

communication. These may include tactile symbols, verbal announcements or one-on-one assistance for locating a specific location.

8.9 Lighting

Night-time outdoor lighting has most often been designed for the vehicle driver, rather than for pedestrians and cyclists.

Where footpaths, bicycle lanes and shared pathways carry a substantial number of pedestrians and cyclists during periods of darkness, consideration should be given to the provision of path lighting. Lighting will increase both actual and perceived safety along the network and should be targeted along key pedestrian routes and activity zones (Austroads, 2009).

The main objectives of pedestrian lighting are to ensure adequate lighting is provided to identify pedestrian routes and signage, illuminate pedestrians to other road users and to achieve facial recognition of another pedestrian at a reasonable distance.

The main objective of cycle ways lighting is to ensure adequate lighting is provided so that cyclists, travelling at reasonable speed are able to avoid potholes and any other traffic hazards (AUSTROADS "Bicycles" part 14 p.104). Generally provision for public lighting for bicycles may occur where:

- Paths for cycling associated with promenades or a centre for night-time activity.
- Paths for cycling used for commuting by workers or students.

Lighting should be placed along key routes, key crossing points, intersections and places where people congregate. Direction and height of illumination, background land illumination levels are key considerations that should be addressed within the design.

8.10 Supporting Infrastructure

For footpaths, on-road bicycle and shared pathways to be usable, a range of supporting infrastructure needs to be considered, including signage, lighting, seating / rest stops, water points, shade and facilities for people with a disability. Technical advice on the provision of supporting infrastructure is provided in:

- NSW RTA Bicycle Guidelines, 2005 (Section 10: Maintenance and provision at worksites).
- Austroads Guide to Traffic Engineering Practice Part 14: Bicycles, 1999 (Section 10: End of trip facilities).
- Bicycle Victoria The Bicycle Parking Handbook, 2004.
- Austroads, Cycling Aspects of Austroads Guides 2014.

8.11 Landscape Design

Landscaping can have positive impact on pedestrian pathway and cycle ways use. It is important that landscaping is designed, constructed and managed to:

- Provide clear sightlines.
- Promote good visibility.
- Provide safe side clearances.
- Prevents intrusion into pedestrian / cycling operating space.
- Manages tree root damage to pathways.

- Provide passive surveillance and promotes an open easy – supervised environment.
- Manage weeds, especially catheads.

Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009 and the NSW RTA Bicycle Guidelines, 2005 provides guidance on the key considerations for landscape design.

Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009 (Section 6.5 and 7) provides further guidance on the key considerations for the lighting of pathways. All path lighting should be designed in accordance with AS/NZS 1158.3.1:2005, Pedestrian area (category P) lighting – performance and design requirements and the design principles identified in Crime Prevention through Environmental Design Safer by Design (CPTED).

9. Community Engagement and Audit Findings

This section documents the preliminary engagement and audit inspections undertaken during October – December 2015. Blayney Shire Council was particularly proactive in this phase of the strategy, with senior staff and Councillors being involved in all aspects of the community workshops and media promotion. This section summarises the main findings of consultation, and is supported by a detailed Survey Report in Appendix C. Consultation and Audit Findings Maps are presented in Appendix D.

9.1 Consultation Undertaken

The following community engagement strategies were undertaken to obtain a wide cross section of ideas, comments and general feedback on the Active Movement Strategy.

- **Stakeholder Workshops** - community workshops were held in Blayney, Newbridge, Mandurama and Millthorpe in October 2015, to which over 80 participants attended. The workshops were structured around a series of local area maps. Questions were then asked about the pedestrian and cycling network and local conditions that led the conversation to address problems, solutions, suggested routes and feedback to be covered within the allocated workshop. Throughout the workshops, the responses given had common themes which reiterated the desire for additional paths to popular destinations and routes within the community.
- **Online Surveys** - an online survey which was distributed via Council's website and through workshop participants.
- **School Principals Surveys** - a School Survey was developed to better understand the number of students and staff walking and cycling to and from school as well as the enablers and barriers to walking and cycling to school and the types of facilities available. The School Survey was distributed to the Principals of all schools. Schools that responded reported many students walk to and from school, with significantly fewer students riding bicycles to school. Schools in the smaller towns had the largest proportion of students cycling to school. The Principals that responded were all supportive of increased active transport initiatives and suggested that safer pedestrian and cycling routes to school may encourage more pedestrian and cycling activity.
- **Promotion** - a number of promotional activities were undertaken to encourage participation in the preliminary consultation phase for the Blayney Active Movement Strategy. A market stall was established at the Blayney Monthly Markets that launched the new strategy work. Media releases were made available to local newspapers about the launch of the project, surveys and workshops. Council's website featured details about the project, surveys and workshops.

9.2 General Consultation Findings

A large number of respondents indicated that they would prefer more dedicated footpaths and shared paths, particularly around Blayney. Pedestrian safety was an issue identified by workshop participants in all town workshops. The main safety concerns were in relation to the speed of motor vehicles, particularly on main roads and the Mid-Western Highway. Community feedback indicated that cyclist safety was a concern along some rural roads, due to poor visibility in dark or foggy conditions and the lack of warning signage. Student cycling safety was also raised at Blayney, particularly along the Mid-Western Highway near the railway level crossing and Heritage Park. Frequent cyclists stated that the maintenance of existing cycling routes and the installation of cyclist signage would help to improve current safety conditions.

9.3 General Audit Findings

Planning and engineering staff from GHD and Active Planning Consultants conducted audits of existing pedestrian and cycling conditions across the Blayney Shire throughout October and November 2015. The audits were undertaken by means of the following:

- A desktop review of local data and discussions with government stakeholders, including Council and RMS staff.
- Drive-through, walk-through and cycling on facilities / surveys of the study area, with particular focus on settlement areas, primary routes and attractors.
- On-site meetings with some community members where specific sites and issues needed to be observed and / or discussed.

The audits were not meant to gather a comprehensive inventory of pedestrian and cycling assets in the Blayney Shire. The emphasis of the audits was on identifying gaps in the active movement network as well as the barriers to people using the network.

The audits revealed a variety of pedestrian and cycling facilities provided in Blayney Shire, in varying conditions. Expectedly, the audits identified a number of deficiencies and barriers in the network, which are discussed in this section. Where minor deficiencies were observed, such as concrete footpath surface cracking or overhanging branches creating obstacles, they were reported to Blayney Shire Council for rectification.

9.4 Blayney Shire (Rural Roads) Consultation and Audit Findings

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. There is a need to undertake more comprehensive safety audits of regular rural road cycling routes, beyond the scope of the Strategy.

9.5 Barry Consultation and Audit Findings

Barry functions as a rural-residential satellite for the surrounding agricultural district and Blayney. 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 village, perceived high vehicle speed on some roads, relatively narrow sealed roads and crests, and truck traffic

generated from the Central Tablelands Livestock Exchange. With all 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 identified the need for the following:

Footpaths / shared paths

There are no concrete footpaths in Barry. School children accessing bus stops are some of the main pedestrians in Barry. There is a need to integrate new footpath facilities in and around the school bus stops in Sawyer Street.

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 introduce measures to reduce vehicle speed in the village (signage, line marking and other traffic calming devices), particularly along Sawyer, Barker and Selwyn Streets. The line of sight on Sawyer Street over the crest near Barry Neville Road needs investigation.

9.6 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.

Footpaths / shared paths

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. Some sections of shared paths lack clear line marking and signage. Although Blayney Shire Council advises this will be addressed as part of the development of the current shared path.

Kerb ramps

There are a number of kerb ramps that need to be provided or replaced due to poor alignment, grade or condition. Blayney Shire Council requested that a brief assessment of the kerb ramps be conducted throughout Blayney Township. Every urban intersection in Blayney was audited

and mapped to determine the condition of kerb ramp assets that serve constructed footpaths. The results of the kerb ramp audit are mapped on the Blayney AMP.

Bicycle lanes

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

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 is for increased use of kerb extensions and blisters to reduce effective road carriageway width and provide more effective road crossing points pedestrians.

Waterway crossings

The Belubula River is located on the eastern edge of Blayney Township. The Newbridge Road crosses the river at the outskirts of town and links to a new industrial precinct approximately 500 metres further east. Provision for active movement across this river / road may be required as the industrial precinct developments. Farm Creek is also located on the north-eastern edge of Blayney and presents minor barrier issues.

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.

School zones

Schools in Blayney are generally provided with constructed footpaths and are well connected to other attractors.

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 Mainstreet as well as footpaths that cross laneways.

Bicycle parking facilities

There are generally few bicycle racks provided at attractors. The Centrepont Leisure Centre is the exception.

Blayney walking routes

There are a number of routes regularly used by recreational walkers and joggers, tourists and commuters that have gaps in the network. The pink dots on the map show the regular walking used by locals. The orange lines on the map show the existing network of concrete footpaths in Blayney. It shows that the concrete footpath network throughout the township is quite comprehensive and offers a wide variety of walking routes for pedestrians. Several streets however, are noted for their lack of continuous footpaths.

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 attractors in town, including:

- Heritage Park
- King George VI Oval
- Dakers (Statesmen's) Oval
- Napiers Oval
- Blayney Showground
- Church Hill Lookout

A long term plan could be prepared to connect parklands via shared paths. Priority projects relate to improved shared path connections to Heritage Park.

Barriers

The Mid-Western Highway and the Main Western Railway Line present the main barriers to achieving a connected network in Blayney. In particular, the railway level crossing located on the Mid-Western Highway and directly north of the CBD needs improving to provide safe traffic conditions for all users.

Obstacles

Some retail sandwich boards created obstacles for walking through Blayney. No other street furniture, other structures were observed to present major barriers to active movement on constructed footpaths and shared paths. Low overhanging tree branches and bushes were observed as minor obstacles on some constructed footpaths, especially along residential streets in the more established / tree-lined streets of Blayney. The footpaths in the Blayney CBD are generally in good to excellent condition and no major trip hazards were observed. Some residential streets showed signs of footpath deterioration or damage, such as cracks and raised concrete edges.

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.

9.7 Carcoar Consultation and Audit Findings

Carcoar is 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 main findings are summarised below:

Footpaths / shared paths

There are a number of routes regularly used by recreational walkers, joggers and tourists that have gaps in the network. Several streets are noted for their lack of continuous footpaths. There

are no concrete shared paths in Carcoar. There is a need to develop new or improved paths to the local school and parklands.



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

Children ride to school and around town due to the quiet road conditions. The steep topography appears to discourage regular riding for adults, who prefer to drive or walk the local roads. There are no on-road cycling lanes in Carcoar. 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.

Road crossings

The Mid-Western Highway is difficult to safely cross by pedestrians and cyclists, and is generally avoided by residents. The vehicle underpass is readily used by pedestrians and cyclists.

Waterway crossings

The Belubula River runs through Carcoar and presents minor waterway crossing issues. Due to the quiet traffic conditions on local roads, the bridge crossings were not identified as major issues. The river parkland adjoining the Mainstreet is an attractor for visitors and consideration should be given to end-of-trip facilities at this location.

Railway crossings

The Blayney-Demondrille Railway Line is located on the western outskirts of town and presents no issues or barriers to active movement. The railway station is an attractor for visitors and consideration could be given to end-of-trip facilities at this location.

School zones

The Carcoar Primary School is serviced with constructed footpaths.

Tactile indicators

No intersections or grade changes in the Mainstreet (Coombing Street) of Carcoar are provided with tactile indicators. Lack of TGSI was not considered a major issue.

Bicycle parking facilities

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

Carcoar CBD

Coombing and Icely Streets form the central business district and adjoins the river parkland. The Mainstreet and River Precincts are significant attractors for visitors and tourists. Consideration could be given to establishing more sophisticated end-of-trip facilities at these precincts that complements the heritage significance of the town centre.

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



Parklands

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

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. There is a need to 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.

Obstacles

Some concrete footpaths have gaps or do not meet the bitumen seal of the road carriageway at road crossings. Footpath cracking and sections of broken paving were observed on some footpaths. There is a need to remove constraints in the movement network (deficiencies, gaps and barriers).

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-trip-facilities (seating, signage, wayfinding and water points) throughout Carcoar. Further development of a network of heritage trails could be explored.

9.8 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 village is split into two parts by the Mid-Western Highway. South-east of highway, the village comprises commercial land-uses, urban style housing, the primary school and the main open space / playing fields. North-west 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 main findings are summarised below:

Footpaths / shared paths

There are a number of routes regularly used by recreational walkers and joggers that have gaps in the network. 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. There are no concrete shared paths in Lyndhurst. Any new link between the Lyndhurst Primary School and the Lyndhurst Sportsground would be preferred to be a shared path.

Kerb ramps

There are no major issues with kerb ramps.

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. Some children ride to school and around the village, but are encouraged to avoid the Mid-Western Highway. Speed of traffic 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.

Waterway crossings

The Grubbenbun Creek runs north-south and further divides the village. The waterway crossing of the Mid-Western Highway presents the main barrier.



Railway crossings

The Blayney-Demondrille Railway Line is located on the eastern outskirts of Lyndhurst and presents no issues or barriers to active movement.

School zones

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

Tactile indicators

No intersections or grade changes in the mainstreet of Lyndhurst are provided with tactile indicators. Lack of TGSi was not considered a major issue.

Bicycle parking facilities

There is no bicycle parking facilities in Lyndhurst, other than at the school. Lack of bicycle parking facilities was not noted as an issue.

Parklands

A shared path route is needed 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.

Lyndhurst CBD

No major issues were identified in the mainstreet.



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 were narrow, have gaps or do 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 that are divided by the Mid-Western Highway. The shared path network around the Lyndhurst Public School could also be expanded to create a more connected network, particularly to the Lyndhurst Sportsground.

9.9 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:

- 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 mainstreet to the Mandurama Memorial Park.
- Develop new paths to the Mandurama Public School to link the school to the mainstreet 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.

Map sheet 5 in Appendix D presents a map summarising the audit / consultation findings of the Mandurama investigations. The main findings are summarised below:

Footpaths / shared paths

There are a number of routes regularly used by recreational walkers and joggers that have gaps in the network. Several streets were noted for their lack of continuous footpaths or shared paths. Any new link between the Mandurama Primary School and the Mandurama Memorial Park could be a concrete shared path.

Kerb ramps

Some kerb ramps in Mandurama are substandard and replacement / upgrade should be programed into Council planned projects

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 elsewhere 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 Mandurama 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. Consideration should 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. In this regard it is suggested that a safety / functional review of the existing pedestrian crossing of the Mid-Western Highway be undertaken to explore the merits of removing the existing crossing.

Waterway crossings

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

Railway crossings

The Blayney-Demondrille Railway Line is located on the eastern outskirts of the village and presents no issues or barriers to active movement.

School zones

The Mandurama Primary School is serviced with constructed footpaths; however there are gaps in the footpath network leading to the mainstreet and the Mandurama Memorial Park. Some extensions of the concrete path network are required to connect to the Mainstreet and parklands. The lines marked red on the map 5 in Appendix E shows where new footpaths are required.

Tactile indicators

No intersections or grade changes in the mainstreet (Olive Street) of Mandurama are provided with tactile indicators. Lack of TGSi was not considered a major issue.

Bicycle parking facilities

There are few bicycle parking facilities in Mandurama. Bicycle racks at the Mandurama Memorial Park were suggested.

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). This should be in the form of kerb extensions to enable it to be located in the vicinity of the intersection.

Barriers

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

Obstacles

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 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.

9.10 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 village. 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 village 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 main audit findings are summarised below:

Footpaths / shared paths

Several streets were noted for their lack of continuous footpaths or shared paths. Additional concrete shared paths are suggested at Victoria Street and Boomerang Street to service Millthorpe Public School and the playing fields and the skate park at Redmond Oval.

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. The town is used by road cyclists from Orange as a destination. Riding numbers can range from a single rider up to a bunch of 15 to 20 riders. 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 elsewhere 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 (Park Street) 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.

Waterway crossings

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

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

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

Tactile indicators

No intersections or grade changes in Millthorpe CBD are provided with tactile indicators. Lack of TGSIs was not noted as an issue.

Bicycle parking facilities

There are very limited bicycle parking facilities, particularly in the Millthorpe CBD, despite the centre of town being a significant attractor to road cyclists in the region.

Parklands

Shared path routes are required to connect Redmond Oval and the skate park to other parts of town.

Millthorpe CBD

The Millthorpe Road (Park Street) is the only road that is a challenge to cross by some pedestrians.

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. There is a need for warning signage at the railway underpass.

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.

Connection of new footpath to existing railway underpass pathway should be investigated on Victoria St connecting to Glenorie Road.

9.11 Newbridge Consultation and Audit Findings

Newbridge is the centre of community activity for a dynamic village and agricultural community. The Newbridge Public Reserve and Gladstone Hotel along Trunkey Street are the main attractors of community activity in Newbridge; however the pedestrian and cycling links to these attractors is patchy.

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. The school bus stops along Trunkey Street and the speed of passing traffic also underpins the importance of developing the active movement network along Trunkey Street.

The B2B CycloSportif Challenge rides through Newbridge, which provides for great viewing from the centre of town. Road cyclists and motorbike riders from Bathurst and the wider region are regularly seen riding along rural roads, which can present safety concerns for motorists and cyclists alike in fog or dark winter conditions. 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 main findings are summarised below:

Footpaths / shared paths

Several streets are noted for their lack of continuous footpaths or shared paths. A new concrete shared path is recommended to link the Newbridge Public Recreation Reserve to the intersection of Trunkey Road and Caloola Street.

Kerb ramps

There are no major issues with kerb ramps.

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 elsewhere where conditions warrant). Children cyclists generally limit riding their bicycles around the home and on some of the quieter streets. Some children cyclists were observed riding on the road shoulders and on the road carriageway to access the Newbridge Public Recreation Reserve.

Road crossings

There are no major issues with the crossing of roads in Newbridge, provided new paths are constructed to service the main attractors and additional traffic calming measures can be introduced at village entrances to reduce the speed of traffic passing through the village.

