



SUMMARY & ACTION PLAN

BLAYNEY ACTIVE MOVEMENT STRATEGY 2016

PREPARED BY GHD FOR BLAYNEY SHIRE COUNCIL | 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.....	3
2. Approach and Methodology	3
2.1 Preliminary Stakeholder Engagement	3
2.2 Active Movement Strategy	3
2.3 Active Movement Strategy – Action Plan	3
3. Aims and Objectives	4
4. Regional and Local Profile.....	5
4.1 Central West NSW Region	5
4.1 Blayney Shire Consultation and Audit Findings	5
4.2 Towns and Villages	7
4.2.1 Barry Consultation and Audit Findings.....	7
4.2.1 Blayney Consultation and Audit Findings.....	9
4.2.2 Carcoar Consultation and Audit Findings.....	11
4.2.3 Lyndhurst Consultation and Audit Findings	13
4.2.4 Mandurama Consultation and Audit Findings	15
4.2.5 Millthorpe Consultation and Audit Findings	17
4.2.6 Newbridge Consultation and Audit Findings.....	19
4.2.1 Neville Consultation and Audit Findings	21
5. Active Movement Plans.....	23
6. Implementing the Active Movement Network	33
7. Project Plans.....	40



1. Introduction

Blayney Shire Council has commissioned GHD and Active Planning Consultants to prepare a new Active Movement Strategy for the whole of the Blayney Shire.

Blayney Shire Council already has a Pedestrian and Cycling Plan, prepared in 2008. This plan only covers Blayney and not the other towns, 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 to update the plan to suit the current situation.

GHD and Active Planning Consultants have worked closely with Blayney Shire Council and the wider community to develop Active Movement Plans (AMPs) for the major towns and villages as well as the rural areas of the shire. The AMPs 'visualise' the findings of community consultation and audit findings and map-out the important issues, challenges and opportunities for developing the active movement network throughout Blayney Shire. The focus of the AMPs is on the improvement of pedestrian and cycling facilities so as to access jobs, education, recreational areas, services and social opportunities.

For more detailed analysis of the issues that were considered in the development of the Active Movement Plans, the Blayney Shire Active Movement Strategy Discussion Paper has been prepared, and is separately available for review.

2. Approach and Methodology

The approach of the Blayney Shire Active Movement Strategy is to develop community based Active Movement Plans for the town and each 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 is being undertaken in the following stages:

2.1 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.

2.2 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.

Active Movement Plans (AMPs) have also 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. Feedback on the AMPs will be used to develop an action plan.

2.3 Active Movement Strategy – Summary & Action Plan

The Blayney Shire Active Movement Action Plan is the final task and will programme the infrastructure projects to be undertaken by Council. A Matrix Table will provide full visibility of how projects have been prioritised. Concept designs and cost estimates for each priority project will also be documented in the Action Plan. This will facilitate delivery of projects, including the lodgement of funding applications and support from the wider community.



3. Aims and Objectives

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

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

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



4. Regional and Local Profile

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

4.1 Central West NSW Region

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

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

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

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

4.1 Blayney Shire Consultation and Audit Findings

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

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

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

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

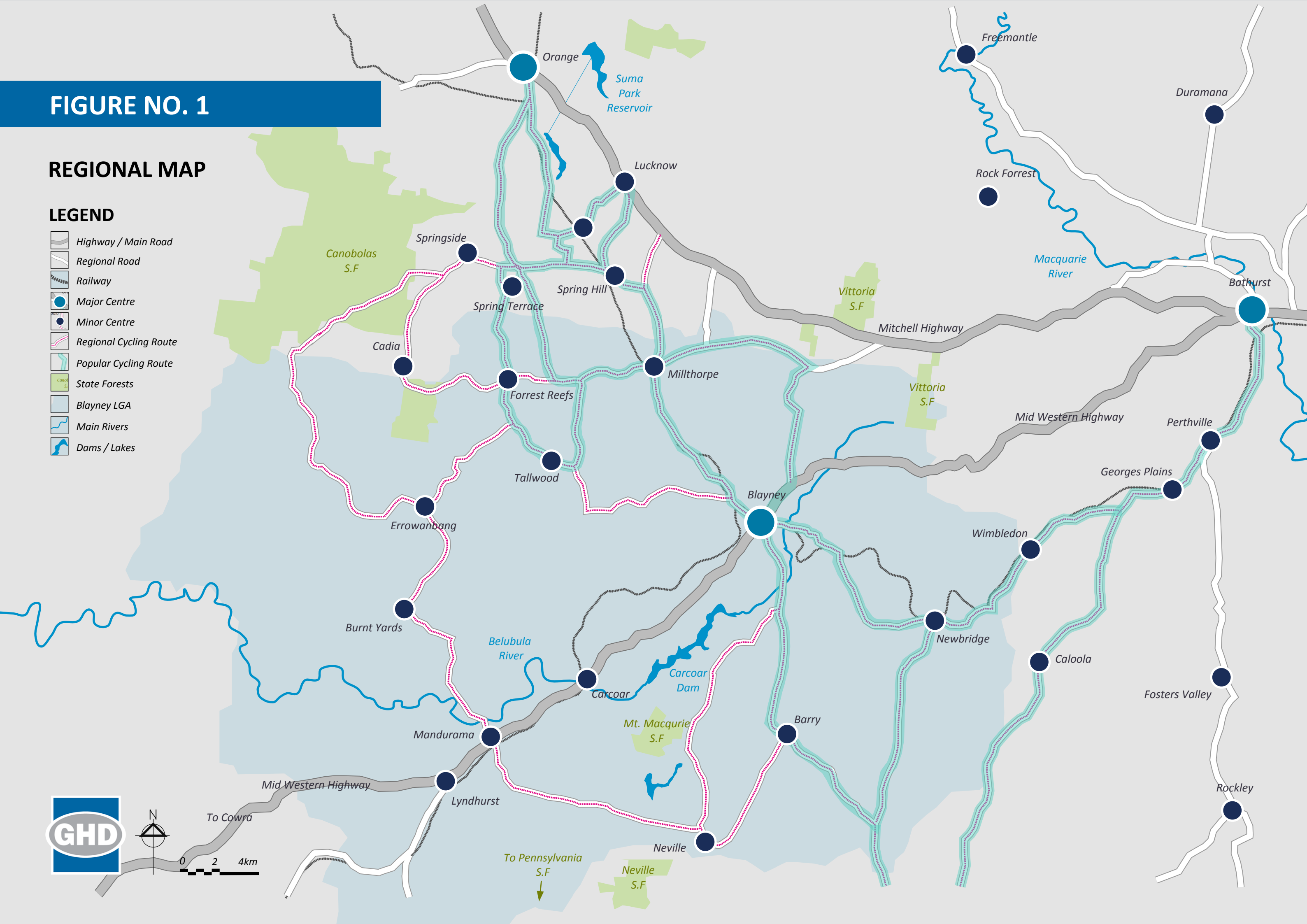


FIGURE NO. 1

REGIONAL MAP

LEGEND

- Highway / Main Road
- Regional Road
- Railway
- Major Centre
- Minor Centre
- Regional Cycling Route
- Popular Cycling Route
- State Forests
- Blayney LGA
- Main Rivers
- Dams / Lakes



4.2 Towns and Villages

4.2.1 Barry Consultation and Audit Findings

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

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

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

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

Footpaths / shared paths

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

Bicycle lanes

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

Road crossings

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

School zones

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

Opportunities

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

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

FIGURE NO. 2

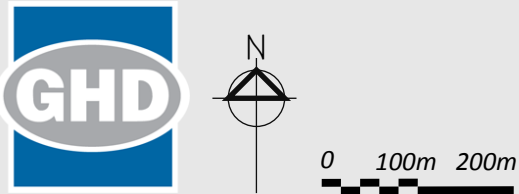
BARRY
Consultation & Audit Findings Map

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.