Waterway crossings

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

Railway crossings

The main Western Railway Line is a dominant feature in the village. The pedestrian overpass located at the Newbridge Railway Station is closed to pedestrians, and opportunities should be explored to recommission this historic pedestrian asset.



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.

Tactile indicators

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

Bicycle parking facilities

There are few bicycle parking facilities in Newbridge. Bicycle racks and water points are recommended near the hotel and recreation reserve.

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.

Newbridge CBD

Pedestrian path improvements along Trunkey Street are recommended to improve access to commercial facilities as well as to provide pedestrian facilities for school children accessing school bus stops.

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.

There are opportunities for improved cyclist signage and wayfinding, bicycle parking facilities and water points in Newbridge.

9.12 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. The main findings are summarised below:

Footpaths / shared paths

There are very few 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.

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 elsewhere where conditions warrant). Children are free to ride around town.

Road crossings

There are no road crossing issues at Neville.

Waterway crossings

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

School zones

The Neville Primary School is not serviced with formed footpaths.



Tactile indicators

No intersections or grade changes in Neville 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. Bicycle racks and water points are recommended near the hotel and recreation reserves.

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 with a new footpath.

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

10. Active Movement Plans

The new facilities and treatments required to create a cohesive, safe, direct and attractive network forms the basis of the new Active Movement Plans, presented in Summary and Action Plan. A new Active Movement Plan (AMP) has been prepared for the Blayney Shire, as well as each town, village or locality, as follows:

- Blayney Shire AMP.
- Barry AMP.
- Blayney AMP.
- Carcoar AMP.
- Lyndhurst AMP.
- Millthorpe AMP.
- Mandurama AMP.
- Newbridge AMP.
- Neville AMP.

The new AMPs are the result of the consideration of a number of variables that have been examined in previous sections of the Strategy.

11. 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.

A series of questions were asked and given a ranking score to reflect their importance in pedestrian and bicycle planning outcomes. These questions include:

- Does it fill a gap in the network?
- Was it identified in consultation, surveys, audits or inspections?
- Will it benefit more than one user type? (recreation, commuter, fitness, shopping / short trips, student)
- Will it be suitable for all users? (safe, direct, comfortable, coherent)
- Is it located in a high activity area? (primary activity area, secondary activity generator, primary routes)
- Is it located in a hazard area? (in a black spot, or near miss area, arterial or collector road, school zone, a place visited at night or in poor visibility conditions, or place where alcohol is available)
- Will it lead to an appropriate reduction in vehicle speed?
- Does it improve pedestrian / cyclist visibility?
- Does it improve motorist, pedestrian, cyclist safety awareness behaviour?
- Is it the right type of facility / path?
- Would it be supported by experts / professionals in other areas of the country considering similar issues, problems, ideas and innovations?
- Is it practical in the Blayney Shire context?
- Is it cost effective?

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	Martha 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	Adelaide 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	Highway	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
Blayney 20	Orange Rd / Binstead St footpath link	Binstead St	Beaufort St	8	8	8	7	7	6	9	8	8	6	8	8	6	8	8	8	113

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 14	Footpath Stillingfleet St to hospital	Adelaide St	Hospital	8	7	8	7	7	7	7	7	7	5	8	6	7	7	7	7	112
Blayney 16	Charles St Footpath Link	Mount St	Carcoar St	8	6	7	7	7	7	7	7	8	4	8	7	7	7	8	7	112
Blayney 3	Shared Path to Nestle	Palmer St	Nestle main gate	8	7	8	8	8	5	8	7	6	5	8	7	7	8	7	5	112
Blayney 5	Connect Footpath Binstead St	Marsden St	Raphael St	8	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	Mount St / Adelaide St	8	8	8	8	7	7	6	7	6	4	7	7	7	7	8	6	111
Blayney 10	Carcoar St Shared Path	Church St	Oglivy St	8	7	8	7	8	7	6	7	7	3	7	7	6	7	7	7	109
Blayney 12	Footpath to Mt Errol St	Polona St	Join existing section	9	7	8	7	7	5	6	8	6	4	7	6	7	8	7	7	109
Blayney 9	Provide Shared path from heritage park along river precinct	Heritage Park	Statemens Oval	7	9	7	6	8	7	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	6	5	6	6	7	7	8	7	108
Blayney 6	Improve Connection of heritage park walk to footpath network	Mitchell St	Errol St	7	6	8	8	8	7	5	7	6	4	7	7	7	7	7	6	107
Blayney 19	Hawke St footpath link	Stirling Street	Ewin Street	8	7	7	7	7	5	5	6	6	5	7	6	6	7	7	8	104
Blayney 13	Provide Shared path around heritage park	Marth St	Adelaide St	6	7	6	6	8	7	5	6	7	4	8	6	7	7	6	6	102
Blayney 21	Lindsay St / Railway Lane footpath link	Ogilvy St	Railway Ln	7	6	7	7	7	6	6	7	6	5	7	6	6	6	6	7	102
Blayney 22	Amos Ave / Piggot Place footpath link	Carcoar St	Piggot Pl	6	6	6	6	7	6	6	6	7	5	6	6	7	6	7	6	99

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 11	Provide Footpath to Plumb St and Palmer	Carcoar St	Frape St	7	6	7	7	5	5	4	4	6	4	7	7	6	7	7	6	95
Blayney 18	Ewin St footpath link	Ewin St		6	6	7	6	6	4	4	6	5	4	7	7	5	6	8	8	95
Blayney 27	Heritage Park path link			7	6	6	6	8	7	5	6	5	4	4	4	4	6	6	6	90
Carcoar																				
Carcoar 1	Coombing St footpath extension Icely St to Collins St	Icely St	Collins St	8	8	8	7	7	8	6	7	8	4	8	7	7	8	7	6	114
Carcoar 8	Eulamore St – Showground footpath			8	7	7	7	7	6	7	7	6	4	7	6	7	7	7	7	107
Carcoar 3	Eulamore St Footpath to Retirement village	Naylor St	Retirement Village	7	7	7	7	7	6	6	7	6	4	7	7	7	7	7	7	106
Carcoar 6	Heritage Walk			5	7	7	7	7	6	6	7	5	4	7	7	7	7	7	7	103
Carcoar 4	Seating / bubblers and wayfinding route			5	7	7	7	7	5	5	8	6	4	5	7	7	7	7	7	101
Carcoar 2	Coombing St Linkage Eulamore to Icely St incl. bridge replacement	Eulamore St	Icely St	7	7	7	6	8	4	5	5	6	4	7	7	6	7	6	5	97
Carcoar 7	Passive Recreation Area footpath			4	6	5	6	7	3	4	6	8	4	6	8	4	5	5	5	86
Carcoar 5	Railway station pathway	Naylor St	Historical Railway Station	5	6	6	6	7	4	4	5	3	4	7	7	7	5	5	5	86
Lyndhurst																				
Lyndhurst 1	Shared Path Russart St to Harrow St	Russert St	Harrow St	8	8	8	9	8	7	7	8	9	4	8	5	7	8	8	8	120

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
Lyndhurst 2	Shared Path Russart St – Highway to Mt McDonald Road	Mid Western Hwy	Mt McDonald Rd	8	9	8	7	8	8	7	7	7	4	8	6	7	7	6	6	113
Lyndhurst 4	Highway Shared Pathway Prescott St to Harrow St	Prescott St	Harrow St	6	6	6	6	8	5	5	6	9	4	8	7	8	7	7	4	102
Lyndhurst 3	Marsden St and Mt McDonald Rd Footpath link	Marsden St	Mt McDonald Rd	7	6	6	6	8	6	6	6	7	4	7	6	6	6	6	5	98
Mandurama																				
Mandurama 4	Remove / relocate refuge island to appropriate location	Olive / Gold St		8	8	8	8	9	9	7	8	9	7	8	8	8	8	8	5	126
Mandurama 3	Connect / join footpath on Mandurama Road at town hall	Mandurama Rd		8	8	8	8	7	8	6	7	8	4	8	8	8	8	8	8	120
Mandurama 2	Connect Copper St Footpath to Loquat St	Copper / Loquat St		8	7	8	7	7	6	7	8	8	4	6	6	6	8	8	9	113
Mandurama 1	Footpath at Memorial Park	Memorial Park		7	7	7	7	7	7	6	7	6	4	8	7	8	8	8	7	111
Mandurama 7	Treatment to reduce vehicle speed entering Mandurama			4	7	7	8	8	8	8	8	9	7	3	7	7	8	7	4	110
Mandurama 5	Replace Footpath on NW side Olive Street	Copper St	Gold St	7	7	8	7	7	8	6	6	7	4	7	7	7	8	8	5	109
Mandurama 6	Construct Footpath on SE side Olive st to Petrol station	Silver St	Copper St	8	7	7	7	7	6	6	6	7	4	8	7	7	7	7	5	106
Millthorpe																				
Millthorpe 1	Improve access under railway on Victoria St	Elliot St	Glenorie Rd	9	8	8	8	8	7	7	8	8	6	8	8	8	8	8	8	125

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
Millthorpe 2	Install shared path Victoria and Boomerang St	Victoria St near Millthorpe Rd	Redmond Oval	7	8	8	8	9	9	8	8	8	6	7	7	7	8	8	6	122
Millthorpe 4	Install footpath Blake St	Pym St	existing section on Blake St	8	7	8	8	8	8	6	7	7	5	8	8	8	8	8	7	119
Millthorpe 6	Shared zone Railway station to Blake St	Railway Station	Blake St	6	8	7	7	8	8	7	8	7	8	7	8	8	7	7	7	118
Millthorpe 9	New Footpath in Crowson St	Unwin St	Montgomery St	9	8	8	8	7	6	6	7	7	5	8	7	7	7	7	6	113
Millthorpe 8	New Footpath in Montgomery Street	Crowson St	Victoria St	8	8	8	8	7	7	7	7	6	4	7	6	7	7	7	7	111
Millthorpe 5	New Footpath in Hawke St	Crowson St	Victoria St	7	7	7	6	7	6	6	7	6	5	8	7	8	7	7	7	108
Millthorpe 11	Replace stairs with ramp – Park St footpath	Park St	Park St	8	6	6	8	8	7	6	6	7	5	7	6	7	7	7	7	108
Millthorpe 3	Install shared path Boomerang St	Redmond Oval	Skate Park	7	7	8	8	8	4	7	7	6	5	7	7	7	7	6	6	107
Millthorpe 10	Install footpath along Glenorie Rd	Forest Reefs Rd	Blake St	7	8	7	7	6	6	6	8	7	6	8	7	5	6	6	6	106
Millthorpe 7	Seating / bubblers and wayfinding signage	Pym St and Skate Park		6	7	7	7	8	7	7	7	4	4	7	6	5	6	7	7	102
Neville																				
Neville 1	Shared Path from Primary School to Hotel	Primary School	Neville Hotel	5	7	7	7	7	8	7	7	6	4	8	8	7	8	7	6	109

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
Newbridge																				
Newbridge 1	Public Reserve to Toomey St Shared Path	Public Reserve	Newbridge Hotel	8	8	8	8	8	8	6	8	7	4	8	8	8	8	8	7	120
Newbridge 2	Toomey St Path Connections	Toomey St		8	7	8	8	7	8	6	7	7	4	8	8	7	7	8	7	115
Newbridge 3	Blayney St Footpath Nth of Cooloola St	Toomey St	Railway Bridge	8	7	7	7	7	7	6	7	7	4	8	7	7	7	8	7	111
Regional Cycling																				
Project 1	Road safety audit – regional cycling routes	Public Reserve	Newbridge Hotel	5	8	8	8	6	7	7	9	9	6	7	8	8	8	8	8	120

12. Maintaining the Active Movement Network

The development of a comprehensive maintenance program which identifies key tasks and frequency of works is an important part of a quality active movement network. It is important that maintenance procedures are developed specifically for footpath and cycleway facilities, given the active movement network is perceived differently than other transport planning aspects. In developing adequate maintenance programs, emphasis needs to be placed on the following:

- Removal of trip hazards as soon as practical.
- Removal of low over hanging tree branches as soon as practical.
- Management of weeds - particularly catheads along footpaths and shared paths.
- Lighting improvements at areas frequently used by pedestrians at night.
- Landscaping maintenance to create attractive pathways and end-of-trip facilities.

Strategies that reduce / calm motor vehicle speed may also be important features of an improved active movement network. This is particularly important for villages of Barry, Newbridge and Lyndhurst where vehicle speed has been raised as issue.

Technical advice on a maintenance and hazard reporting systems (including templates and pathway safety checklists) is provided in:

- Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009.
- The NSW RTA Bicycle Guidelines, 2005.

13. Supporting a Culture of Active Movement

Even a locally tailored evidence-based plan of action is not a guarantee of lasting results once completed and implemented. According to the WHO Pedestrian Safety Manual 2013, safe road-user behaviour and increasing user support depends on a number of factors, including:

- Knowledge and skills.
- Leaders.
- Community support.
- Perception of vulnerability and risk.
- Social acceptance to norms and change models.
- Engineering measures.
- Law enforcement.

As this is a strategic document, detailed behaviour-change interventions and road safety programs have not been considered comprehensively. These issues need to be addressed over a longer period and with greater community input. Council's Road Safety Officer (RSO) is ideally positioned to develop a comprehensive strategy to improve pedestrian and cycling conditions.

The following community awareness, education and activation strategies are suggested for further consideration by Blayney Shire Council and the wider local community over the life of the Blayney Active Movement Strategy. These suggested strategies are supported by definitions and analysis of the benefits of active movement (refer Appendix A and B).

13.1 Road safety, education and training

Road safety education is an adjunct to other measures, rather than a stand-alone intervention. For example, road safety educational programmes may include raising awareness, such as informing drivers about care, prudence, kindness, consideration, speed, pedestrian and cycling right-of-the way and traffic rules.

13.2 School-based education

Such programmes help children acquire knowledge and skills for pedestrian safety. While these are important life skills and all children should be taught the rules of the road, school-based traffic education will only result in reduced pedestrian collisions when combined with other interventions (WHO Pedestrian Safety Manual, 2013).

13.3 Media campaigns

These can be used to inform the public about pedestrian and cyclist safety legislation, risk factors, impact of collisions and solutions available.

Targeted and planned media and social marketing campaigns that inform the public about pedestrian and bike safety laws and risk factors are necessary to improve driver, pedestrian and cyclist behaviour and enhance understanding of traffic issues such as traffic signs, road rules and right-of-way for all road users. Information alone is rarely sufficient to bring about changes in road user behaviour.

Raising the profile of issues by an RSO and community leaders is also suggested.

13.4 Traffic law enforcement

Traffic laws affecting pedestrian and cyclist safety are largely aimed at controlling behaviour at intersections, crossings and other locations. Driver, pedestrian and cyclist compliance with other laws relating to speed, drink driving, jay walking, riding on footpaths, illegal parking in disabled parking spaces and bus zones, and aggressive behaviour are also important.

A full appreciation of the road rules applying in NSW can be gained from the Transport for NSW website by using the following link:

<http://roadsafety.transport.nsw.gov.au>

New road rules are being introduced in NSW to help drivers, bicycle riders and pedestrians under the *Go Together Safely* campaign (1 March 2016).

Appendices

Appendix A - Benefits of Active Movement

Maximise health and lifestyle benefits

Leading an active lifestyle can bring many benefits for the general health and wellbeing of Blayney Shire residents. Using footpaths, bicycle lanes and shared paths provide a cheap means of incorporating exercise into our daily routine. As a regular activity, walking, running and cycling can aid the prevention of:

- Heart disease.
- Stroke.
- Type 2 diabetes.
- Falls, fractures and injuries (through improved strength and coordination).
- Hypertension.

Pedestrian and cycling activity can also improve psychological wellbeing, metabolism, muscle strength and flexibility, endurance, respiratory function, energy levels and weight management. In the event of illness or recovery from trauma / surgery, all this aids in a speedy return to good health.

Children's health should include regular physical activity. Health professionals recommend at least 60 minutes of moderate to vigorous physical activity for children 5 to 18 years of age to keep healthy. Outdoor activity, such as walking, running and cycling can contribute to children's health, as well as their development of physical, practical, emotional and social skills.

Achieving safer conditions

Pedestrians and cyclists are considered 'at risk road users' due to their lack of protection against motor vehicles in the event of a crash. It is important for road safety reasons that facilities are available for pedestrians and cyclists that minimise their exposure to potential conflict with motor vehicles.

Evidence indicates that connected street networks that are perceived as safe by users facilitate active walking for transport for all age groups. Real and perceived traffic-related safety has been associated with walking for transport in children and older adults. Connected active movement networks have been shown to be associated with more walking in older adults and children, but only when traffic-related issues are managed and the local streets are perceived to be safe.

Increasing the visibility of pedestrian and cycling paths throughout the Blayney Shire will help to encourage the use of these facilities and improve the quality of life of the local community. Older adults, particularly women, are more fearful and more vulnerable to crime thus the design and location of active movement facilities to achieve good levels of perceived / actual safety is important to avoid people constraining their behaviour.

Evidence indicates that Crime Prevention Through Design (CPTED) elements such as good street lighting, neighbourhood upkeep, and less physical incivilities (e.g. litter, graffiti and vandalism) and street features that promote safety from crime (e.g. front verandahs and neighbourhood maintenance) can encourage walking.

The design of commercial buildings and their relation to the street has the potential to increase natural surveillance which improves safety and feelings of safety. Providing safe, well-lit building entrances that face the street and are directly accessible from the street and footpath

and car parks and public transport stops has been shown to encourage active modes of transport to and from the building.

Social benefits

Active movement, particularly walking and social group riding can represent some of the most socially inclusive modes of transport. It provides opportunities to socialise with friends and neighbours and creates a safer, friendlier and more connected community. Benefits include:

- Encouraging family and community connectedness.
- Improving social skills and networks.
- Reducing isolation and loneliness.
- Enhancing self-esteem and confidence.
- Prolonging independent living for older people in the community.

Evidence suggests that active movement infrastructure, particularly footpaths around local shops and community facilities, are important for encouraging social interaction. Such facilities provide casual and chance interactions with other members of the community as well as providing places for people to meet friends and family and engage in social activities.

Economic benefits

Walking and cycling provides a convenient and cost effective form of transport, physical activity and entertainment. Local businesses can experience economic improvement when people use local shops as part of their active movement routine.

Good pedestrian and cycling facilities that create safe, attractive and interesting experiences have been shown to attract visitors, lengthen visitor stays and increase overall tourism benefits.

Businesses or workplaces that encourage staff to walk or cycle to work can benefit from a workforce that is less stressed and more productive as a result of improved fitness and mental resilience.

Town centres are important in creating local community focal points that helps build social interaction and social capital. Main streets that are attractive and active places have been shown to have increased retail rental values.

Land-use planning

A growing body of evidence suggests that the way we design and build our neighbourhoods and communities' affects resident's social connections, sense of community and social capital and thus their use of active movement facilities.

Land-use decisions affect social connection by determining the places available for people to interact and spend time and how far people have to travel to get to places where they can interact with others.

A connected street network that is legible and permeable enables more movement choices around town. This encourages more walking and cycling, allowing for more interactions between neighbours and residents, which in turn increases the sense of community in residents.

Neighbourhood 'walkability' (a combination of residential density, mixed-use planning and street connectivity) is consistently associated with walking for transport and general walking.

Shorter travel distances between land-uses can enable easy access to facilities and services for all people, including the very young, older persons and people with a disability, which can reduce social isolation for these groups. For example, living within close proximity (400-800m)

of a mix of destinations is associated with higher levels of active movement across all age groups.

In terms of active movement behaviours, increased connectivity reduces the distances between origins and destinations and provides a range of routes to choose from, increasing the likelihood of walking and cycling between locations.

Traditionally designed neighbourhoods tend to have a grid-style layout with few barriers to direct travel, resulting in high levels of connectivity and a choice of routes. In contrast, more modern / conventional neighbourhoods are developed around a network of hierarchical roads, which often result in creating low levels of connectivity. Residents have little or no choice of route, as often there is only one road in and out of the development, and the indirect curvilinear streets increase walking distances between destinations thereby discouraging active movement.

The review of the walking and cycling conditions in urban areas of Blayney Shire is therefore important and may provide opportunities for the review of other land-use / transport policies, particularly the over use of cul-de-sacs that can result in a disconnected street system and general lack of active travel facilities in new residential estates.

Appendix B - (Definitions)

Active Movement – refers to human powered mobility, such as walking, running, cycling, skate board riding, using a kick-scooter, wheel chair or other assistance such as a walking frame or cane for all or part of a travel journey.

Arterial road – means a road that predominantly carries through traffic from one region to another.

Bicycle – means a vehicle with two or more wheels that is built to be propelled by human power. For the purposes of this Plan, 'bike' and 'bicycle' means the same thing.

Bicycle facility – means a public facility especially constructed for bicycle traffic. This term has broad use and can refer to any part of a bicycle route, path, lane, associated signage or parking equipment.

Bicycle lane – is a marked lane used by bicycles and ending at the nearest of the following:

- An end bicycle lane sign applying to the lane.
- An intersection (unless the lane is at the unbroken side of the continuing road at a T-intersection or continued across the intersection by broken lines).
- A dead end – the end of the road.

Bicycle rider – is a person who is riding a bicycle. Other words used in this Plan (cyclist, rider, bike rider) means the same thing. The Australian Road Rules also define a rider as a motorcycle rider or the driver of an animal drawn vehicle but these definitions do not apply within this Strategy.

Canes – There are three main types of canes:

Long Cane – used by people with reduced or no vision, this cane is designed to be one step ahead of its user – it detects obstacles, hazards, ground level changes and stairs.

Identification Cane – used by people with low vision, this cane can check the height of stairs and any ground level changes.

Support Cane – used by people with low vision who also need support, this cane can be utilised when walking and check the height of stairs.

Collector road – means a non-arterial road that collects and distributes traffic in an area as well as serving abutting property.

Contributions plans – are council plans that specify the circumstances in which a council may impose developer charges.

Crutches – are a mobility aid that transfers weight from the legs to the upper body. They are used by people who cannot use their legs to support their weight, for reasons ranging from short-term injuries to life-long disabilities. They are commonly used in Blayney Shire by persons recovering from lower limb surgery, such as total knee or hip replacement or from a lower limb injury such as a sprained ankle or bone fracture.

Cycleway – is a generic term used to describe a bicycle route, lane, path or that part of a separated path used by bike riders.

Electric bike – also known as an e-bike, is a bicycle with an integrated electric motor which can be used for propulsion. E-bikes use rechargeable batteries and the lighter varieties can travel up to 25km/h. In some overseas markets, E-bikes are gaining in popularity and taking some market share away from conventional bicycles, fossil fuel-powered Mopeds and small motorcycles.

Footpath – means a sealed path for use by pedestrians only. The width of footpaths in the Blayney Shire is generally 1.2 metres (existing paths) in low traffic areas and up to 3.5 metres in the Blayney CBD.

Intersection – is an area where two or more roads meet. In this strategy an intersection is also the area where an off road bicycle path or shared path intersects with a road or other bicycle path, shared path or footpath.

Kerb ramp – is a solid (usually concrete) ramp graded down from the top surface of a footpath to the surface of an adjoining street or road.

Kick scooter – has a simple handlebar, deck and wheels that is propelled by a rider pushing off the ground. They are ridden on roads and footpaths and in skate parks. There are many children in Blayney Shire that use scooters to travel around their house, town, school, footpaths and parklands.

Local road – means a road or street primarily maintained by Blayney Shire Council and used for access to abutting properties.

Mobility scooter – has a seat over three or four wheels, a foot plate for the feet, and handlebars in front to control direction and speed. They are usually battery powered, recharged from standard electric power. Mobility scooters provide important advantages to people with mobility problems and are generally more affordable than powered wheelchairs. There are many people in Blayney Shire that use a mobility scooter.

Mountain bike – is a bicycle created for off-road cycling. Mountain bikes are typically ridden on purpose built tracks, fire trails, and other unpaved environments. Because of their toughness, mountain bikes are regularly used by children and some adults as part of their everyday transport. The most noticeable differences from other bikes are the inclusion of suspension on the frame and fork, larger knobby tires, more durable heavy duty wheels, more powerful brakes, and lower gear ratios needed for steep grades. Mountain bike riding is growing a support base in Australia, with many events being developed in recent years. In Blayney Shire a moderate number of children and recreational riders ride mountain bikes.

Pedestrian – often describes a person travelling by foot or walking rather than travelling in a vehicle. In this strategy a pedestrian also refers to a person that uses one of the following devices to move about:

- Motorised wheelchair that cannot travel over 10 km/h on ground level.
- Non-motorised wheelchair.
- Bicycles, where the rider is 12 years old or younger.
- Bicycles, where the adult rider is supervising a young rider or carrying a child 10 years old or younger.
- Other wheeled recreational devices, such as kick scooters, skateboards or toys.

On-road route – means a route on the road and may form part of the road shoulder for use by cyclists only. The on-road route may be line-marked, may have the bicycle symbol painted on the road surface and signposted as appropriate.

Road network – comprises the following:

- Motorways and freeways
- State roads
- Regional roads
- Local roads

Road – is an area that is open to or used by the public for the driving or riding of motor vehicles.

Road bike or racing bike – is built for traveling at speed on paved roads. The tires are narrow, high-pressure, and smooth to decrease rolling resistance. They usually use derailleur gears to tackle all types of topography. A strong sporting culture underpins road bike riding in Blayney Shire, stimulated by competitive riding events in the region and wider afield. A growing number of road bike riders regularly ride their bicycles in Blayney Shire, either on their own or in small to large groups.

Road reserve or road corridor – means the total parcel of public land on which a road or path is located.

Separated bicycle lane – means an on-road bicycle lane with physical separation from other motor traffic.

Separated path – means a length of path where an exclusive bicycle path is laid adjoining a footpath.

Shared path – means a sealed path for use by pedestrians and cyclists. The width of the path is generally 2.5m wide, is signposted as a shared path and is an off-road route.

Shoulder – includes any part of the road that is not designed to be used by motor vehicles in travelling along the road. In Blayney, shoulders can be sealed or unsealed.

Squeeze point – describes a location where a constriction in the normal road carriageway width forces a cyclist or pedestrian out into the main traffic stream and hence into a potential conflict situation. A narrow bridge, reduction in pavement width and intersections where additional lanes are marked onto the same pavement widths are examples of squeeze points.

Tactile surface or tactile paving – can be used to convey important information to visually impaired pedestrians about their environment, for example hazard warning, directional guidance, grade change, or the presence of an amenity.

Time trial bike – is similar to a road bike, but is more streamlined in function and appearance. The tires are narrow, high-pressure, and smooth to decrease rolling resistance. They can have carbon disk wheels for further aerodynamics. The handlebars are also different and include 'time-trial bars' to allow the rider to assume a more aerodynamic position on the bike. In Blayney Shire you will see time trial bikes ridden at race events organised by the Blayney Triathlon Club.

Track bike – is a bicycle optimised for racing at a velodrome or outdoor track. They are fixed-gear bikes; thus, it has only a single gear and has neither a free-wheel nor brakes. Tires are narrow and inflated to very high pressure to reduce rolling resistance. A track sprinting frame is as rigid as possible, while those for general racing are as aerodynamic as possible. The nearest velodromes are at Bathurst and Orange.

Unicycle – is a single wheeled bike, with the rider sitting over the wheel on a seat. It takes skill and good balance to ride a unicycle. It can be very entertaining and spectacular to watch a person riding a unicycle. They are ridden at home, school and circus events and at other special events.

Walking frame – is a tool for people who need additional support to maintain balance or reduce energy requirements while walking. The basic design consists of a frame that is height adjustable to allow the user to maintain a slight bend in their arms. It is common to see wheels or glides on the back legs of a walker. A walking frame is a good tool for those who are recuperating from leg or back injuries. They are commonly used in Blayney Shire by elderly persons having problems with walking or with mild balance problems.

Wheelchair – is a chair with wheels that is used by people who cannot walk because they are disabled, sick, or injured. Wheelchairs come in two major designs – manual or electric. Manual

wheelchairs can be folding or rigid and require human power to move them. An electric-powered wheelchair is moved via the means of an electric motor and navigational controls, usually a small joystick mounted on the armrest. An increasing number of electric wheelchairs are being used in Blayney Shire by mobility impaired persons. Manual wheelchairs are often used outdoors in Blayney Shire where there is a carer available to help propel the wheelchair.

Appendix C - (Survey Results)

Blayney Active Movement Strategy Survey Results

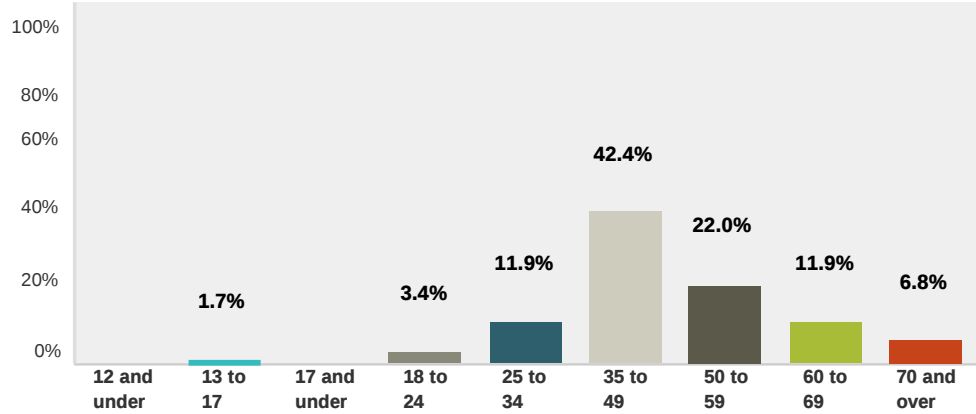
Q1 About You

Answered: 55 Skipped: 4

Answer Choices	Responses	
Name	96.36%	53
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	100.00%	55
State/Province	0.00%	0
ZIP/Postal Code	98.18%	54
Country	0.00%	0
Email Address	83.64%	46
Phone Number	87.27%	48

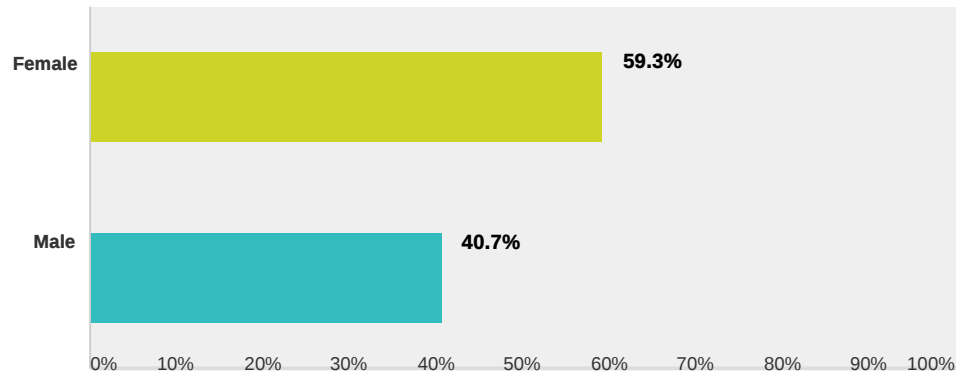
Q2 Age:

Answered: 59 Skipped: 0



Q3 Gender:

Answered: 59 Skipped: 0



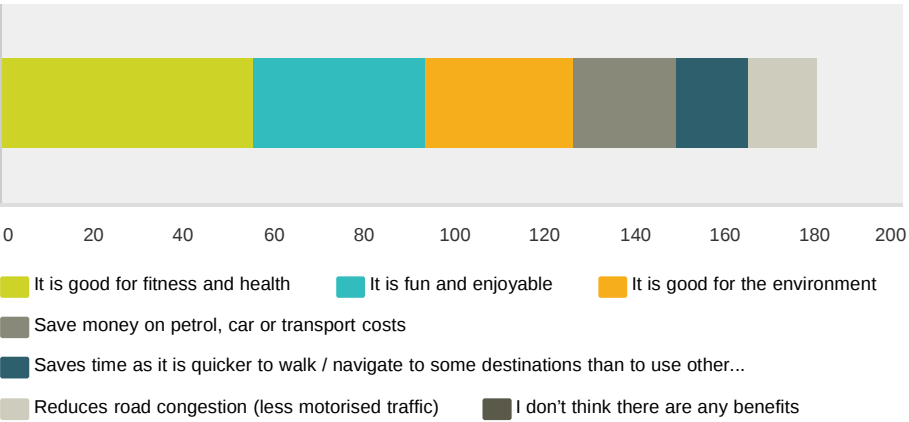
Q4 Which of the following statements best describes you?

Answered: 57 Skipped: 2

Answer Choices	Responses	
I walk/run/navigate the footpath network at least two times per week as part of my daily exercise	57.89%	33
I walk/run/navigate the footpath network to get to work, school, sport, social events, shops	36.84%	21
I prefer to ride a bicycle or scooter to get to work, school, sport, social events, shops	17.54%	10
I own a motor vehicle and prefer to drive to work, school, sport, social events, shops	17.54%	10
I don't have time to walk/run/navigate the footpath network to get to work, school, sport, social events, shops	8.77%	5
Total Respondents: 57		

Q5 What do you think are the benefits of walking/navigating the pedestrian/footpath network on a regular basis?

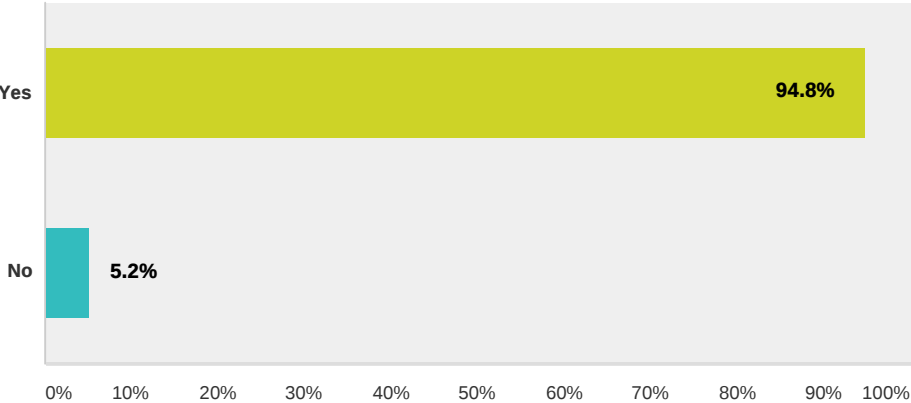
Answered: 58 Skipped: 1



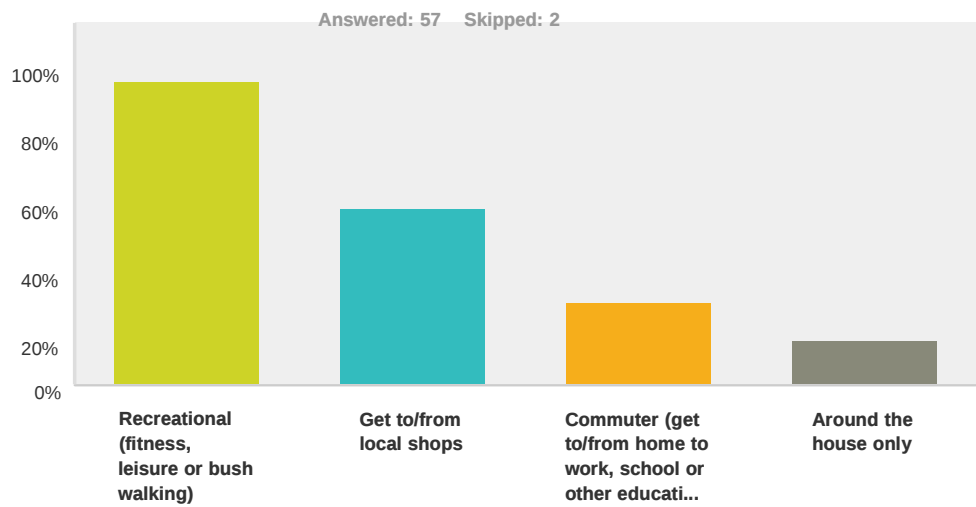
Answer Choices	Responses	
It is good for fitness and health	96.6%	56
It is fun and enjoyable	65.5%	38
It is good for the environment	56.9%	33
Save money on petrol, car or transport costs	39.7%	23
Saves time as it is quicker to walk / navigate to some destinations than to use other modes of transport	27.6%	16
Reduces road congestion (less motorised traffic)	25.9%	15
I don't think there are any benefits	0.0%	0
Total Respondents: 58		

Q6 Do you have access to a motor vehicle?