4.2.1 Blayney Consultation and Audit Findings

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

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

Footpaths / shared paths

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

Kerb ramps

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

Bicycle lanes

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

Obstacles

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

Road crossings

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

Railway crossings

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

Tactile indicators

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

Shared path line marking and signage

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

Children cycling

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

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Parklands

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

Opportunities

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

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



FIGURE NO. 3

BLAYNEY TOWNSHIP
Consultation & Audit Findings Map

LEGEND

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

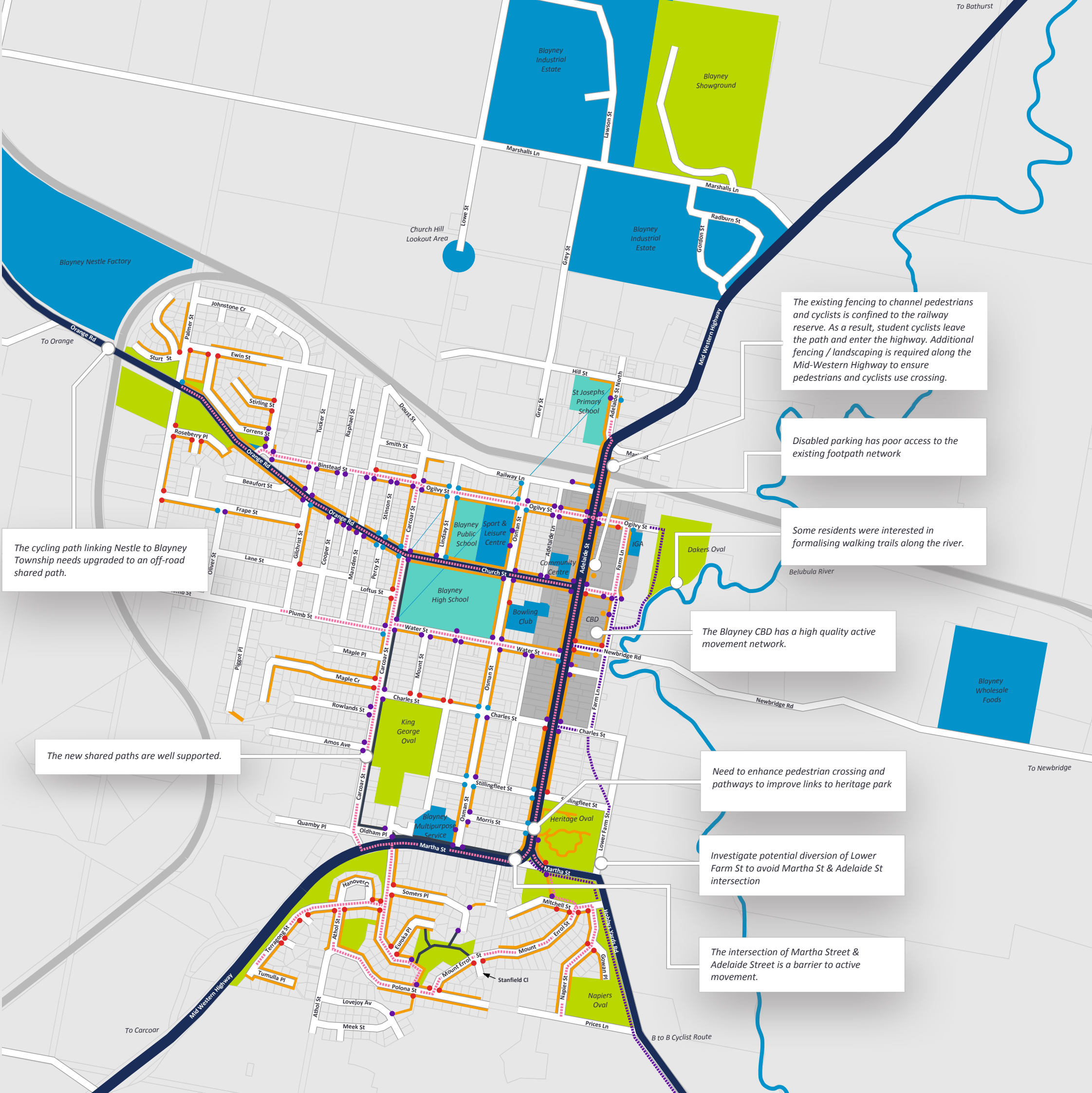
NOTES FROM CONSULTATION

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



4.2.2 Carcoar Consultation and Audit Findings

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

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

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

Footpaths / shared paths

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

Kerb ramps

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

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

Bicycle lanes

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

Bicycle parking facilities

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

Children cycling

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

Parklands

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

Carcoar CBD

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

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

Barriers

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

Obstacles

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

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

Opportunities

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



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

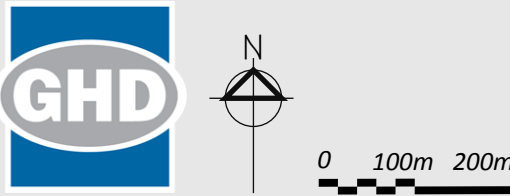
There is a comprehensive network of interesting and historic pedestrian gutter bridges that should be conserved / enhanced.

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.



4.2.3 Lyndhurst Consultation and Audit Findings

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

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

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

Footpaths / shared paths

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

Bicycle lanes

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

Road crossings

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

School zones

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

Shared path line marking and signage

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

Children cycling

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

Parklands

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

Barriers

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

Obstacles

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

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

Opportunities

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



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

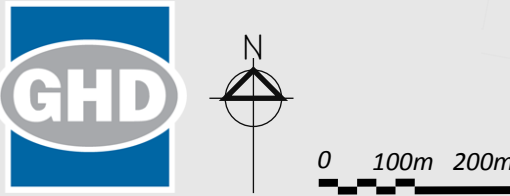
The speed of traffic along Mid-Western Highway was of concern

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.



4.2.4 Mandurama Consultation and Audit Findings

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

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

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

Footpaths / shared paths

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

Bicycle lanes

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

Road crossings

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

School zones

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

Shared path line marking and signage

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

Children cycling

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

Parklands

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

Mandurama CBD

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

Surrounding Rural Roads

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

Barriers

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

Opportunities

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













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



FIGURE NO. 6

MANDURAMA VILLAGE
Consultation & Audit Findings Map

LEGEND

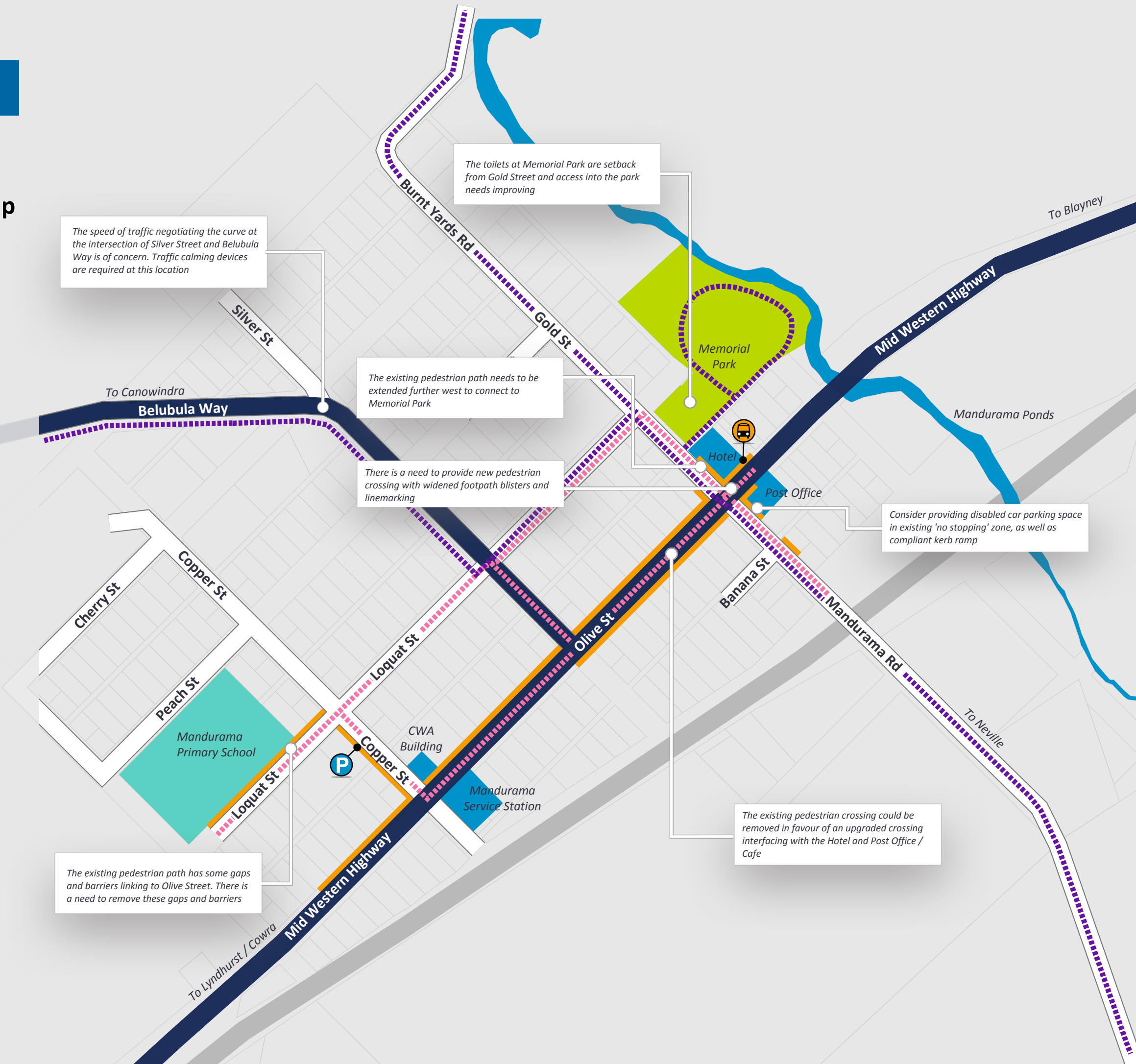
-  Highway / Main Road
-  Local Road
-  Railway
-  Waterway
-  Park / Recreation
-  School
-  Attractors
-  Existing Footpath
-  Regular Walking Routes
-  Regular Cycling Routes
-  School / Countrylink Bus Stop
-  School Parking Area