Answered: 58 Skipped: 1



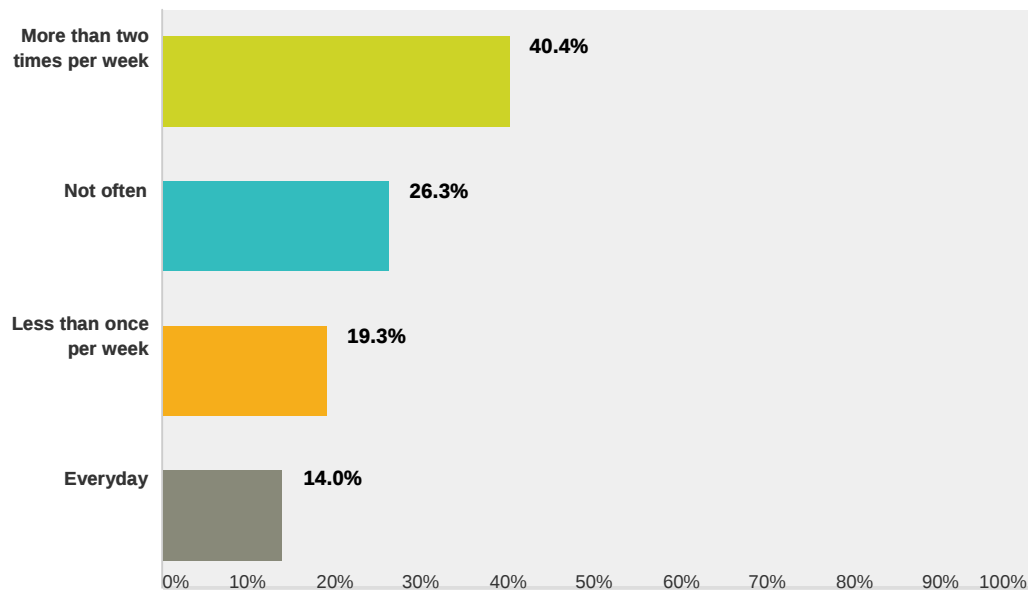
Q7 What type of pedestrian/walking movements do you typically do?



Answer Choices	Responses	
Recreational (fitness, leisure or bush walking)	84.2%	48
Get to/from local shops	49.1%	28
Commuter (get to/from home to work, school or other education provider)	22.8%	13
Around the house only	12.3%	7
Total Respondents: 57		

Q8 How often would you walk over one kilometre to access work, school, sport, social events, shops etc?

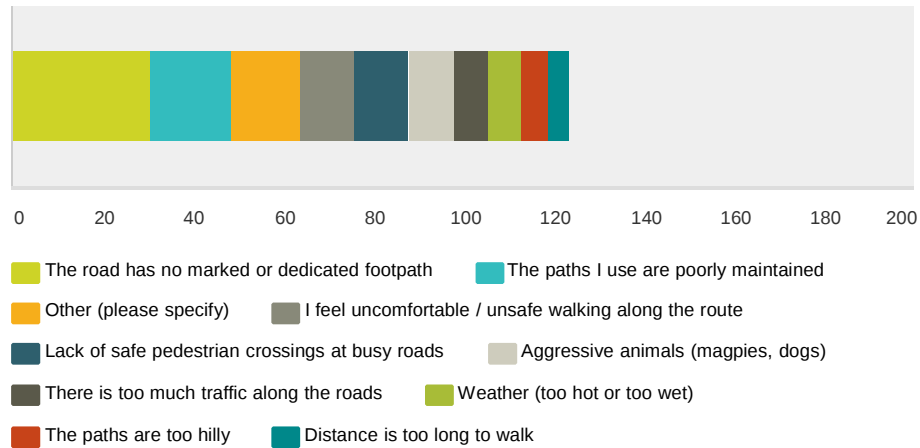
Answered: 57 Skipped: 2



Answer Choices	Responses	
More than two times per week	40.4%	23
Not often	26.3%	15
Less than once per week	19.3%	11
Everyday	14.0%	8
Total		57

Q9 Please select the reasons that discourage you from walking the footpaths and pedestrian networks more often. (Please select all that apply)

Answered: 56 Skipped: 3



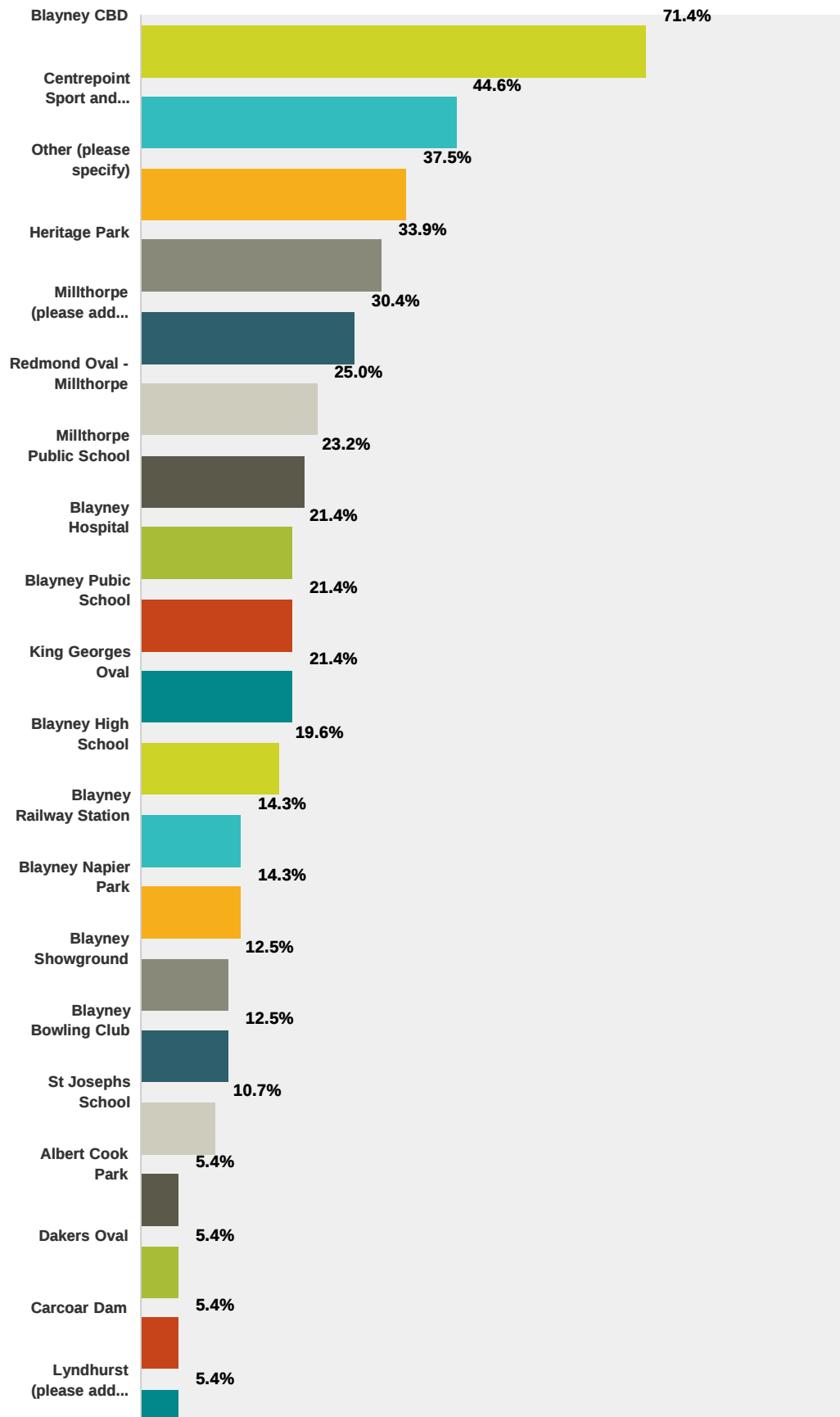
Answer Choices	Responses	
The road has no marked or dedicated footpath	55.4%	31
The paths I use are poorly maintained	32.1%	18
Other (please specify)	26.8%	15
I feel uncomfortable / unsafe walking along the route	21.4%	12
Lack of safe pedestrian crossings at busy roads	21.4%	12
Aggressive animals (magpies, dogs)	17.9%	10
There is too much traffic along the roads	14.3%	8
Weather (too hot or too wet)	12.5%	7
The paths are too hilly	10.7%	6
Distance is too long to walk	8.9%	5
Total Respondents: 56		

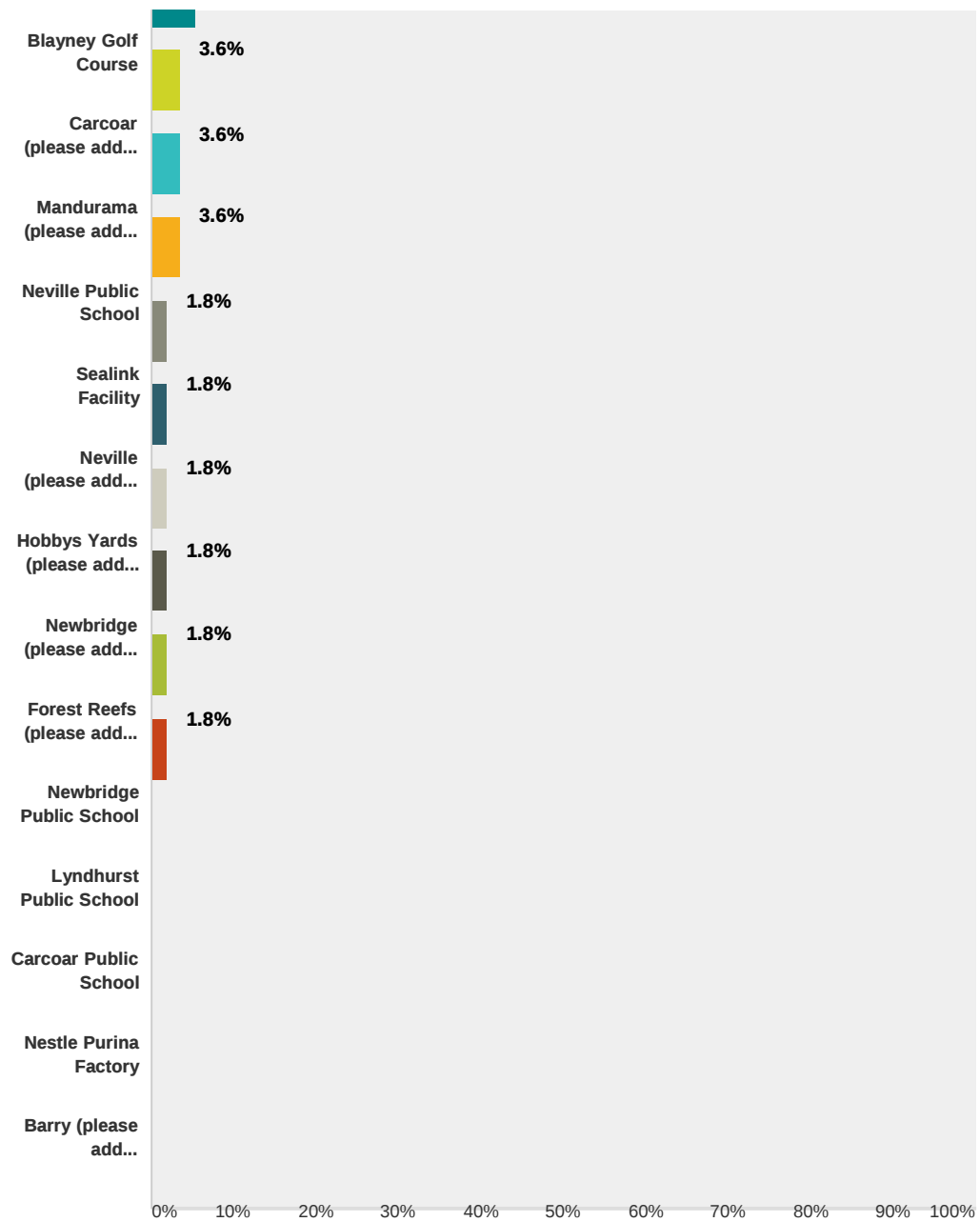
#	Other (please specify)	Date
1	Me !!	11/18/2015 2:23 PM
2	Lack of safe crossing near Heritage Park	11/18/2015 2:07 PM
3	I have degenerative feet disability	11/18/2015 11:32 AM
4	self motivation	10/27/2015 10:15 AM
5	As the paths are inadequate in my location and lighting poor, walking at nights is discouraged.	10/25/2015 5:44 PM
6	All of the above	10/22/2015 7:49 PM
7	I prefer to ride a bicycle on the road.	10/20/2015 7:13 AM
8	No Destinations to walk to near home	10/19/2015 10:30 AM
9	I walk my dog around the western side of Lyndhurst and there are no paths at all	10/18/2015 6:18 PM
10	Live on poorly maintained dirt road and are too far from schools, shops etc to walk.	10/18/2015 3:38 PM
11	knee problem	10/18/2015 12:56 PM

12	prefer to cycle	10/18/2015 12:33 PM
13	Need wheelchair access and many laybacks are missing so you end up on the road	10/14/2015 9:23 AM
14	Some streets have no paths	10/12/2015 4:25 PM
15	Gravel roads, hilly roads and narrow roads make it difficult to run. Risk of snakes, dusty and safety issues of fast vehicles and large trucks.	10/8/2015 11:45 AM

Q10 Which areas in the Blayney Shire Council area do you typically move to / from or within as a pedestrian? (Please select all that apply)

Answered: 56 Skipped: 3





Answer Choices	Responses	
Blayney CBD	71.4%	40
Centrepont Sport and leisure	44.6%	25
Other (please specify)	37.5%	21
Heritage Park	33.9%	19
Millthorpe (please add destinations below)	30.4%	17
Redmond Oval - Millthorpe	25.0%	14
Millthorpe Public School	23.2%	13
Blayney Hospital	21.4%	12
Blayney Pubic School	21.4%	12
King Georges Oval	21.4%	12

Blayney High School	19.6%	11
Blayney Railway Station	14.3%	8
Blayney Napier Park	14.3%	8
Blayney Showground	12.5%	7
Blayney Bowling Club	12.5%	7
St Josephs School	10.7%	6
Albert Cook Park	5.4%	3
Dakers Oval	5.4%	3
Carcoar Dam	5.4%	3
Lyndhurst (please add destinations below)	5.4%	3
Blayney Golf Course	3.6%	2
Carcoar (please add destinations below)	3.6%	2
Mandurama (please add destinations below)	3.6%	2
Neville Public School	1.8%	1
Sealink Facility	1.8%	1
Neville (please add destinations below)	1.8%	1
Hobbys Yards (please add destinations below)	1.8%	1
Newbridge (please add destinations below)	1.8%	1
Forest Reefs (please add destinations below)	1.8%	1
Newbridge Public School	0.0%	0
Lyndhurst Public School	0.0%	0
Carcoar Public School	0.0%	0
Nestle Purina Factory	0.0%	0
Barry (please add destinations below)	0.0%	0
Total Respondents: 56		

#	Other (please specify)	Date
1	Carcoar Post Office + store	11/18/2015 2:19 PM
2	Mostly Adelaide St, Blayney	11/18/2015 2:07 PM
3	CBD (Millthorpe)	11/18/2015 12:13 PM
4	Drayshed, Library, along river, waste depot	11/18/2015 11:32 AM
5	Around two "circuits" along footpaths in the central part of Millthorpe to shops, Post Office etc.	10/27/2015 6:36 PM
6	Township	10/22/2015 1:29 PM
7	shops, post office.	10/20/2015 8:27 AM
8	general store	10/19/2015 8:33 PM
9	Footpath under railway bridge has no segregation between road and footpath either side of the bridge.	10/19/2015 12:04 PM
10	I don't walk in the shire, I'm a cyclist	10/19/2015 10:39 AM
11	I use Prescott Street on the southern side of the hwy and around the back roads and lanes	10/18/2015 6:18 PM
12	All roads around the school and pym street	10/14/2015 7:27 AM

13	Golden Memories Museum, Pym St, Chemist/Drs Park Street, Cemetary, Unwin Street, Stabbck Street, Crowson St, Glenory Road	10/14/2015 6:43 AM
14	Around the village generally	10/12/2015 9:26 AM
15	Richards Lane and Glenorie Road Millthorpe as well as Millthorpe PO and shops	10/10/2015 12:13 PM
16	General Store, Greens, Memorial Park, Royal Hotel, Sunnyside Golf Club.	10/9/2015 1:44 PM
17	find a decent path to walk 3-4 km daily	10/8/2015 6:46 PM
18	Most of the back streets around Millthorpe Village	10/8/2015 4:16 PM
19	Capital Park, Lyndhurst royal hotel, Lyndhurst auto port and Takeaway shop.	10/8/2015 1:41 PM
20	Kings Plains Rd running route, Newbridge village, bus stop at corner of Kings Plains Road and Walkhom Rd where my 3 young children use everyday	10/8/2015 11:45 AM
21	Hall	10/8/2015 10:24 AM

Q11 Please indicate whether the following changes would make you more likely to walk on a more regular basis for everyday local trips or to commute to work/study: (Please provide an answer for each option)

Answered: 57 Skipped: 2

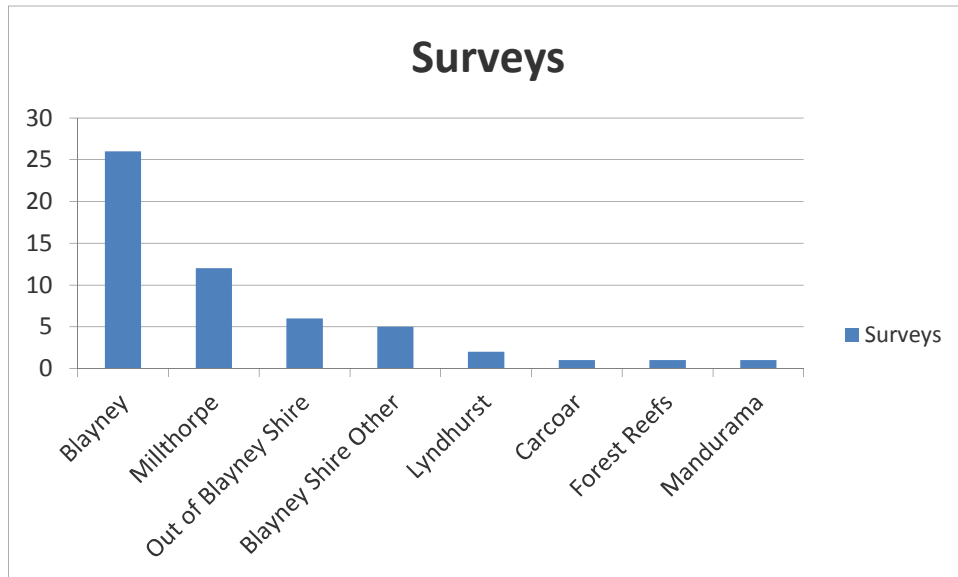
	I would definitely use the network more	I might use the network more	It would make no difference	Total
Availability of footpaths roads and streets	70.0% 35	24.0% 12	6.0% 3	50
Better quality footpaths	63.0% 34	20.4% 11	16.7% 9	54
Increased knowledge of pedestrian routes	32.7% 17	28.8% 15	38.5% 20	52
Additional road crossings for pedestrians (signals, footbridge etc.)	32.0% 16	34.0% 17	34.0% 17	50
Additional Pedestrians Ramps and Refuges	31.3% 15	35.4% 17	33.3% 16	48

#	Is there anything that would encourage you to walk more or walk on a more regular basis?	Date
1	Track between Millthorpe & Forest Reefs	11/18/2015 2:28 PM
2	A dedicated path in an off-road, parkland setting	11/18/2015 1:58 PM
3	My dogs & partner, running errands, my good feet days, podiatrists encouragement, love of old architecture & seeing others home/garden reno's. I'm still a new resident so basically to explore and learn about shire.	11/18/2015 11:32 AM
4	Some issues for me are my own lack of motivation/time management	10/27/2015 6:36 PM
5	Increased safety i.e. paths and lighting	10/25/2015 5:44 PM
6	Wider footpaths like those installed recently , footpaths where there are none, replacement of dangerous paths	10/23/2015 11:49 AM
7	Direct routes in each of the villages and townships	10/22/2015 7:49 PM
8	I walk with my 5 year old (mostly on her bike) and with the pram (6month old baby) and it is extremely difficult to select a route that suits both the pram and bike. Most of the paths (if there are any) are uneven or very narrow which reduces the amount of times we walk and often results in us taking the car instead. We live in Johnston crescent and it is unsafe for my daughter to ride her bike as there are no footpaths along Johnston or Tucker street.	10/22/2015 2:28 PM
9	Signage, trail map	10/22/2015 11:52 AM
10	Footpaths / cycle way along forest reefs rd	10/20/2015 8:27 AM
11	Delineation between road and footpath.	10/19/2015 12:04 PM
12	Would love some more footpaths around my area of town especially in front of our house, there is only 3 house blocks where there is no cment path and this includes infront of our house 4 Ewin Street Blayney. We have small children and feel that this would benefit us as well as lots of other locals	10/19/2015 10:30 AM
13	Equal access to decent roads for all rate payers.	10/18/2015 3:38 PM
14	More fitness stations in local parks - ie. outdoor gym pieces - sporadically placed in the Orange rd parklands, Heritage Park and Carrington garden so walking through Blayney becomes something of an adventure one savours.	10/17/2015 9:18 PM
15	If there was pedestrian/cycling access from Charles Booth Way into Millthorpe	10/16/2015 9:40 PM
16	Footpaths in Millthorpe village	10/15/2015 6:54 AM
17	Live 5 Km out of town	10/14/2015 11:22 AM
18	friendly community groups meeting regularly to walk	10/14/2015 9:23 AM
19	A walking track around Blayney that circumnavigates the town. Heritage park, down to iga, up past train station up to Palmer street and back down to carcoar, along to highway and back to heritage park.	10/14/2015 7:27 AM

20	Well maintained footpaths for use by pedestrians, scooters etc.separate to the road surface and not grass or gravel.	10/14/2015 6:43 AM
21	Better and more paths	10/12/2015 4:25 PM
22	Better quality walkways - away from the road traffic	10/12/2015 9:26 AM
23	A cycleway along the disused railway between Blayney and Lyndhurst would be great! It could be a tourist attraction in it's own right.	10/9/2015 1:44 PM
24	The wider footpaths are a big plus for the walking and push bike riders, in the Blayney communitie.	10/9/2015 11:23 AM
25	Better footpaths to accommodate mothers with prams!	10/9/2015 8:45 AM
26	a decent walk without traffic	10/8/2015 6:46 PM
27	There are no footpaths within 10 minutes walking distance of my residence. The roads are wide enough to walk/ride on however the road slopes down to the gutter and the area has several steep hills. Not too bad for walking but not great for bike riding especially with children.	10/8/2015 4:54 PM
28	In Millthorpe there is a lot of school pedestrian movement around the school - but no footpath on the Victoria Street or Boomerang Street sections of the block - which become muddy and unpleasant through winter.	10/8/2015 4:16 PM
29	As above and more shared pathways not below the minimum width. Pedestrian crossing Mid-Western Highway is required.	10/8/2015 1:41 PM
30	Longer bike routes along the river or away from high traffic and trucks	10/8/2015 11:45 AM
31	If I was employed to.	10/8/2015 10:24 AM
32	As a cyclist, I would definitely like to see a big increase in the number of cycle paths Blayney and connecting the surrounding towns. By encouraging cyclists who are tourists by becoming a more cycle-friendly town, Blayney's cafes and restauarants etc would also benefit a great deal. More cycle paths would also encourage children to take up bicycle riding, away from dangerous traffic.	10/8/2015 9:36 AM

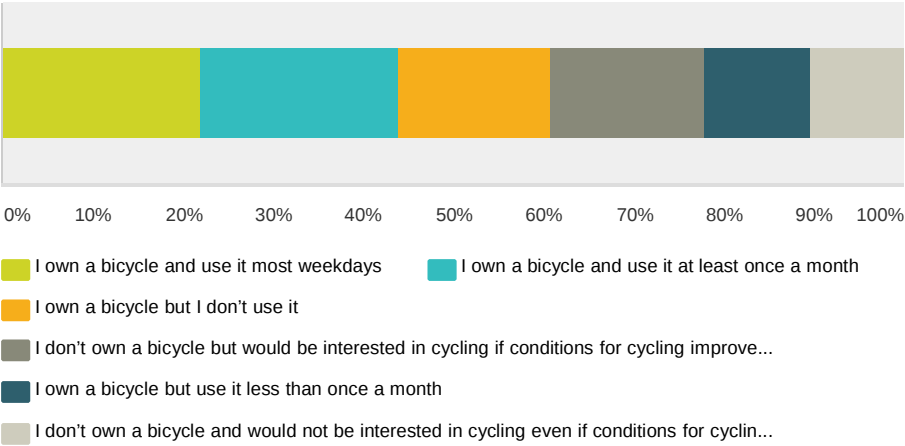
Q12 Where do you currently reside?

Answered: 54 Skipped: 5



Q13 Which of the following statements best describes you?

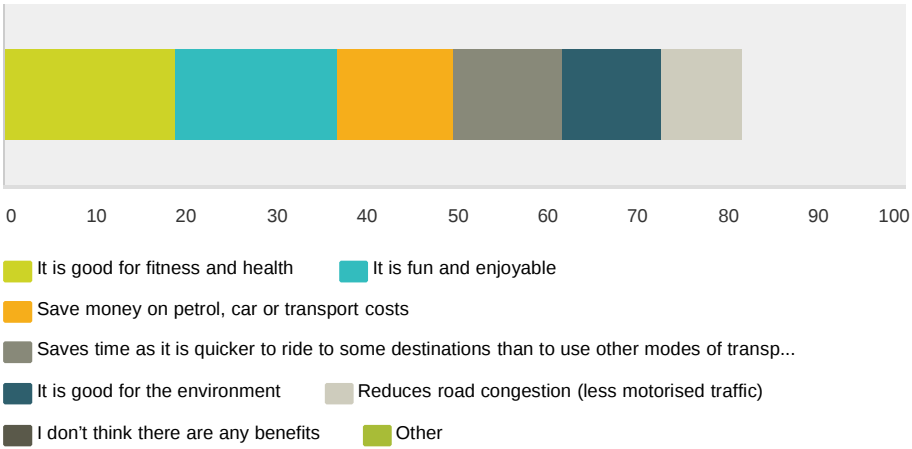
Answered: 59 Skipped: 0



Answer Choices	Responses	
I own a bicycle and use it most weekdays	22.0%	13
I own a bicycle and use it at least once a month	22.0%	13
I own a bicycle but I don't use it	16.9%	10
I don't own a bicycle but would be interested in cycling if conditions for cycling improved	16.9%	10
I own a bicycle but use it less than once a month	11.9%	7
I don't own a bicycle and would not be interested in cycling even if conditions for cycling improved	10.2%	6
Total		59

Q14 What do you think are the benefits of bicycle riding on a regular basis? (Please select all that apply)

Answered: 20 Skipped: 39

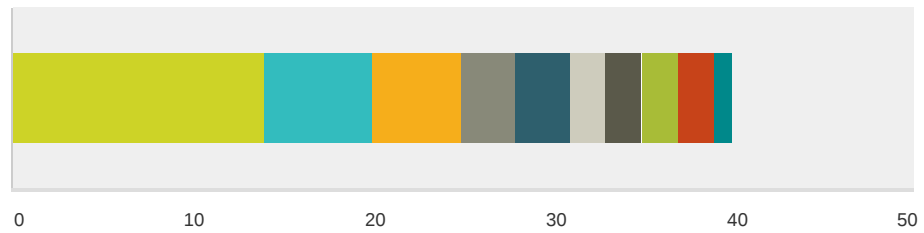


Answer Choices	Responses	
It is good for fitness and health	95.00%	19
It is fun and enjoyable	90.00%	18
Save money on petrol, car or transport costs	65.00%	13
Saves time as it is quicker to ride to some destinations than to use other modes of transport	60.00%	12
It is good for the environment	55.00%	11
Reduces road congestion (less motorised traffic)	45.00%	9
I don't think there are any benefits	0.00%	0
Other	0.00%	0
Total Respondents: 20		

#	Other (please specify)	Date
	There are no responses.	

Q15 Please indicate why you don't ride a bicycle. (Please select all that apply)

Answered: 20 Skipped: 39



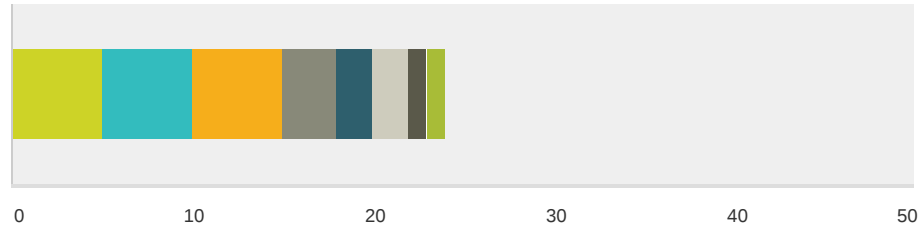
- I don't think the available routes are safe or comfortable enough to ride on
- I don't have a bicycle There's nowhere to park my bicycle when I get to my destination
- I don't want to be sweaty when I get to my destination
- I would rather drive or use another form of transport
- I'm not confident in my bicycle riding skills I don't feel fit enough to ride a bicycle
- There is nowhere for me to take a shower or change at the end of my trip
- I am worried my bike will get stolen or damaged
- My bicycle is broken and I don't know how to fix it I don't like wearing a helmet
- There is nowhere for me to take a shower or change at the end of my trip
- I am not allowed to ride a bicycle It's not cool to ride a bicycle

Answer Choices	Responses	
I don't think the available routes are safe or comfortable enough to ride on	70.0%	14
I don't have a bicycle	30.0%	6
There's nowhere to park my bicycle when I get to my destination	25.0%	5
I don't want to be sweaty when I get to my destination	15.0%	3
I would rather drive or use another form of transport	15.0%	3
I'm not confident in my bicycle riding skills	10.0%	2
I don't feel fit enough to ride a bicycle	10.0%	2
There is nowhere for me to take a shower or change at the end of my trip	10.0%	2
I am worried my bike will get stolen or damaged	10.0%	2
My bicycle is broken and I don't know how to fix it	5.0%	1
I don't like wearing a helmet	0.0%	0
There is nowhere for me to take a shower or change at the end of my trip	0.0%	0
I am not allowed to ride a bicycle	0.0%	0
It's not cool to ride a bicycle	0.0%	0
Total Respondents: 20		

#	Other (please specify)	Date
	There are no responses.	

Q16 If you think that the available routes are unsafe or are uncomfortable to ride on, please select the reasons why from the list below. (Please select all that apply)

Answered: 5 Skipped: 54



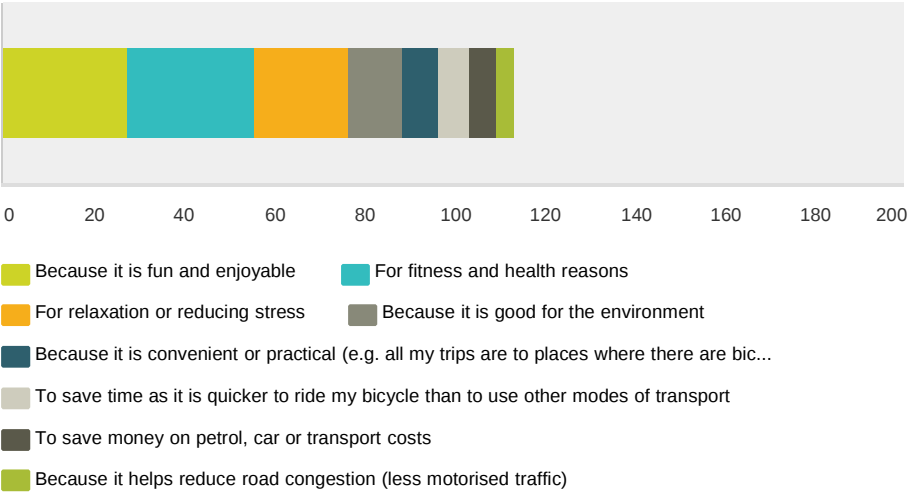
- There aren't enough (or any) physically separated bicycle paths
- There aren't enough (or any) dedicated bicycle lanes on roads and streets
- There is too much traffic to ride on the road
- The road has no marked bicycle lane
- The paths I use are not comfortable to ride on (e.g. poorly maintained)
- There is a lack of awareness of bicycle safety and road sharing amongst other road users
- The routes are too hilly
- I do not feel comfortable sharing the available off road paths with pedestrians
- There are too many cyclists on the bicycle paths

Answer Choices	Responses	
There aren't enough (or any) physically separated bicycle paths	100.0%	5
There aren't enough (or any) dedicated bicycle lanes on roads and streets	100.0%	5
There is too much traffic to ride on the road	100.0%	5
The road has no marked bicycle lane	60.0%	3
The paths I use are not comfortable to ride on (e.g. poorly maintained)	40.0%	2
There is a lack of awareness of bicycle safety and road sharing amongst other road users	40.0%	2
The routes are too hilly	20.0%	1
I do not feel comfortable sharing the available off road paths with pedestrians	20.0%	1
There are too many cyclists on the bicycle paths	0.0%	0
Total Respondents: 5		

#	Other (please specify)	Date
1	Most of the footpaths barely fit a pram in width so it would be very difficult to fit cyclists and walkers aswell.	10/22/2015 2:31 PM

Q17 Why do you ride your bicycle? (Please select all that apply)

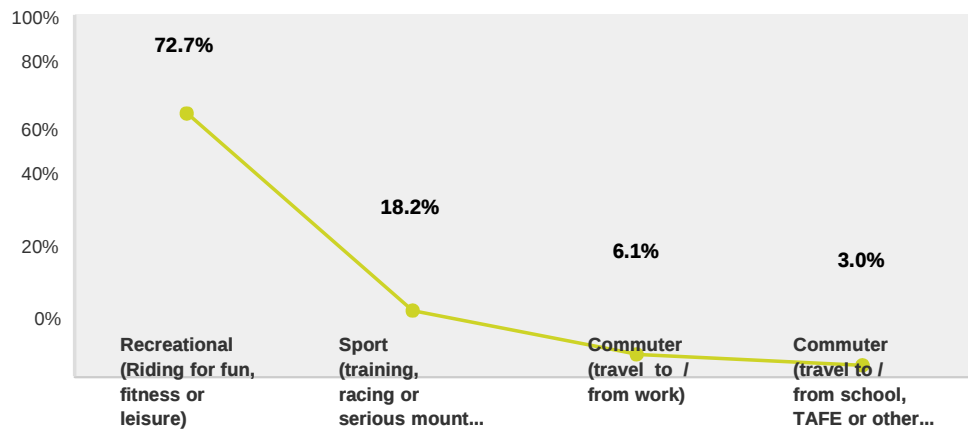
Answered: 33 Skipped: 26



Answer Choices	Responses	
Because it is fun and enjoyable	84.8%	28
For fitness and health reasons	84.8%	28
For relaxation or reducing stress	63.6%	21
Because it is good for the environment	36.4%	12
Because it is convenient or practical (e.g. all my trips are to places where there are bicycle parking facilities)	24.2%	8
To save time as it is quicker to ride my bicycle than to use other modes of transport	21.2%	7
To save money on petrol, car or transport costs	18.2%	6
Because it helps reduce road congestion (less motorised traffic)	12.1%	4
Total Respondents: 33		

Q18 What type of cycling do you take part in most often?