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



4.2.5 Millthorpe Consultation and Audit Findings

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

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

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

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

Footpaths / shared paths

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

Kerb ramps

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

Bicycle lanes

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

Road crossings

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

Railway crossings

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

School zones

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

Shared path line marking and signage

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

Children cycling

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

Parklands

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

Barriers

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

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

Obstacles

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

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

Opportunities

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



FIGURE NO. 7

MILLTHORPE VILLAGE
Consultation & Audit Findings Map

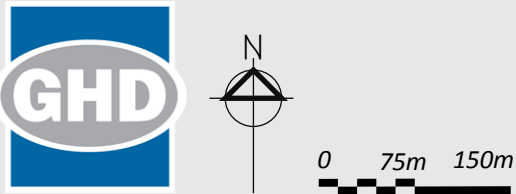
LEGEND

- 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.



4.2.6 Newbridge Consultation and Audit Findings

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

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

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

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

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

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

Footpaths / shared paths

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

Kerb ramps

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

Bicycle lanes

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

School zones

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

Children cycling

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

Parklands

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

Surrounding Rural Roads

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

Barriers

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

Obstacles

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

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

Opportunities

There is a need to enhance the pedestrian and cycling links to the Newbridge Public Recreation Reserve.

There are opportunities for improved pedestrian facilities around school bus stops.



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

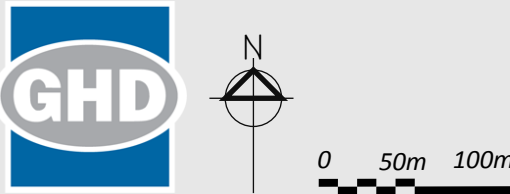
B & B (Bathurst to Blayney) cycle route passes through the Village.

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



4.2.1 Neville Consultation and Audit Findings

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

Figure10 presents a map summarising the audit / consultation findings of the Neville investigations. The main findings are summarised below:

Footpaths / shared paths

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

Kerb ramps

There are no kerb ramp issues in Neville.

Bicycle lanes

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

Road crossings

There are no road crossing issues at Neville.

Waterway crossings

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

School zones

The Neville Primary School is not serviced with formed footpaths.

Tactile indicators

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

Bicycle parking facilities

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

Shared path line marking and signage

There are no concrete shared paths in Neville.

Children cycling

Children are free to ride around town.

Neville walking routes

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

Parklands

There are no major parklands in Neville.

Barriers

There are no major barriers to active movement in Neville.

Obstacles

There are no major obstacles.

Opportunities

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

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

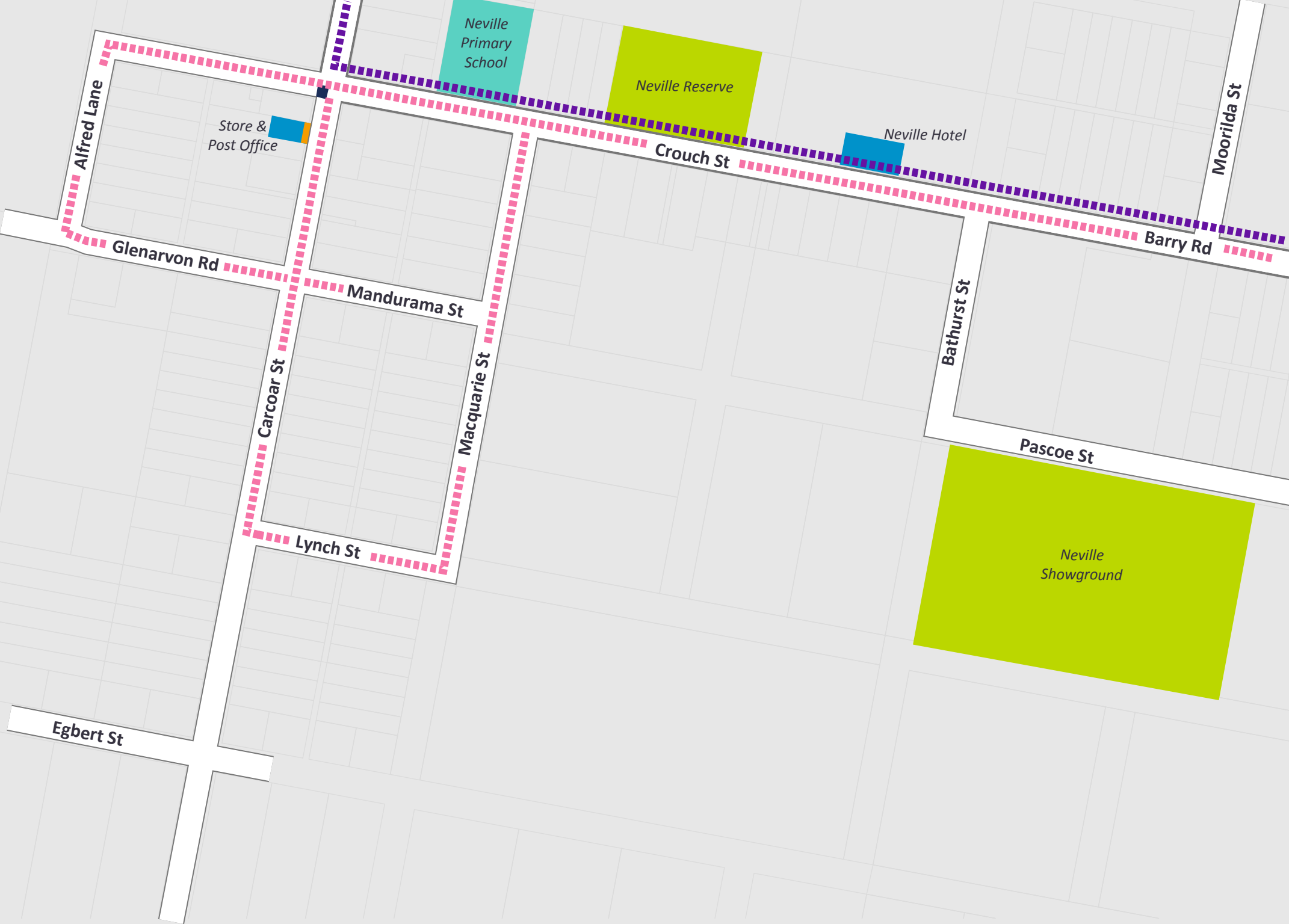
There are opportunities for improved pedestrian signage and wayfinding, such as signposted heritage walks.