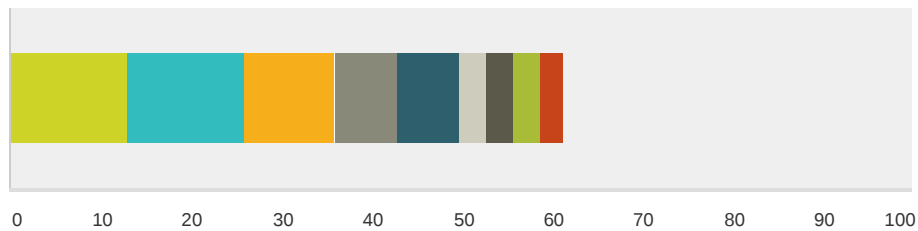
Answered: 33 Skipped: 26



Answer Choices	Responses	
Recreational (Riding for fun, fitness or leisure)	72.7%	24
Sport (training, racing or serious mountain bike riding)	18.2%	6
Commuter (travel to / from work)	6.1%	2
Commuter (travel to / from school, TAFE or other education provider)	3.0%	1
Total		33

Q19 Which of the following are reasons why you don't ride your bicycle more regularly for everyday local trips or for commuting to work or study? (Please select all that apply)

Answered: 33 Skipped: 26



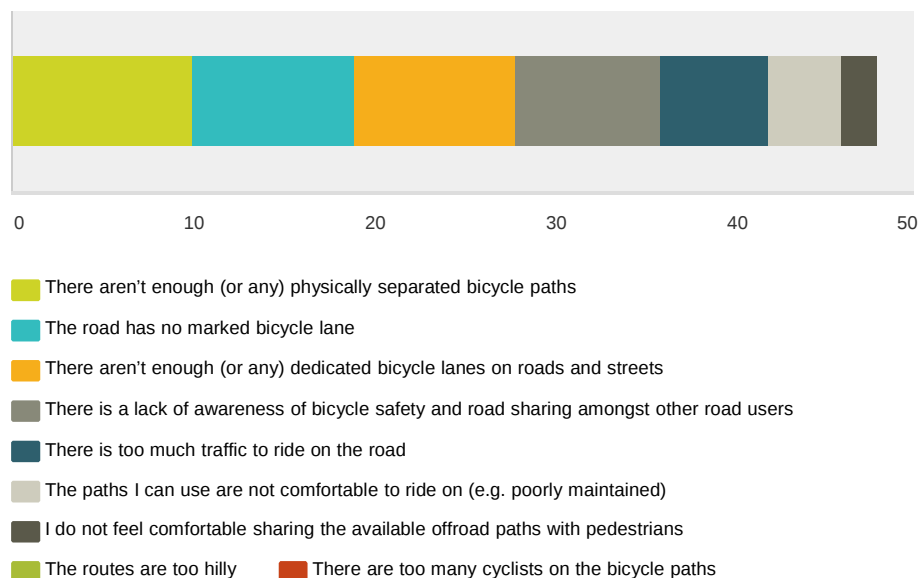
- I only ride my bicycle for leisure or recreational purposes or as a sporting activity
- I don't think the available routes are safe or comfortable enough to ride on
- There is nowhere to park my bicycle at my destination
- There aren't any convenient routes for me to get to my destination
- None of the above.
- I don't like wearing a helmet
- I don't want to be sweaty when I get to my destination
- There is nowhere for me to take a shower or change at the end of my trip
- I don't feel fit enough to ride more often
- I'm not confident in my bicycle riding skills
- I'm not confident I know how to look after my bicycle

Answer Choices	Responses	
I only ride my bicycle for leisure or recreational purposes or as a sporting activity	39.4%	13
I don't think the available routes are safe or comfortable enough to ride on	39.4%	13
There is nowhere to park my bicycle at my destination	30.3%	10
There aren't any convenient routes for me to get to my destination	21.2%	7
None of the above.	21.2%	7
I don't like wearing a helmet	9.1%	3
I don't want to be sweaty when I get to my destination	9.1%	3
There is nowhere for me to take a shower or change at the end of my trip	9.1%	3
I don't feel fit enough to ride more often	6.1%	2
I'm not confident in my bicycle riding skills	3.0%	1
I'm not confident I know how to look after my bicycle	0.0%	0
Total Respondents: 33		

#	Other (please specify)	Date
	There are no responses.	

Q20 If you think that the available routes are unsafe or are uncomfortable to ride on, please select the reasons why from the list below. (Please select all that apply)

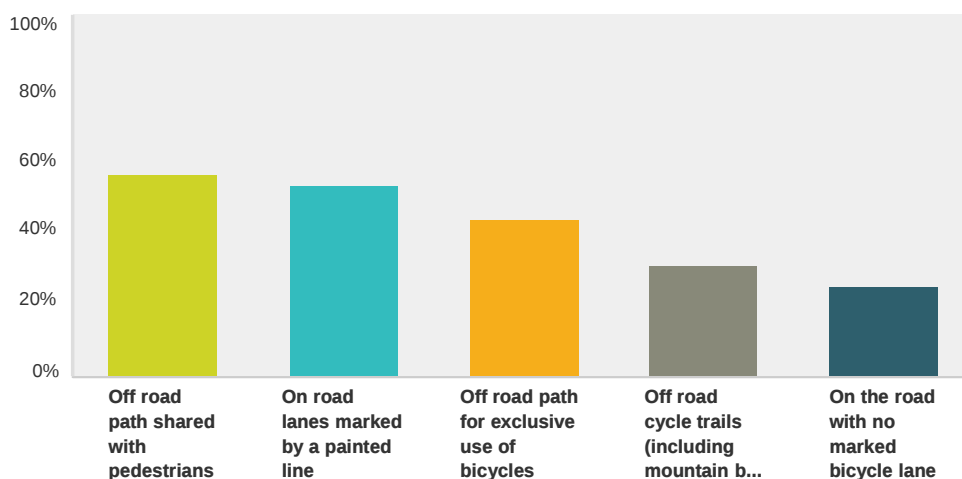
Answered: 12 Skipped: 47



Answer Choices	Responses	
There aren't enough (or any) physically separated bicycle paths	83.3%	10
The road has no marked bicycle lane	75.0%	9
There aren't enough (or any) dedicated bicycle lanes on roads and streets	75.0%	9
There is a lack of awareness of bicycle safety and road sharing amongst other road users	66.7%	8
There is too much traffic to ride on the road	50.0%	6
The paths I can use are not comfortable to ride on (e.g. poorly maintained)	33.3%	4
I do not feel comfortable sharing the available offroad paths with pedestrians	16.7%	2
The routes are too hilly	0.0%	0
There are too many cyclists on the bicycle paths	0.0%	0
Total Respondents: 12		

Q21 When you are riding your bike (inside or outside of the Shire) what path/s do you prefer to ride on? (Please select all that apply)

Answered: 32 Skipped: 27



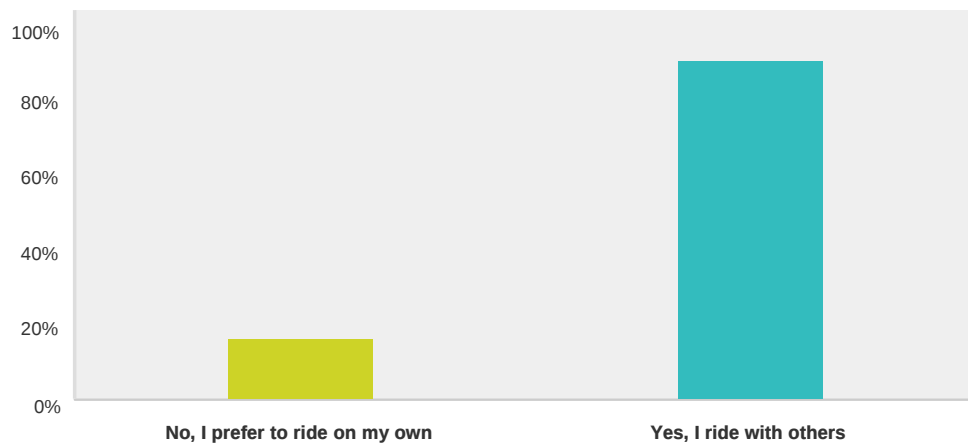
Answer Choices	Responses
Off road path shared with pedestrians	56.3% 18
On road lanes marked by a painted line	53.1% 17
Off road path for exclusive use of bicycles	43.8% 14
Off road cycle trails (including mountain bike and recreational routes eg. National Park)	31.3% 10
On the road with no marked bicycle lane	25.0% 8
Total Respondents: 32	

#	Please describe why this is your preferred type of path to ride on.	Date
1	It's what I do for recreation	11/18/2015 2:01 PM
2	Safe, efficient & all except exclusive path for bikes are economically viable for most town budgets & grants	11/18/2015 11:38 AM
3	I enjoy to ride but am not sufficiently experienced to feel safe with passing main road traffic. The traffic eg from Millthorpe to the Spring Hill turn off deters me from riding ... and from Millthorpe to Blayney. "Back road" riding would be a pleasure but sometimes (as above) the lack of a bike path beside busy roads inhibits access to the "back roads".	10/27/2015 6:45 PM
4	This is all that is available locally	10/23/2015 11:53 AM
5	These are the paths that our training routs use.	10/20/2015 7:18 AM
6	On road in marked lanes as I can stick to the left of the lane which helps drivers avoid me. When on off-road paths, this is for recreation.	10/19/2015 12:08 PM
7	I don't have one preferred riding type, ie, road or Mtb. I believe the roads should be better maintained and more off road initiatives put into the shire.	10/19/2015 10:43 AM
8	wide maintained pathways as my small children aged 4 and 3 like to ride their bikes while I walk	10/19/2015 10:34 AM
9	Preferably on road with bike lane. Safety from traffic is most important issue.	10/19/2015 9:57 AM
10	I do long distances	10/18/2015 12:58 PM
11	safety/I ride long distances	10/18/2015 12:37 PM
12	I feel its safer being seperated from motor vehicles	10/15/2015 7:01 AM
13	Use a bike lane where there is one when not I share the road	10/14/2015 11:23 AM

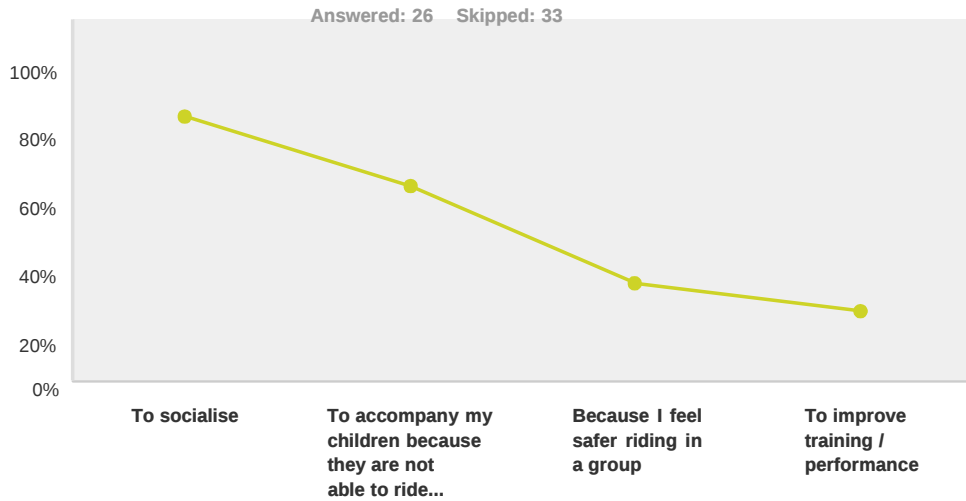
14	I have young children riding with me and its safer	10/12/2015 4:28 PM
15	Separation from busy roads is important for safety.	10/9/2015 1:46 PM
16	I enjoy riding on bicycle paths away from the noise, danger and pollution of traffic.	10/8/2015 9:39 AM

Q22 Do you ever ride with other people?

Answered: 32 Skipped: 27



Q23 Why do you ride with others?



Answer Choices	Responses	
To socialise	73.1%	19
To accompany my children because they are not able to ride unsupervised	53.8%	14
Because I feel safer riding in a group	26.9%	7
To improve training / performance	19.2%	5
Total Respondents: 26		

Q24 What are your top three most common journeys by bicycle (Please provide start and end point)?

Answered: 22 Skipped: 37

Answer Choices	Responses	
1. Start Point	100.00%	22
End Point (via what streets/paths)	95.45%	21
2. Start Point	95.45%	21
End Point (via what streets/paths)	95.45%	21
3. Start Point	72.73%	16
End Point (via what streets/paths)	72.73%	16

#	1. Start Point	Date
1	Ogilvy St Blayney	11/18/2015 2:16 PM
2	Cowra	11/18/2015 2:02 PM
3	2 Plumb St Blayney	11/18/2015 12:19 PM
4	4 Osman St	11/18/2015 11:44 AM
5	Orange	10/27/2015 4:09 PM
6	Home	10/27/2015 10:57 AM
7	Mitchell st	10/23/2015 11:58 AM
8	Heritage Park	10/22/2015 11:55 AM
9	Orange	10/20/2015 7:22 AM
10	Millthorpe	10/19/2015 12:14 PM
11	Jack Brabham park	10/19/2015 10:49 AM
12	4 Ewin Street Blayney	10/19/2015 10:40 AM
13	Usually have to drive to Orange with bike in back as its not safe to ridge around Blayney Shire	10/19/2015 9:59 AM
14	Home	10/18/2015 1:05 PM
15	66 Palmer St, Blayney	10/17/2015 9:20 PM
16	Milthorpe	10/14/2015 11:26 AM
17	Palmer Street	10/11/2015 12:44 PM
18	Corner Silver and Olive Streets	10/9/2015 1:48 PM
19	30 Maple Crescent Blayney	10/9/2015 12:47 PM
20	Vidler Place Blayney	10/8/2015 5:00 PM
21	Carcoar	10/8/2015 4:55 PM
22	Tucker St, Blayney	10/8/2015 9:46 AM
#	End Point (via what streets/paths)	Date
1	Adventure Park	11/18/2015 2:16 PM
2	Neville	11/18/2015 2:02 PM
3	Adelaide / Plumb / Water St	11/18/2015 12:19 PM
4	CBD (via streets parallel to Adelaide St, turn into Adelaide St adjacent to shops)	11/18/2015 11:44 AM
5	Millthorpe	10/27/2015 4:09 PM
6	Various locations	10/27/2015 10:57 AM

7	Iga	10/23/2015 11:58 AM
8	Hobbys Yards	10/22/2015 11:55 AM
9	Orange via Talwood & Millthorpe loop	10/20/2015 7:22 AM
10	Forest Reefs, Tallwood, Browns Creek, Blayney & reverse	10/19/2015 12:14 PM
11	Jack Brabham park, via, orange airpor, spring terrace, orchid road, forest reefs road, tallwood, spring terrace rd, airport, finish at jack Brabham	10/19/2015 10:49 AM
12	around Johnstone Crescent	10/19/2015 10:40 AM
13	Hobbys Yards/Newbridge Home	10/18/2015 1:05 PM
14	Vinnie's Opp Shop, Adelaide St, Blayney	10/17/2015 9:20 PM
15	Millthorpe via Forest Reefs Tallwood	10/14/2015 11:26 AM
16	IGA	10/11/2015 12:44 PM
17	General Store, Mandurama	10/9/2015 1:48 PM
18	IGA	10/9/2015 12:47 PM
19	Town Centre Blayney	10/8/2015 5:00 PM
20	Carcour	10/8/2015 4:55 PM
21	Tucker St (via Ornage Road, Adelaide St, Railway St).	10/8/2015 9:46 AM
#	2. Start Point	Date
1	Ogilvy St Blayney	11/18/2015 2:16 PM
2	Cowra	11/18/2015 2:02 PM
3	2 Plumb St Blayney	11/18/2015 12:19 PM
4	4 Osman St	11/18/2015 11:44 AM
5	Orange	10/27/2015 4:09 PM
6	Home	10/27/2015 10:57 AM
7	Mitchell st	10/23/2015 11:58 AM
8	Heritage Park	10/22/2015 11:55 AM
9	Orange	10/20/2015 7:22 AM
10	Millthorpe	10/19/2015 12:14 PM
11	Orange	10/19/2015 10:49 AM
12	4 Ewin Street Blayney	10/19/2015 10:40 AM
13	Forest Reefs/Millthorpe/Guyong Home	10/18/2015 1:05 PM
14	66 Palmer St, Blayney	10/17/2015 9:20 PM
15	Milthorpe	10/14/2015 11:26 AM
16	Palmer St	10/11/2015 12:44 PM
17	Corner Silver and Olive Streets	10/9/2015 1:48 PM
18	IGA	10/9/2015 12:47 PM
19	Vidler Place Blayney	10/8/2015 5:00 PM
20	Milthorpe	10/8/2015 4:55 PM
21	Tucker St	10/8/2015 9:46 AM
#	End Point (via what streets/paths)	Date
1	Binstead / Orange Rds	11/18/2015 2:16 PM
2	Mandurama	11/18/2015 2:02 PM
3	Heriage Pk / Plumb / Carcoar / Stillingfleet St	11/18/2015 12:19 PM
4	via Water St, Orange Rd, Henry St & Charles St	11/18/2015 11:44 AM
5	Mt Canobolas	10/27/2015 4:09 PM