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

5. Active Movement Plans

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

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

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

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

FIGURE NO. 10

BLAYNEY SHIRE
ACTIVE MOVEMENT PLAN

LEGEND

- Highway / Main Road
- Regional Road
- Railway
- Major Centre
- Minor Centre
- Orange to Millthorpe Cycling Route
- B to B Cycling Route
- State Forests
- Blayney LGA
- Main Rivers
- Dams / Lakes

PROJECT DESCRIPTIONS

- 1 Improve cycling signage between Orange and Millthorpe
- 2 Develop a heritage trail network at Carcoar
- 3 Improve crossing of Mid Western Highway
- 4 Create a cohesive AMP throughout Blayney Township
- 5 Create a cohesive AMP throughout Millthorpe
- 6 Promote Neville as an adventure destination for road cycling, mountain bike riding and bushwalking
- 7 Improve cycling signage between Newbridge and Bathurst
- 8 Work strategically with RMS and Bathurst Regional Council to improve cycling conditions along the route of the B to B.



0 2 4km

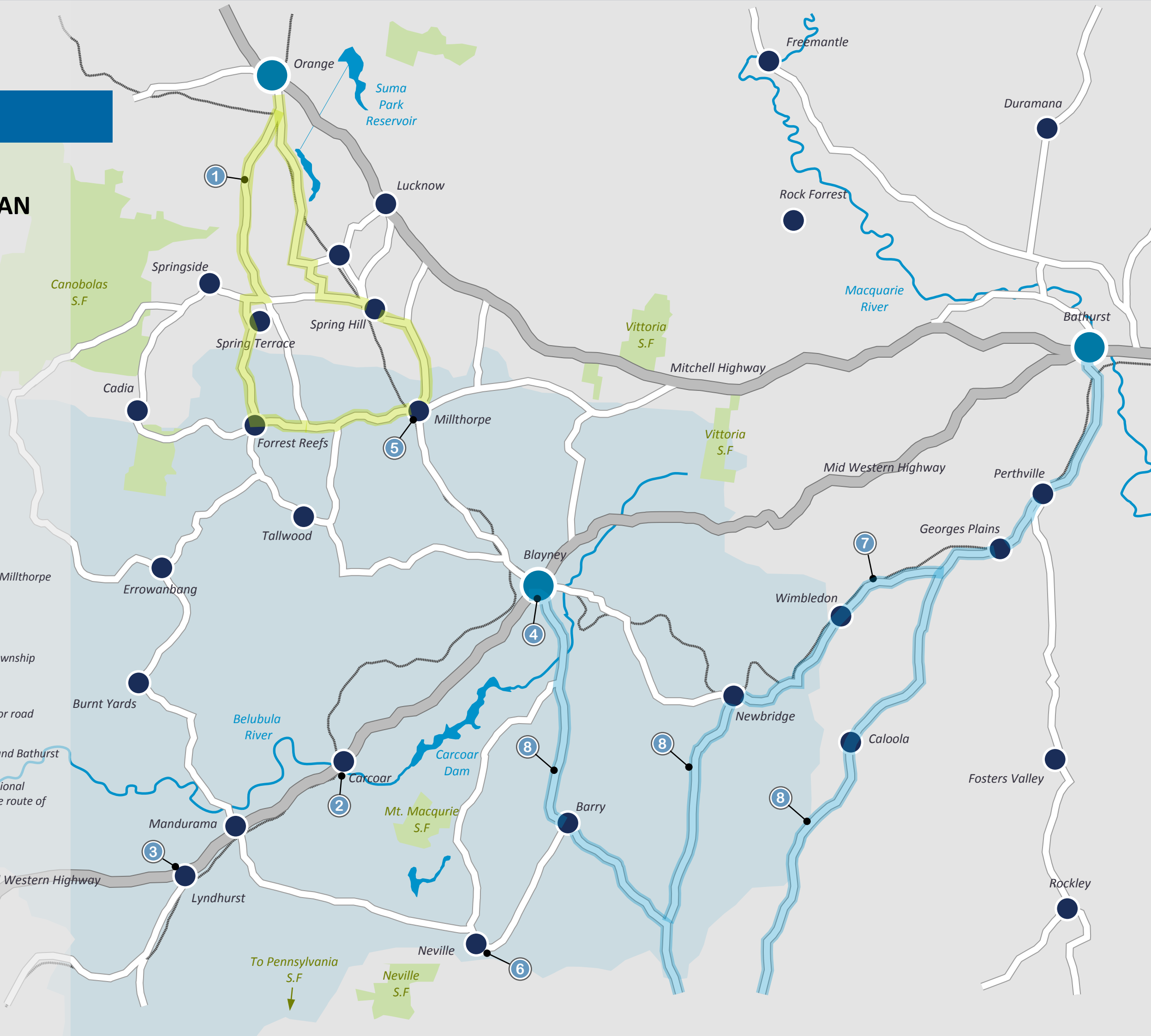



FIGURE NO. 11

BARRY
Active Movement Plan

LEGEND

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

PROJECT DESCRIPTIONS

-  1 Sawyer St school bus drop off area upgrade



0 100m 200m



FIGURE NO. 12

BLAYNEY TOWNSHIP
Active Movement Plan

LEGEND

	Highway / Main Road		Existing Footpath
	Local Road		Existing Shared Path
	Railway		Proposed Footpaths
	Waterway		Proposed Shared Path
	Park / Recreation		School
	Blayney CBD		Attractors

PROJECT DESCRIPTIONS

- 1 Improve railway crossing
- 2 Shared path to Heritage Park frontage
- 3 Shared path to Nestle Factory
- 4 Improve connection of IGA to main street network
- 5 Binstead St footpath connection
- 6 Improve connection of Heritage Park walk to footpath network
- 7 Medway St footpath extension
- 8 Charles St footpath installation
- 9 Provide shared path from Heritage Park along river precinct
- 10 Carcoar St shared path
- 11 Footpath installation to Plumb St and Palmer St
- 12 Footpath installation to Mt Errol St
- 13 Shared path installation around Heritage Park
- 14 New footpath from Stillingfleet St to Lee Hostel & Hospital
- 15 Carcoar St footpath link
- 16 Charles St footpath link
- 17 Improve / rectify disabled carpark
- 18 Ewin St footpath link
- 19 Hawke St footpath link
- 20 Orange Rd / Binstead St footpath link
- 21 Lindsay St / Railway Lane footpath link
- 22 Amos Ave / Piggot Place footpath link
- 23 Ogilvy St footpath link
- 24 King George Oval footpath extension
- 25 Adelaide Street kerb blisters
- 26 Adelaide Street kerb blisters and pedestrian refuges
- 27 Heritage Park path link