6	Millthorpe	10/27/2015 10:57 AM
7	Railway via heritage park and centrepont	10/23/2015 11:58 AM
8	Forest Reefs	10/22/2015 11:55 AM
9	Orange via Panuara loop	10/20/2015 7:22 AM
10	Vittoria Rd, Guyong Rd, Blayney & reverse	10/19/2015 12:14 PM
11	Orange, via Blayney, guyong, milthorpe	10/19/2015 10:49 AM
12	Hawke Street, up Torrens Street	10/19/2015 10:40 AM
13	Home	10/18/2015 1:05 PM
14	Blayney Newsagency	10/17/2015 9:20 PM
15	Milthorpe Via Guyong Blayney Browns Creek	10/14/2015 11:26 AM
16	Heritage Park	10/11/2015 12:44 PM
17	Memorial Park, Mandurama	10/9/2015 1:48 PM
18	30 Maple Crescent Blayney	10/9/2015 12:47 PM
19	St Josephs School Hill St Blayney	10/8/2015 5:00 PM
20	Milthorpe	10/8/2015 4:55 PM
21	Tucker St (via Binstead/Ogilvie/Adelaide/Hobby's Yard)	10/8/2015 9:46 AM
#	3. Start Point	Date
1	Cowra	11/18/2015 2:02 PM
2	Orange	10/27/2015 4:09 PM
3	Home	10/27/2015 10:57 AM
4	Mitchell street	10/23/2015 11:58 AM
5	Heritage Park	10/22/2015 11:55 AM
6	Orange	10/20/2015 7:22 AM
7	Millthorpe	10/19/2015 12:14 PM
8	Orange	10/19/2015 10:49 AM
9	4 Ewin Street Blayney	10/19/2015 10:40 AM
10	Home	10/18/2015 1:05 PM
11	66 Palmer St, Blayney	10/17/2015 9:20 PM
12	Blayeny	10/14/2015 11:26 AM
13	Corner Silver and Olive Streets	10/9/2015 1:48 PM
14	30 maple Crescent Blayney	10/9/2015 12:47 PM
15	Vidler Place Blayney	10/8/2015 5:00 PM
16	Tucker St	10/8/2015 9:46 AM
#	End Point (via what streets/paths)	Date
1	Blayney	11/18/2015 2:02 PM
2	Bathurst via Millthorpe, Blayney, Newbridge	10/27/2015 4:09 PM
3	Drayshed nursery	10/27/2015 10:57 AM
4	Tucker st via carcoar street	10/23/2015 11:58 AM
5	Vittoria	10/22/2015 11:55 AM
6	Orange via Forest Reefs Tavern spring terrace loop	10/20/2015 7:22 AM
7	Blayney, Barry, Newbridge, Blayney, Guyong, Millthorpe	10/19/2015 12:14 PM
8	Orange, Cadia, Panuara, forest reefs, orange	10/19/2015 10:49 AM
9	up Palmer Street through Frape	10/19/2015 10:40 AM
10	Neville/ Hobbys Yards/Newbridge Home	10/18/2015 1:05 PM

11	Heritage Park, Blayney	10/17/2015 9:20 PM
12	Blayney via Barry Hobbys Yard Newbridge	10/14/2015 11:26 AM
13	Sunnyridge Golf Club, Mandurama	10/9/2015 1:48 PM
14	30 Maple Crescent Blayney	10/9/2015 12:47 PM
15	Heritage Park Blayney	10/8/2015 5:00 PM
16	Tucker St (via Railway St, Midland Highway, Hill St, Church Hill Lookout)	10/8/2015 9:46 AM

Q25 Please identify the top three bike destinations that you would like to see developed or improved in the future. Consider Blayney, Millthorpe, Carcoar, Mandurama, Lyndhurst, Newbridge, Forest Reefs, Hobbys Yards, Neville, Barry, (include street names, cross roads), hospital, schools, recreational facilities (parks, swimming pool, picnic areas, showground etc.) and any other regional links in the Blayney area.

Answered: 26 Skipped: 33

#	Responses	Date
1	Showground Church Hill Lookout	11/18/2015 2:16 PM
2	Mandurama / Neville - Bike racks & water points	11/18/2015 2:02 PM
3	Heritage Park, Napier Oval	11/18/2015 12:19 PM
4	Safe marked bike lanes to villages such as Millthorpe. Would do Millthorpe Garden Ramble on bike. would also ride to Abercrombie, Carcoar + dam, Neville & Barry.	11/18/2015 11:44 AM
5	Millthorpe to Spring Hill (bike path along the main road). Forest Reefs to Millthorpe - previously a lovely ride until the road became too busy ... Blayney to Millthorpe	10/27/2015 6:51 PM
6	As someone coming from Orange I really enjoy all the cycling through the Millthorpe, Blayney, Newbridge area. Additionally events like the B2B and Ronde van de Knob are fantastic. Improving road conditions in any of these areas would be greatly appreciated.	10/27/2015 4:09 PM
7	Blayney, Highway to Millthorpe, Highway to Kings Plains	10/27/2015 10:57 AM
8	Main links around Blayney . Adelaide street, carcoar street, orange road, Martha street, palmer street, plumb street, farm lane, osman street, Ogilvy street, Showgrounds and schools	10/23/2015 11:58 AM
9	Millthorpe, Newbridge, Forest Reefs	10/22/2015 11:55 AM
10	A bike track & raised boardwalk from Dakers oval (behind iga) to the adventure playground following the creek	10/20/2015 8:38 PM
11	Forest Reefs, Millthorpe, Blayney	10/20/2015 7:22 AM
12	Forest Reefs to Millthorpe & Millthorpe main street to provide bike parking & free filtered water fountain. Carcoar main street for bike parking, filtered water fountain and marked bike route from Browns Creek to Carcoar (road currently closed). Blayney CBD with bike parking & water fountain. This will provide a destination for local and Orange cyclists to come out to Blayney, rest for coffee then return.	10/19/2015 12:14 PM
13	Blayney Milthorpe Spring hill	10/19/2015 10:49 AM
14	The top of Ewin Street where there are NO footpaths. And Palmer Street	10/19/2015 10:40 AM
15	Blayney to Millthorpe return.	10/19/2015 9:59 AM
16	Neville/Barry Road Millthorpe/ Guyong Road Blayney/Tallwood Road	10/18/2015 1:05 PM
17	Carcoar Dam, Millthorpe, Bathurst	10/17/2015 9:20 PM
18	Charles booth way to Millthorpe. Millthorpe to blayney and Millthorpe to forest reefs	10/16/2015 9:43 PM
19	Cycle way between Blayney and Millthorpe.	10/15/2015 7:03 AM
20	Millthorpe Forest Reefs Newbridge	10/14/2015 11:26 AM
21	Mandurama and Carcoar. Make the old railway into a cycleway! It would be awesome! :D	10/9/2015 1:48 PM
22	1Church StTo Carcoar St To Matha St To Adelaide St Back to Church St 2 Start at Naylor St Down Stock Lane Along the Belubula River to the Railway Bridge Then Back to the start at Naylor St 3 Start at Blayney go down the Neville Road to Neville back along the Barry Road to Barry then Back to Blayney	10/9/2015 12:47 PM
23	AS Above	10/8/2015 5:00 PM

24	The lot	10/8/2015 4:55 PM
25	Blayney, Newbridge, Millthorpe	10/8/2015 11:57 AM
26	As discussed earlier in the survey I would like to see dedicated cycle paths throughout Blayney and linking surrounding towns. The trend now is to provide safe passage for bicycling locals both within the towns and with other surrounding towns. By doing so Blayney would attract more of the lucrative Orange and Bathurst cyclists and provide safety for children. Three locations that spring to mind are Blayney (circling the town), Carcoar (centred on Belabula St and the area of Millthorpe.	10/8/2015 9:46 AM

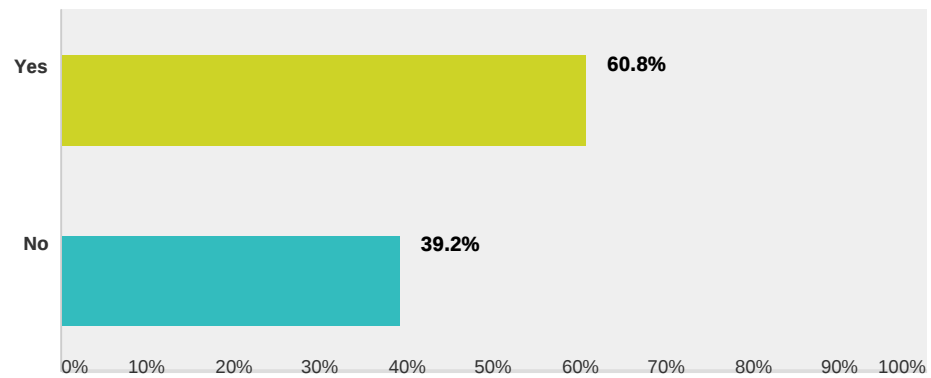
Q26 Please indicate whether the following changes would make you more likely to cycle on a regular basis for everyday local trips or to commute to work/ study (Please provide an answer for each option):

Answered: 51 Skipped: 8

	I would definitely cycle more	I might cycle more	It would make no difference	Total
Availability of dedicated bicycle lanes on roads and streets	61.7% 29	23.4% 11	14.9% 7	47
Increased driver awareness of bicycle safety and road sharing	60.4% 29	27.1% 13	12.5% 6	48
Availability of physically separated bicycle paths	55.3% 26	23.4% 11	21.3% 10	47
Availability of bicycle parking at my destination	32.6% 15	26.1% 12	41.3% 19	46
If there were more bicycle riders on the road	22.7% 10	36.4% 16	40.9% 18	44
Availability of shower and changing facilities at my destination	17.8% 8	17.8% 8	64.4% 29	45
Increased knowledge of bicycles and bicycle maintenance	10.9% 5	28.3% 13	60.9% 28	46
Improved bicycle riding skills	10.9% 5	26.1% 12	63.0% 29	46
Better connections between bicycle paths and public transport	0.0% 0	0.0% 0	0.0% 0	0

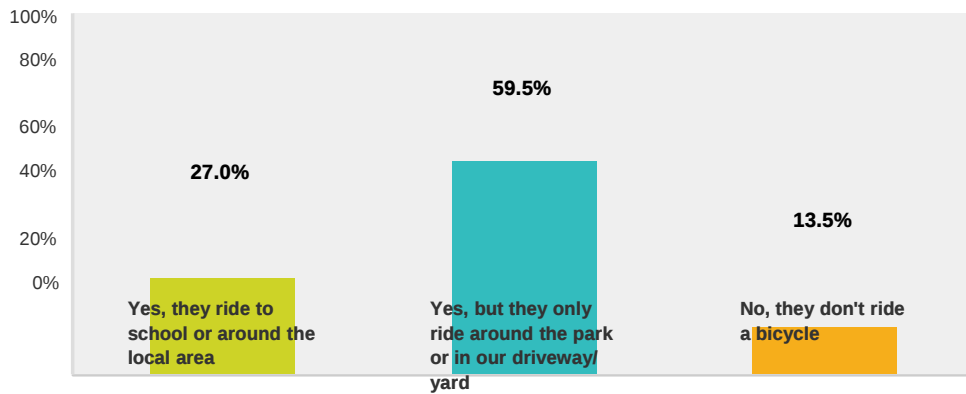
Q27 Do you have any children under the age of 15?

Answered: 51 Skipped: 8



Q28 Do your children ride a bicycle?

Answered: 37 Skipped: 22



#	Please provide details as to why (e.g. they don't know how to ride a bicycle yet, it is too far for them to ride to school so they only ride in the park):	Date
1	To far to ride to school at this time - ride accompanied for safety	11/18/2015 2:11 PM
2	They are not motivated to ride to school, pool etc	11/18/2015 2:03 PM
3	Not safe on roads	11/18/2015 12:20 PM
4	He rides to school under supervision as it is hilly and there are no paths until we get to Carcoar Street (which are great).	10/25/2015 5:50 PM
5	We have tried to ride to and from school and to Centrepont etc but it too unsafe for my daughter to ride on the roads (no footpaths)	10/22/2015 2:33 PM
6	Too far to ride to school and the road is not conducive to cyclists and motor vehicles together.	10/20/2015 8:33 AM
7	too far to rise into and around town	10/19/2015 8:36 PM
8	it would be fantastic to have a path outside of our house in Ewin Street so that children could utilise this for bike riding.	10/19/2015 10:42 AM
9	Loves to ride, but usually just at home as road is not safe. Unless I put the bike in the back and drive to somewhere like Gosling Creek. But would like to be able to ride in own local area.	10/19/2015 10:01 AM
10	I don't have any children	10/18/2015 6:19 PM
11	live 5 km from school Bus stop	10/14/2015 11:27 AM
12	out of town	10/14/2015 9:25 AM
13	We are in Blayney and they got to Millthorpe school. It's just not safe with so many main roads surrounding our home and to many big trucks or irresponsible drivers that scream around or streets	10/14/2015 7:31 AM
14	They are younger than school age	10/12/2015 4:31 PM
15	My daughter lives in Sydney and visits me on weekends and in holidays.	10/9/2015 1:49 PM
16	My son is only 1 and has not learned how to ride a bike yet.	10/9/2015 8:48 AM
17	No footpaths and the road slopes back towards the gutter and there are several steep hills which make it scary for small children riding.	10/8/2015 5:02 PM
18	They ride in Heritage Park	10/8/2015 11:58 AM
19	We are on a farm so only when i bring the bike in the car to town to the park	10/8/2015 10:27 AM

Q29 Is there anything that would help you to encourage your children to ride their bicycles more often to get to school or around the local area?

Answered: 24 Skipped: 35

#	Responses	Date
1	Track / path Forest Reefs - Millthorpe	11/18/2015 2:31 PM
2	Driver awareness & bicycle safety for school, bike lanes, improved crossings	11/18/2015 2:11 PM
3	More off-road cycling paths	11/18/2015 2:03 PM
4	Pathways	11/18/2015 12:20 PM
5	Safer streets; Ability to lock bikes on a rack; Some sort of supervised bicycle program; Better weather; More time;	10/25/2015 5:50 PM
6	Definitely bike lanes on roads	10/20/2015 8:40 PM
7	Dedicated bicycle paths.	10/20/2015 8:33 AM
8	Increased Motor Vehicle Driver training to be more aware & courteous to Bicycle riders.	10/20/2015 7:26 AM
9	Safer roadways - we are on the road to the mine and at change of shift our roads are too unsafe with speeding drivers	10/19/2015 8:36 PM
10	Dedicated bike paths or barrier between footpath and road under railway bridge in Millthorpe. Along Victoria St from corner of Elliot St to Glenorie Rd. Also crossings at Elliot St and near corner store. (Cnr Victoria St & Pym St)	10/19/2015 12:36 PM
11	Wider roads, roads in better condition, education to all road users. A message to all road user for patience	10/19/2015 10:51 AM
12	Yes, bike lanes around Millthorpe main roads.	10/19/2015 10:01 AM
13	I don't have any children	10/18/2015 6:19 PM
14	If there were dedicated cycle paths away from the road	10/16/2015 9:44 PM
15	Dedicated bicycle paths	10/15/2015 7:05 AM
16	prior knowledge of safe routes	10/14/2015 9:25 AM
17	Set bike areas and lower speed limits for big trucks	10/14/2015 7:31 AM
18	Local drivers being more aware and knowledgeable	10/12/2015 4:31 PM
19	Safe bicycle paths to avoid busy roads and highways.	10/9/2015 1:49 PM
20	safer areas to ride their bikes then having to ride them on the road beside cars, especially when they are at a young age.	10/9/2015 8:48 AM
21	Safer road crossings and better footpaths from that end of town	10/8/2015 5:02 PM
22	Better safer infrastructure	10/8/2015 4:57 PM
23	Longer bike paths, increased safety, other bike users	10/8/2015 11:58 AM
24	Its unlikely to get a bike track or recreational facilities at Hobbys Yards but it would be fantastic for all the children living out this way. Its a long way to travel into blayney just so the kids can have a play	10/8/2015 10:27 AM

Q30 Do you have any further comments about walking or cycling in Blayney Shire or about the new Active Movement Strategy?