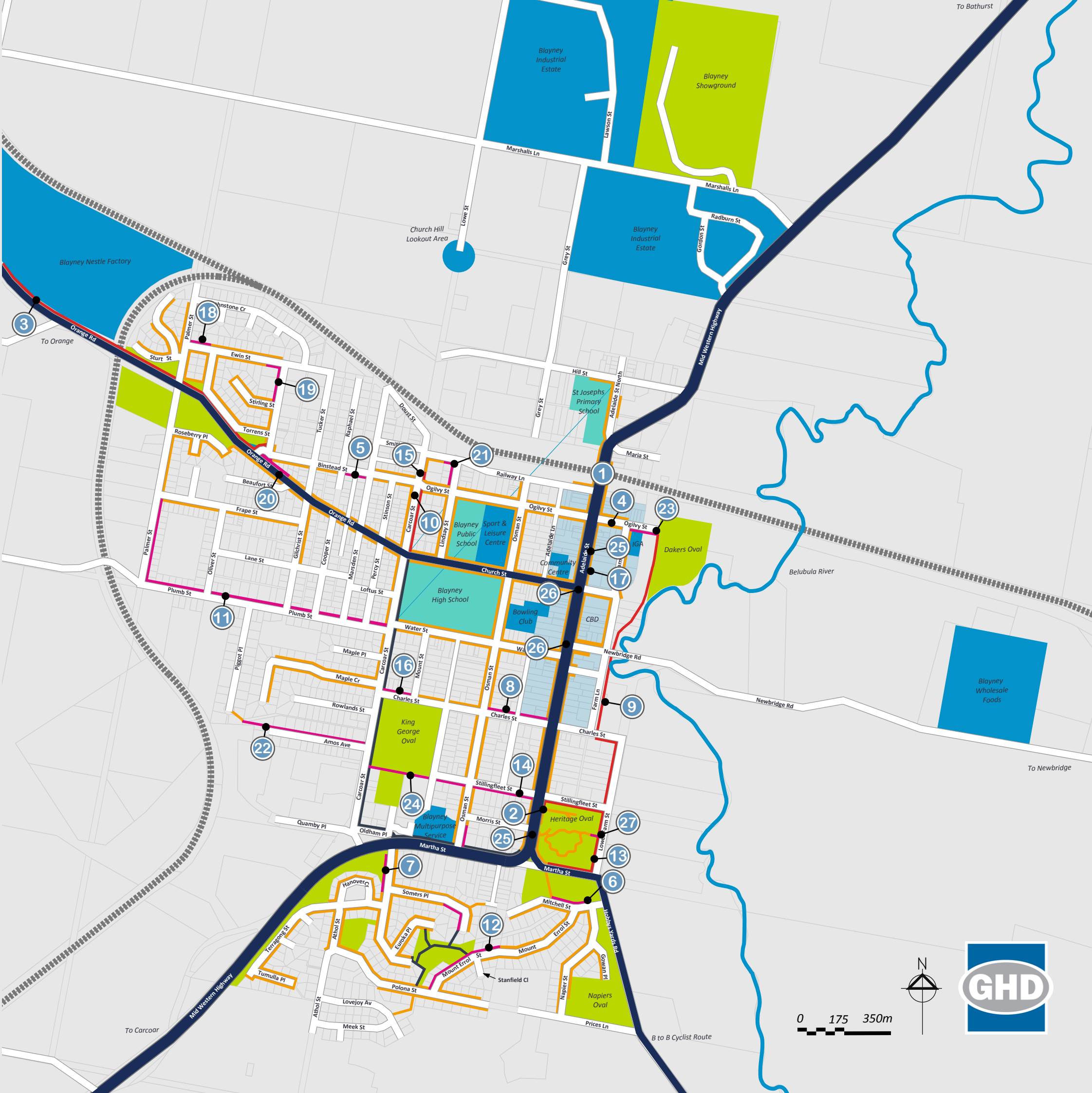


FIGURE NO. 13

CARCOAR VILLAGE
Active Movement Plan

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Proposed Footpaths
- Seating, Wayfinding, Water Point

PROJECT DESCRIPTIONS

- 1 Coombing St footpath extension between Icely St and Collins St
- 2 Coombing St linkage - Eulamore St to Icely Street including bridge replacement
- 3 Eulamore St footpath extension to Uralba Retirement Village
- 4 Seating / bubblers and wayfinding route
- 5 Railway Station footpath
- 6 Heritage Walk - route to be determined
- 7 Passive recreation area footpath installation
- 8 Eulamore St - Showground footpath installation



0 100m 200m



FIGURE NO. 14

LYNDHURST VILLAGE
Active Movement Plan

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Proposed Shared Path

PROJECT DESCRIPTIONS

- 1 Highway Shared Path - Russart St to Harrow St
- 2 Russart St Shared Path - Highway to Mt McDonald Rd
- 3 Shared Path Link - Marsden St and McDonald Rd
- 4 Mid Western Highway shared path - Prescott St to Harrow Street

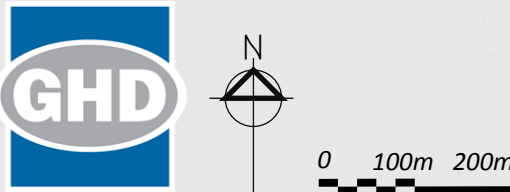














FIGURE NO. 15

MANDURAMA VILLAGE
Active Movement Plan

LEGEND

-  Highway / Main Road
-  Local Road
-  Railway
-  Waterway
-  Park / Recreation
-  School
-  Attractors
-  Existing Footpath
-  Proposed Footpaths
-  Seating, Wayfinding, Water Point
-  Proposed Heritage Walk
-  School / Countrylink Bus Stop

PROJECT DESCRIPTIONS

- 1 Footpath at Memorial Park
- 2 Connect Copper St footpath to Loquat St
- 3 Connect footpath on Mandurama Road to Memorial Hall and provision of access friendly parking space
- 4 Remove / relocate refuge island to intersection of Olive St and Gold St
- 5 Replace footpath on NW side of Olive St
- 6 Construct footpath on SE side of Olive St to Petrol Station
- 7 Treatment to reduce vehicle speed entering Mandurama



0 50m 100m



FIGURE NO. 16

MILLTHORPE VILLAGE
Active Movement Plan

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Proposed Footpaths
- Proposed Shared Path
- Proposed Shared Zone

PROJECT DESCRIPTIONS

- 1 Improve access under railway on Victoria St
- 2 Install shared path - Victoria St and Boomerang St
- 3 Install shared path - Boomerang St
- 4 Install footpath - Blake St
- 5 Install footpath - Hawke St
- 6 Shared zone - Railway Station to Blake St
- 7 Install seating / bubblers and wayfinding signage
- 8 Install footpath - Montgomery Street
- 9 Install footpath - Crowson St
- 10 Install shared path - Glenorie Rd
- 11 Install ramp to replace stairs - Park St



0 75m 150m



FIGURE NO. 17

NEWBRIDGE VILLAGE
Active Movement Plan

LEGEND

- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Proposed Footpaths
- Proposed Shared Path

PROJECT DESCRIPTIONS

- 1 Shared path - Public Reserve to Toomey St
- 2 Toomey St footpath connections
- 3 Blayney St footpath - north of Cooloola St



0 50m 100m



FIGURE NO. 18

NEVILLE VILLAGE
Active Movement Plan

LEGEND

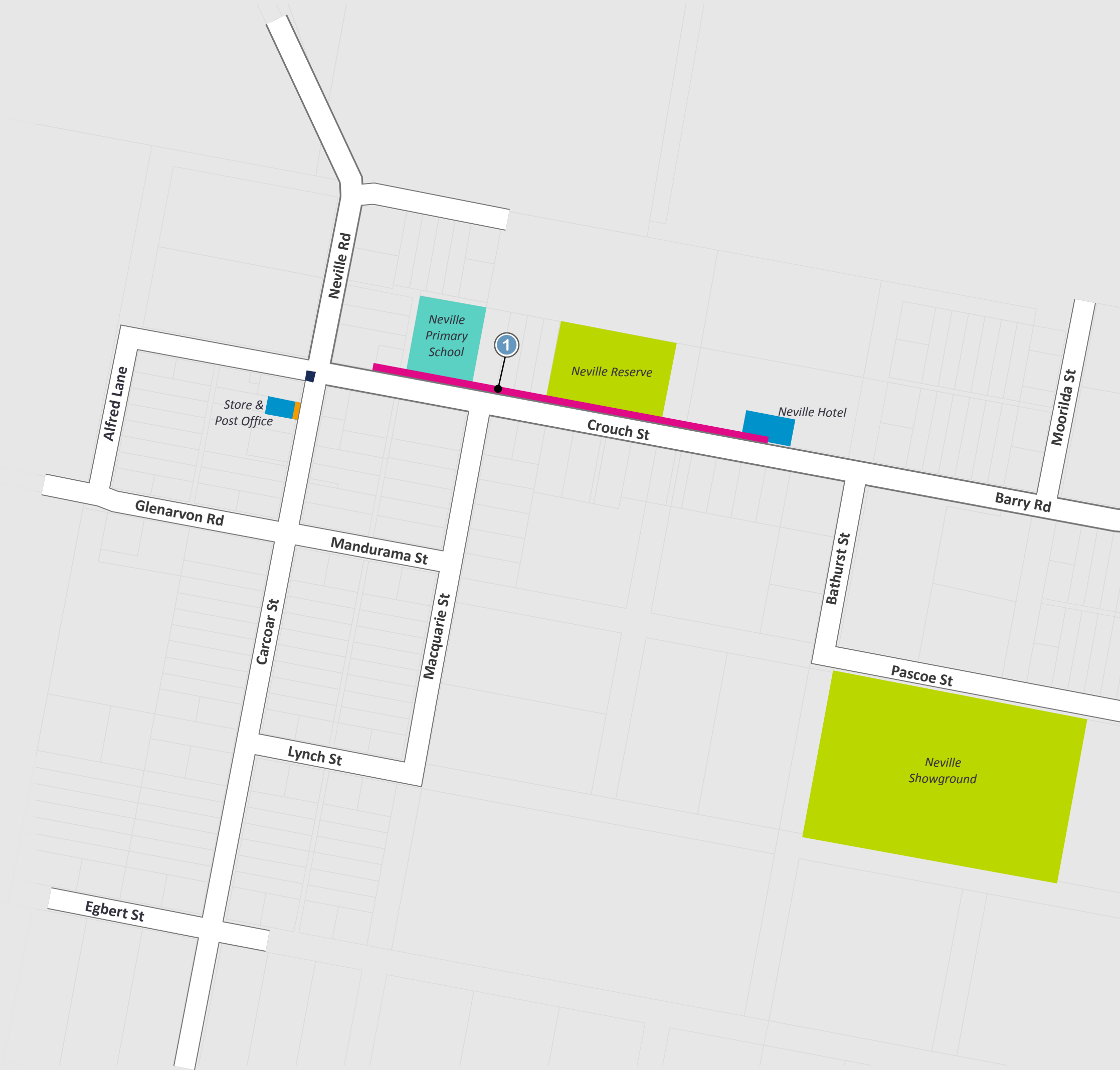
- Highway / Main Road
- Local Road
- Railway
- Waterway
- Park / Recreation
- School
- Attractors
- Existing Footpath
- Proposed Footpaths
- Proposed Shared Path