Answered: 31 Skipped: 28

#	Responses	Date
1	Link the ovals & parks Clean up the river & put walking/cycling track from south to north	11/18/2015 2:25 PM
2	A bike lane on main roads within shire	11/18/2015 2:21 PM
3	Great job but lots more needs doing.	11/18/2015 12:20 PM
4	Good to have bicycle lanes	11/18/2015 12:09 PM
5	Please repair the foot paths	11/18/2015 12:00 PM
6	I am a happy new resident (+partner) of about 18 months. We came from a town where spirit was negative, social & economic problems increasing & many unhealthy people. Successive councils achieved little of importance or practical improvements for either residents, business, tourism or strategies for steering youth in right direction. No co-operation between groups or individuals even. This Shire punches above it's weight in so many ways. People, council community groups, sporting, and young people on the whole are engaging and positive, and will help others. they contribute with ideas that turn into action. this plan is more evidence that Blayney cares & evolves.	11/18/2015 11:55 AM
7	Thank you for asking for our input. Often I notice/cycle or walk pathways (eg last weekend between Rylstone and Kandos) for cyclists and pedestrians and wish we had more access to them here. I know it's difficult with a relatively small population and the cost of installation ...However, my first three "choices" for "intervention" in Millthorpe would be to have a pedestrian crossing across Victoria St (between Park and Pym Sts), to create a proper "circuit" on the western side of the main road to the old BP station to link in with Murphy's Lane; and to have a bike lane/and ideally path along the main road between Millthorpe and the Spring Hill turn off.	10/27/2015 7:01 PM
8	It is a good idea, there should be more dedicated cycleways and pedestrian walkways in the Shire	10/27/2015 10:59 AM
9	Creating a whole circuit around Blayney would be beneficial	10/27/2015 10:16 AM
10	Fantastic initiative. Also disability friendly for wheelchairs etc. consider walk/cycle ways around carcoar dam. Consider free bikes and stations at each end of Adelaide street, orange road etc like Brisbane/Melbourne. May attract people to town. Mark walking/bike tracks with distances each kilometre. Exercise machines around heritage park. And please stop letting everyone take all the water out of carcoar dam, this is our only recreational area for camping, picnics kayaking etc. Lake Rowlands is better suited to water sharing options.	10/23/2015 12:06 PM
11	Road surfaces could improve in some areas.	10/22/2015 11:56 AM
12	Great initiative to get more people walking & Bicycle riding to improve peoples fitness & health.	10/20/2015 7:27 AM
13	Living on Forest Reefs Rd, we often see tourists walk to the corner of Victoria St & Elliot St and as there is no footpath down under the railway bridge, they stop and turn around. It would enhance the tourist experience if there was safe pedestrian access along Victoria St, under the bridge to Glenorie Rd then up Glenorie Rd back the the highway.	10/19/2015 12:38 PM
14	Improve the road qualities, the Blayney Shire has untapped potential for road and gravel grinding/adventure road riding, huge tourism potential! Get behind all cyclists, recreational and sporting, and support events.	10/19/2015 10:53 AM
15	Millthorpe is a well known cycle destination. It needs to have dedicated cycle lanes so that novice riders can also ride in the area.	10/19/2015 10:02 AM
16	It is a good idea and might motivate elderly and infirm people to exercise more often	10/18/2015 6:19 PM
17	I strongly believe that unless one is a resident of Blayney or Millthorpe there is little time, effort or money spent on upgrading roads and facilities so that people who do not live in or near these centres could have the choice of a more active life style. I noticed that there was no community meeting held within the Forest Reefs area.	10/18/2015 3:43 PM
18	better maintained road shoulder. where road shoulder provided , regular sweeping of loose gravel	10/18/2015 1:10 PM
19	It is an excelled idea! Thank you :-)	10/16/2015 9:44 PM
20	Would like to have seen some questions regarding disabilities and how that affects the use of current facilities using a walking frame, a wheelchair(manual or electric) or vision impaired using a white cane. If you wish to get a guide to why community members are not active or included in the community, maybe get an idea just how many people are living with limited mobility. It would have been appropriate to incorporate the valued members of the community with a disability into this survey.	10/14/2015 9:33 AM

21	Improved Walking and Cycling facilities will improve access for roller skaters as well. There are few areas suitable for skaters in the Blayney shire apart from the Millthorpe Skate Park and Heritage Park.	10/14/2015 6:47 AM
22	I would love there to be a walkway/cycleway between Millthorpe and Blayney. It would be well utilised I think. Riding a bike on that road is very dangerous and walking is almost impossible. A separated walkway/cycleway would be a wonderful addition to both Blayney & Millthorpe.	10/12/2015 9:28 AM
23	Skate Park is needed in Blayney for the kids to be motivated to get out of the house.	10/11/2015 12:45 PM
24	It is a very good initiative	10/10/2015 12:15 PM
25	I think it's great that Blayney Shire are valuing the importance of good walking and cycling facilities. Well done - keep up the great work.	10/9/2015 1:50 PM
26	It would be very good for the collective population if all the footpaths were transformed into 2.50meter wide shared pathways.	10/9/2015 12:58 PM
27	I think it is a great idea! and will definitely improve the better of Blayney Shire and its residents.	10/9/2015 8:49 AM
28	More shared pathways not below minimum width would be excellent and a signal type Pedestrian/ Bicycle crossing on Mid Western Highway, Lyndhurst.	10/8/2015 1:51 PM
29	Great idea, much needed to encourage greater fitness and improve lifestyle of the area	10/8/2015 11:58 AM
30	The path from the retirement village to the shops in blayney needs improvement. The corner across from council flood after rain and makes access difficult. It would be nice to see hand rails and a crossing on this intersection to make the village feel safer crossing and therefore maintain independence for longer.	10/8/2015 10:31 AM
31	Thank you for giving me the opportunity to take part in this survey. The Active Movement Strategy sounds like an excellent project with health and wellbeing benefits for the entire population of the Blayney Shire (particularly for children). Perhaps it could be incorporated with a wider health educaion project for diet and exercise?	10/8/2015 9:49 AM

Appendix D – (Consultation & Audit Findings Maps)

FIGURE NO. 2

BARRY
Consultation & Audit Findings Map

LEGEND

-  Highway / Main Road
-  Local Road
-  Railway
-  Waterway
-  Park / Recreation
-  School
-  Attractors
-  Existing Footpath
-  Regular Walking Routes
-  Regular Cycling Routes
-  School Bus Stop
-  Shelter

NOTES FROM CONSULTATION

- Review traffic speeds in the Village.
- The bus stop is used by approximately 12-20 kids.
- Review the bus drop off area / parking / opportunities for more formalised drop off facilities.
- Barker and Sawyer Streets are popular for walking.
- Crest line of sight near intersection of Sawyer St and Hobbys Yard Road is a concern.
- Vehicle speed is a concern.
- People currently walk on roads.
- Carcoar Stockyards create heavy vehicle traffic and congestion.
- High proportion of kids in Barry. Young families.

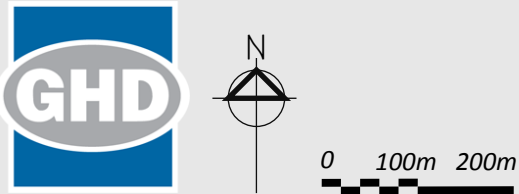


FIGURE NO. 3

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 - new or upgrade

NOTES FROM CONSULTATION

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

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



0 175 350m

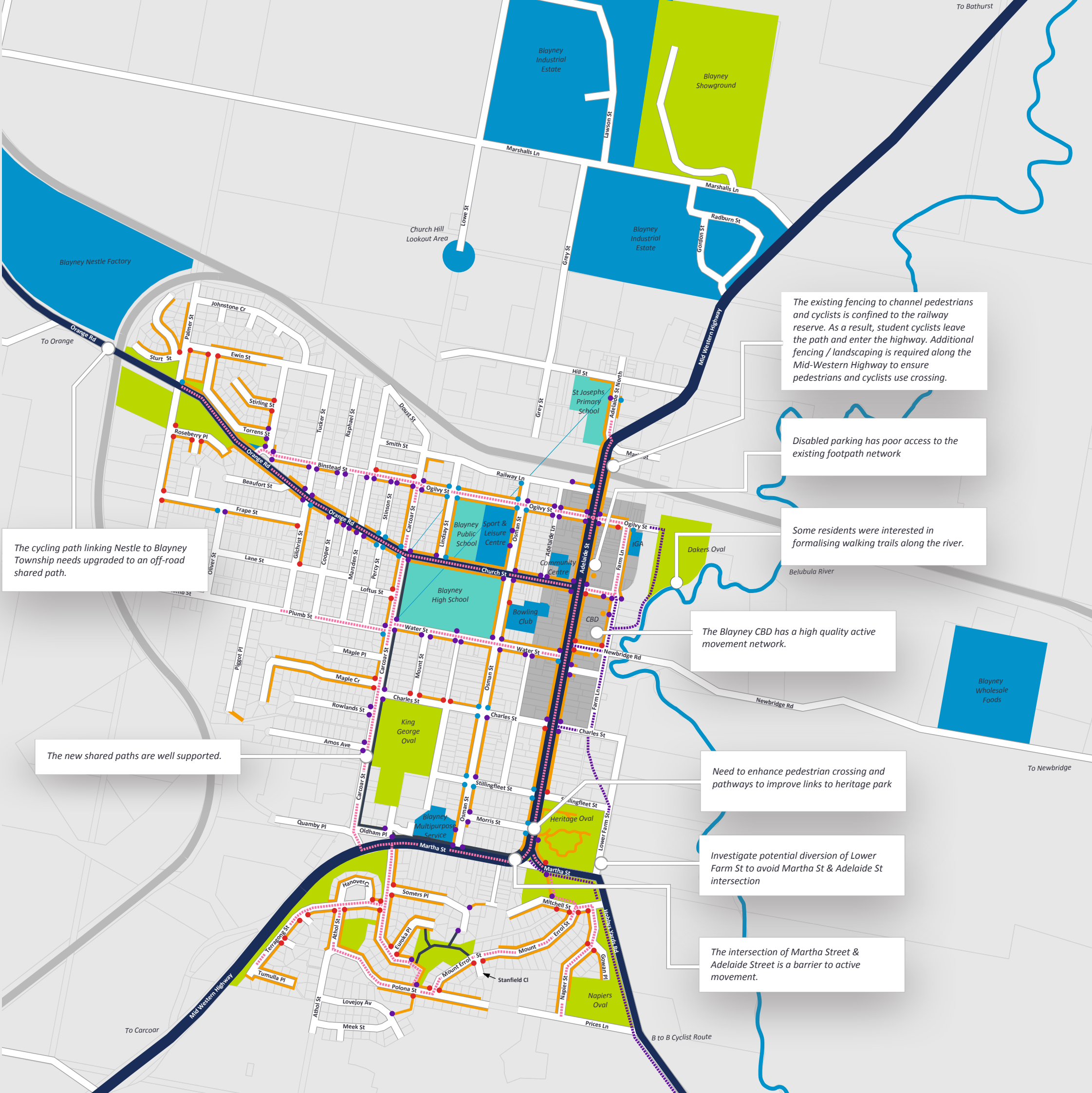


FIGURE NO. 4

CARCOAR VILLAGE
Consultation & Audit Findings Map

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Regular Walking Routes
- Barriers - Topography Issues
- Barriers - Topography Issues

NOTES FROM CONSULTATION

There is a comprehensive network of interesting and historic pedestrian gutter bridges that should be conserved / enhanced.

Existing access into historic shops is an issue, but is generally accepted in the local context.

There is a need to further explore the potential for Carcoar Heritage Walks.

Council has been active in enhancing the riparian areas within the Village.

Existing bridge lighting in Naylor Street is accepted in the local context.

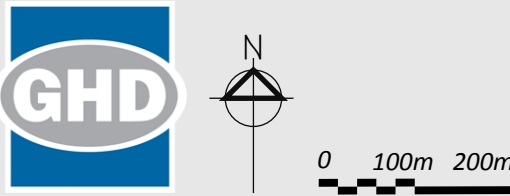


FIGURE NO. 5

LYNDHURST VILLAGE
Consultation & Audit Findings Map

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Regular Walking Routes
- Regular Cycling Routes

NOTES FROM CONSULTATION

The speed of traffic along Mid-Western Highway was of concern

The speed limit of the Mid-Western Highway through the Village is 80km/hour.

There are drainage issues on Terminus Street (railway side), Horse riding on streets.

The link between Lyndhurst Oval and Central Business District needs to be upgraded.

The link between Lyndhurst Oval and Central Business District needs to be upgraded.

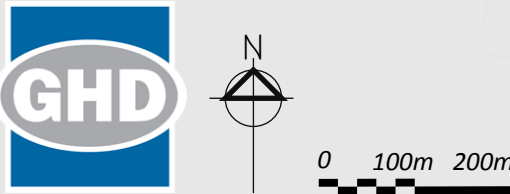


FIGURE NO. 6

MANDURAMA VILLAGE
Consultation & Audit Findings Map

LEGEND

-  Highway / Main Road
-  Local Road
-  Railway
-  Waterway
-  Park / Recreation
-  School
-  Attractors
-  Existing Footpath
-  Regular Walking Routes
-  Regular Cycling Routes
-  School / Countrylink Bus Stop
-  School Parking Area

NOTES FROM CONSULTATION

- The Village has a wide and expansive main street (Olive St)
- Vehicle Speed along Olive Street (Mid Western Highway) is of concern. There is a need to address speed of highway traffic along Olive Street.
- Land-use is spread out throughout the Village and attractors are dispersed.
- There are 12 children that attend the Mandurama Public School.
- The CWA building also functions as a Child Care Centre. There are 25 kids that attend child care at the building, which operates 3 days per week.
- Children like to ride around Memorial Park / Oval.
- The existing crossing of Olive Street is old, unsightly and largely redundant.
- The intersection at the Post Office and Hotel has the highest levels of pedestrian activity



0 50m 100m

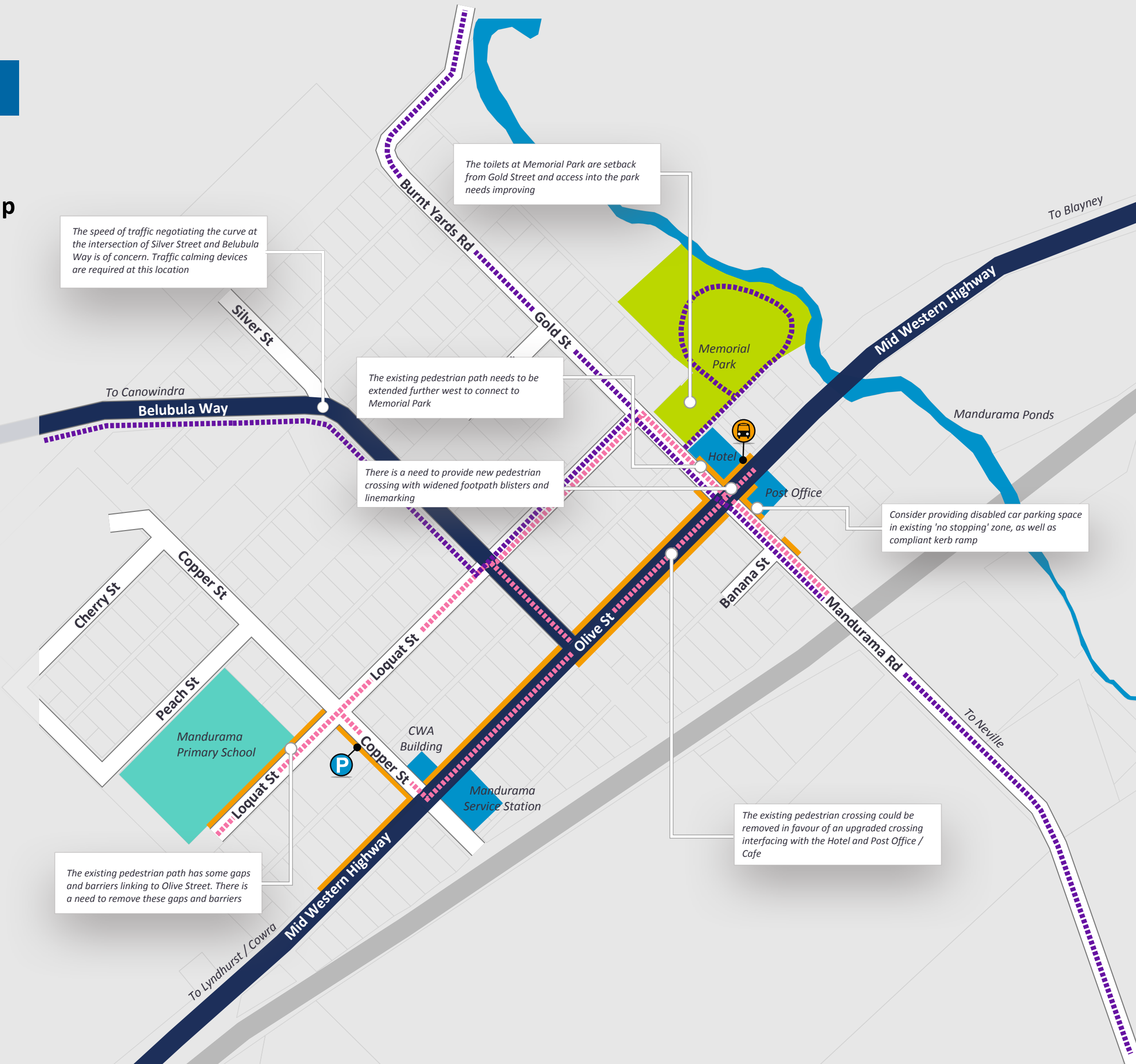


FIGURE NO. 7

MILLTHORPE VILLAGE
Consultation & Audit Findings Map

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Regular Walking Routes
- Regular Rural Walking Routes
- Regular Cycling Routes
- Footbridges

NOTES FROM CONSULTATION

Touring and training cyclists use Millthorpe as a destination town.

Forest Reefs Rd is a desirable location to erect cyclist signage.

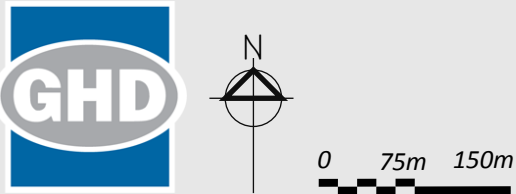


FIGURE NO. 8

NEWBRIDGE VILLAGE
Consultation & Audit Findings Map

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Park / Recreation
- Attractors
- Existing Footpath
- Regular Walking Routes
- Regular Cycling Routes

NOTES FROM CONSULTATION

B & B (Bathurst to Blayney) cycle route passes through the Village.

Cyclists that ride in bunches of 2-3 are generally professional but weekend riders are less experienced at sharing the road environment.

Riding in the fog and the dark is a concern for local riders.

Some village residents have experience attitude from cyclists in the Village

Weekend events generally have appropriate signage, but this is an inconvenience for local residents

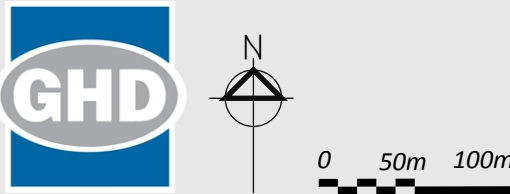


FIGURE NO. 9

NEVILLE VILLAGE
Consultation & Audit Findings Map

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Regular Walking Routes
- Regular Cycling Routes



0 75 150m

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	M Carter	Steve Martin	S Martin*	Steve Martin	S Martin *	17/2/2016
B	M Carter	Steve Martin	S Martin*	Steve Martin	S Martin *	4/5/2016
C	M Carter	Steve Martin	S Martin*	Steve Martin	S Martin *	9/7/2016

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