PROJECT DESCRIPTIONS

- 1 Footpath installation from School and residential areas to Neville Hotel



0 75 150m



6. Implementing the Active Movement Network

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

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



Project Description		From	To	Does it fill a Network Gap?	Has it been identified in Consultation?	Has it been identified in Audits?	Are there User Type Benefits?	Is it suitable for all users?	Is It In A Primary Activity Zone?	Is it in a Secondary Activity Zone?	Is it on a Primary Pedestrian or cyclists Route?	Is it in or near a Hazard Area?	Will it reduce Speed?	Will it separate pedestrian and cyclists from vehicles?	Will it increase pedestrian and cyclist Visibility?	Will it increase Safety Awareness?	Would it be peer supported?	Is it practical?	Is it cost effective?	Total
Barry																				
Barry 1	Sawyer St school bus drop off area upgrade			7	8	8	8	8	7	5	7	8	7	7	8	8	9	8	7	120
Blayney																				
Blayney 2	Shared Path to Heritage Park frontage	Stillingfleet St	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



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 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
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



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
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
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



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
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
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 11	Replace stairs in footpath with ramp	Park St	Park St	8	6	6	8	8	7	6	6	7	5	7	6	7	7	7	7	108
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



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 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
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



7. Project Plans

This section includes Project Plans for the top priority improvements to the Active Movement Network in Blayney Township, and the villages of Barry, Carcoar, Lyndhurst, Mandurama, Millthorpe, Newbridge, and Neville.

The project plans include the following details:

- Project description
- Specifications for each improvement.
- Estimated costs for each improvements.
- 3D concept illustration.



BARRY PROJECT NO. 1

Project Description

This project involves improvements to the existing bus stop area on Sawyer Street, including a widening of the road pavement, construction of a gravel parking area and installation of a bus shelter.

Project Specifications

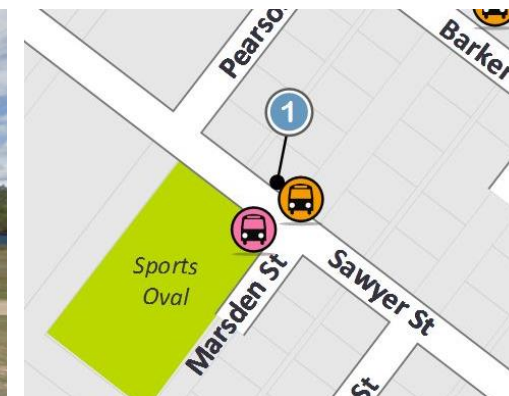
Widen road shoulder for bus drop off area.
Install bus stop shelter
Create car parking in road reserve area (gravel only).

Estimated Cost

\$50,000



Site Photograph



AMP Map Extract



Concept Diagram

BLAYNEY PROJECT NO. 2

Project Description

This project delivers improvements to the footpath environment adjacent to Heritage Park, from Stillingfleet St to Martha Street. In particular, it is proposed to widen the existing footpath to a shared path, re-design the entrances to the existing car park, and re-align to the shared path to improve pedestrian useability and safety.

Project Specifications

2.5m wide concrete shared path x 254 metres

Extend kerb blister at exit points

Extend kerb at tennis courts.

Estimated Cost

\$95,000



Site Photograph



AMP Map Extract



Concept Diagram No. 1



Concept Diagram No. 2



AMP Map Extract No. 3 – Plan View

BLAYNEY PROJECT NO. 1

Project Description

This project aims to improve pedestrian safety at the existing rail crossing in Adelaide Street. Additional barrier fencing is proposed along the existing footpaths north of the crossing, and new kerb extensions will narrow the vehicle entrance (and crossing distance for pedestrians) of the road immediately south of the railway.

Project Specifications

Install new pedestrian barrier fencing.

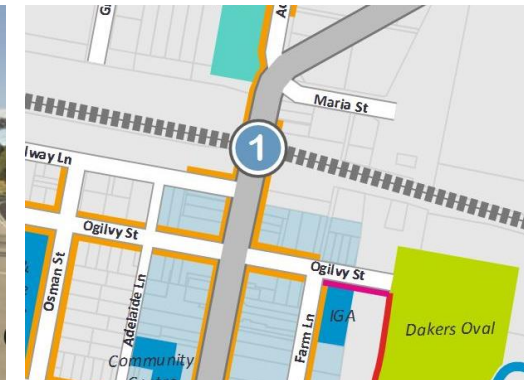
Extend kerb at road entrance to narrow crossing distance.

Estimated Cost

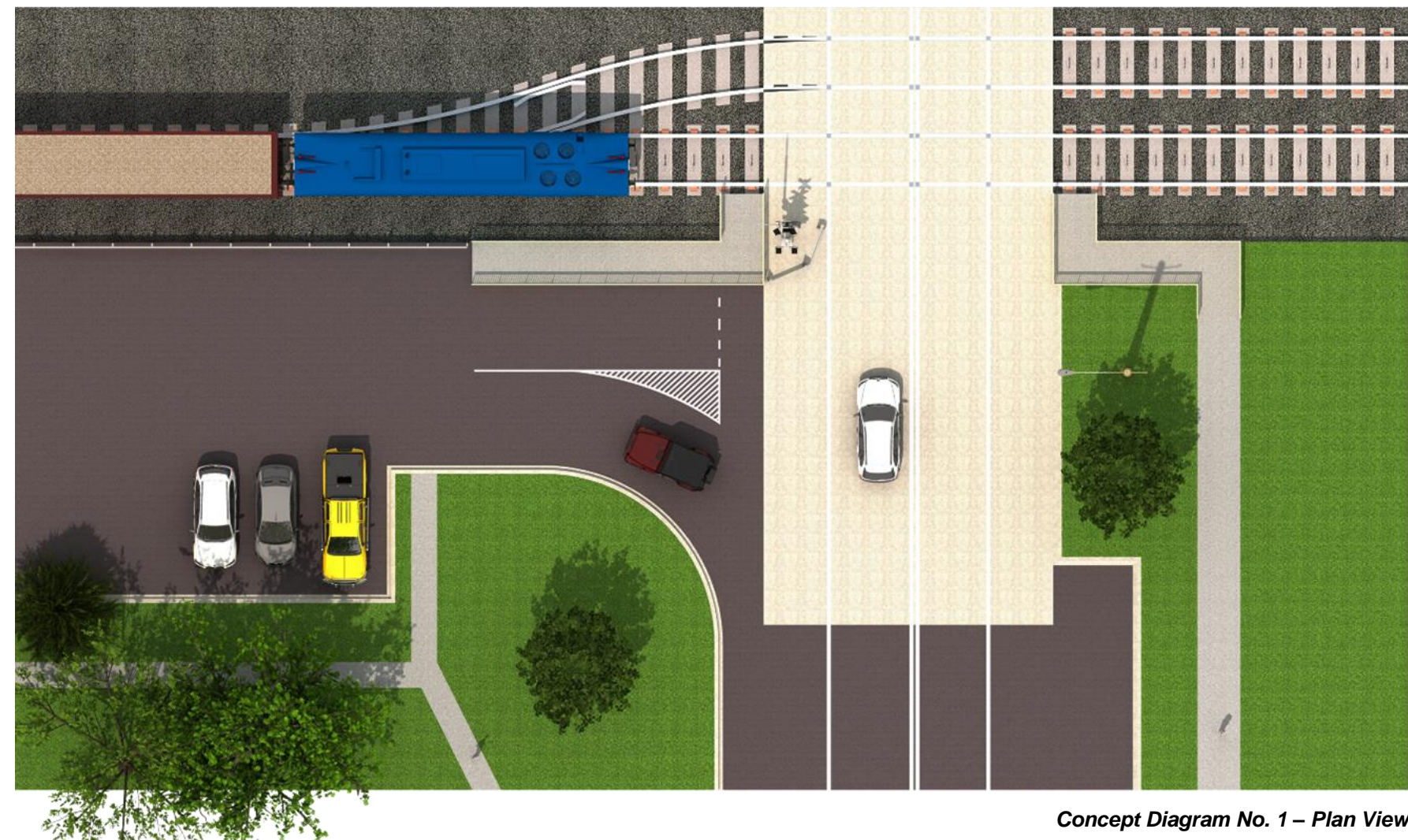
\$35,000.



Site Photograph



AMP Map Extract



Concept Diagram No. 1 – Plan View



Concept Diagram No. 2 – 3D Perspective

BLAYNEY PROJECT NO. 7

Project Description

This project involves the installation of a new footpath in Medway Street, from the intersection of Somers Street to the Highway.

Project Specifications

1.2 metres wide concrete footpath x 166 metres

Estimated Cost

\$28,635



Site Photograph



AMP Map Extract



Concept Diagram

BLAYNEY PROJECT NO. 14

Project Description

This project involves the installation of a new footpath on Stillingfleet St linking Adelaide Street with the Blayney Multi-purpose Service.

Project Specifications

1.2 metres wide new concrete footpath x 286 metres
3 kerb ramp upgrades

Estimated Cost

\$57,960



Site Photograph



AMP Map Extract



Concept Diagram

BLAYNEY PROJECT NO. 16

Project Description

This project involves the installation of a new footpath on Charles Street to fill a network gap that exists between the intersections of Mount and Carcoar Streets.

Project Specifications

1.2 metres wide concrete footpath x 102 metres

2 kerb ramp upgrades

Estimated Cost

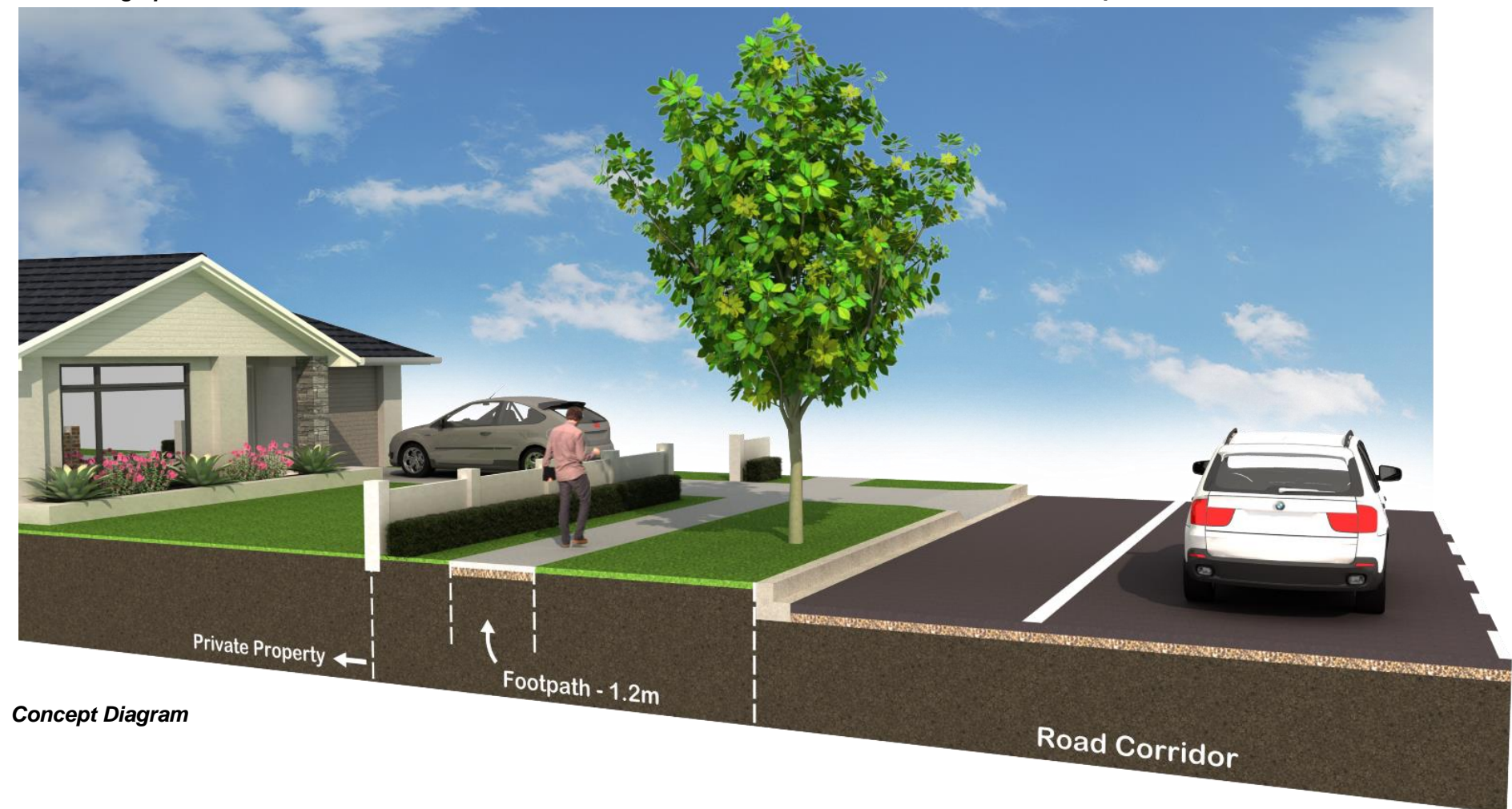
\$23,345



Site Photograph



AMP Map Extract



Concept Diagram



BLAYNEY PROJECT NO. 3

Project Description

This project proposes an on-road shared path along the Highway from Palmer Street to the main gates of the Nestle factory.

Project Specifications

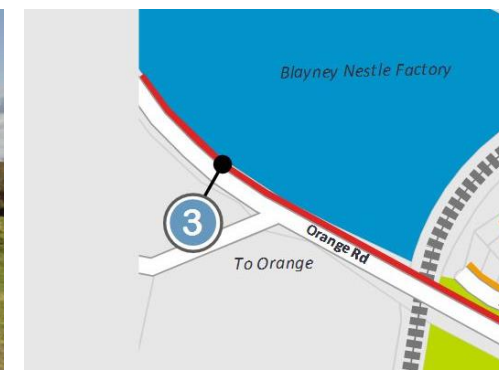
2.5 metres wide on-road shared path x 573 metres.
2 kerb ramp upgrades

Estimated Cost

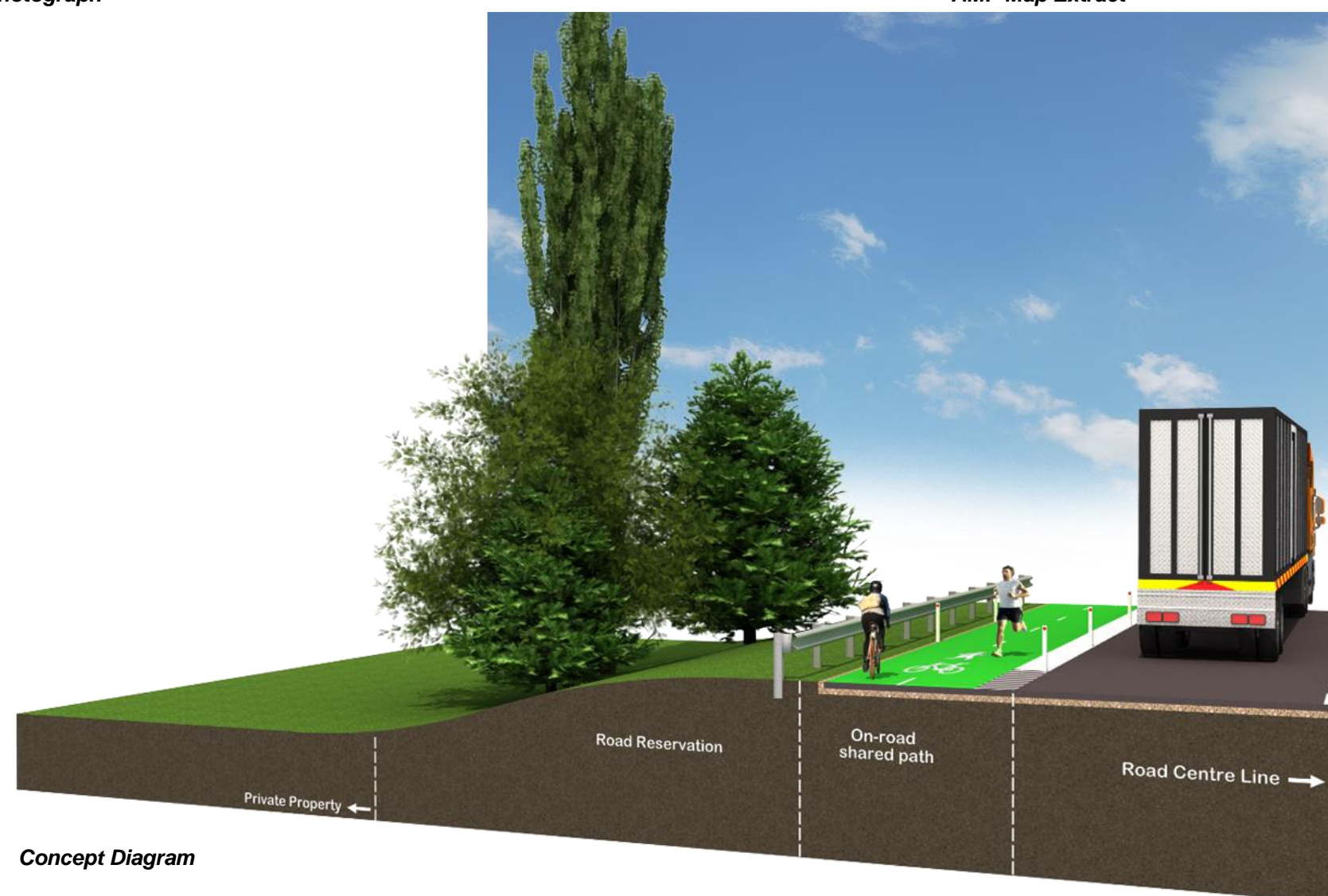
\$104,592



Site Photograph



AMP Map Extract



Concept Diagram

BLAYNEY PROJECT NO. 5

Project Description

This project involves the installation of a new footpath on Binstead Street to fill a network gap that exists between the intersections of Marsden and Raphael Streets.

Project Specifications

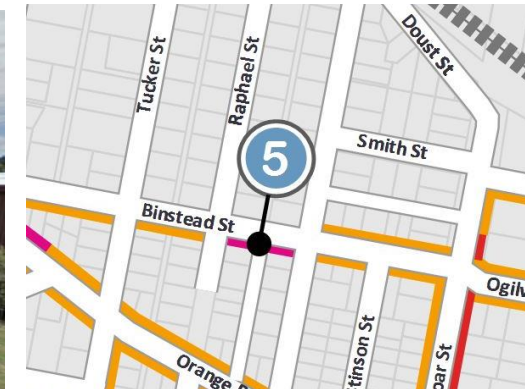
- 1.2 metres wide concrete footpath x 80 metres
- 2 kerb ramp upgrades

Estimated Cost

\$19,550



Site Photograph



AMP Map Extract



Concept Diagram

BLAYNEY PROJECT NO. 8

Project Description

This project involves the installation of a new footpath on Charles Street to fill network gaps that exists between the intersections of Carcoar and Mount Streets and also Osman and Adelaide Streets.

Project Specifications

1.2 metres wide concrete footpath x 208 metres
2 kerb ramp upgrades

Estimated Cost

\$41,630



Site Photograph



AMP Map Extract



Concept Diagram

CARCOAR PROJECT NO. 1

Project Description

This project involves the installation of a new footpath on Coombing Street to fill a network gap that exists between Icely Street and Collins Street.

Project Specifications

1.2 metres wide concrete footpath x 257 metres

Estimated Cost

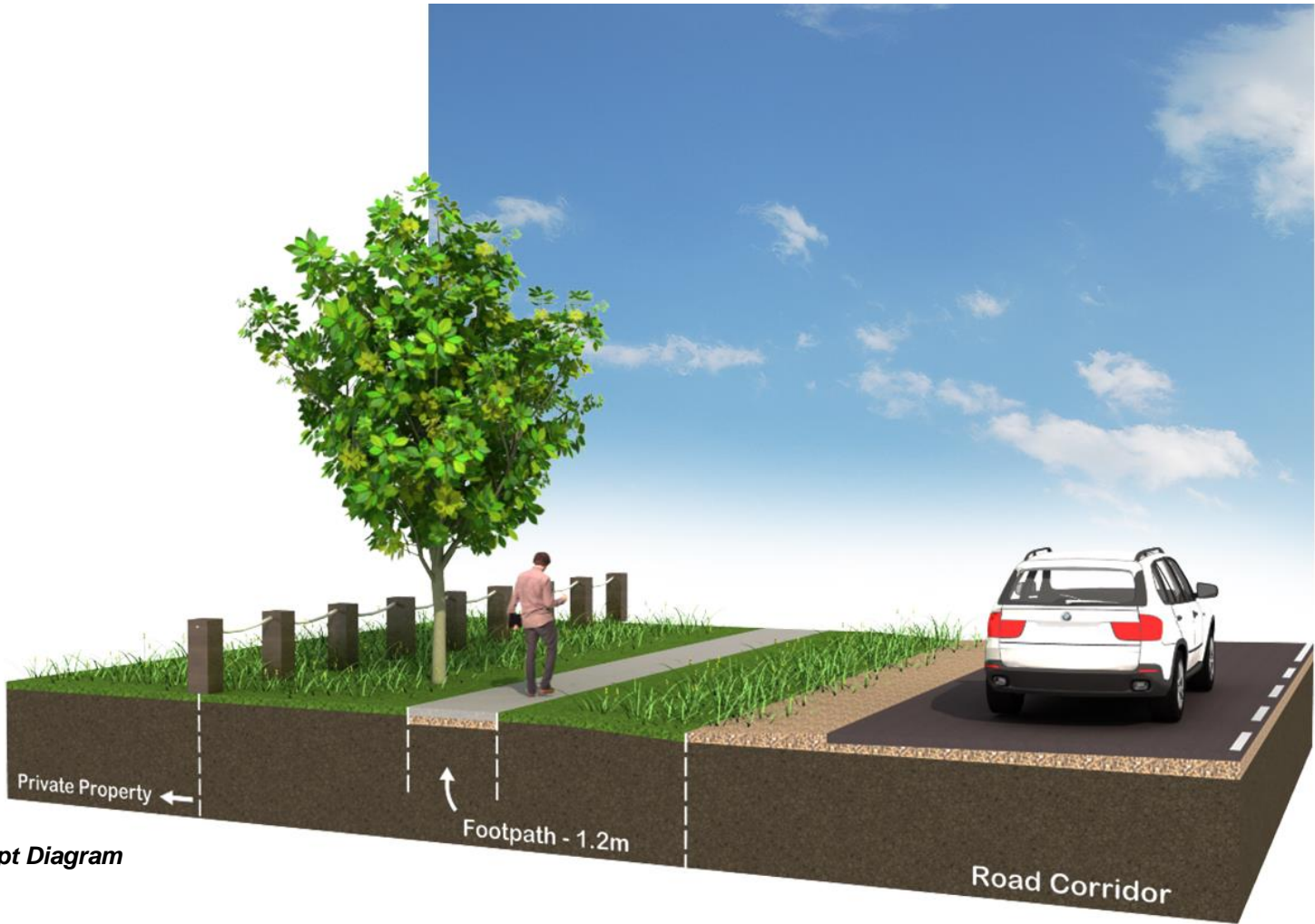
\$44,332



Site Photograph



AMP Map Extract



Concept Diagram

CARCOAR PROJECT NO. 3

Project Description

This project involves the installation of a new footpath on Eualmore Street to fill a network gap that exists between the intersections of Naylor Street and Uralba Retirement Village.

Project Specifications

1.2 metres wide concrete footpath x 213 metres
1 kerb ramp upgrade

Estimated Cost

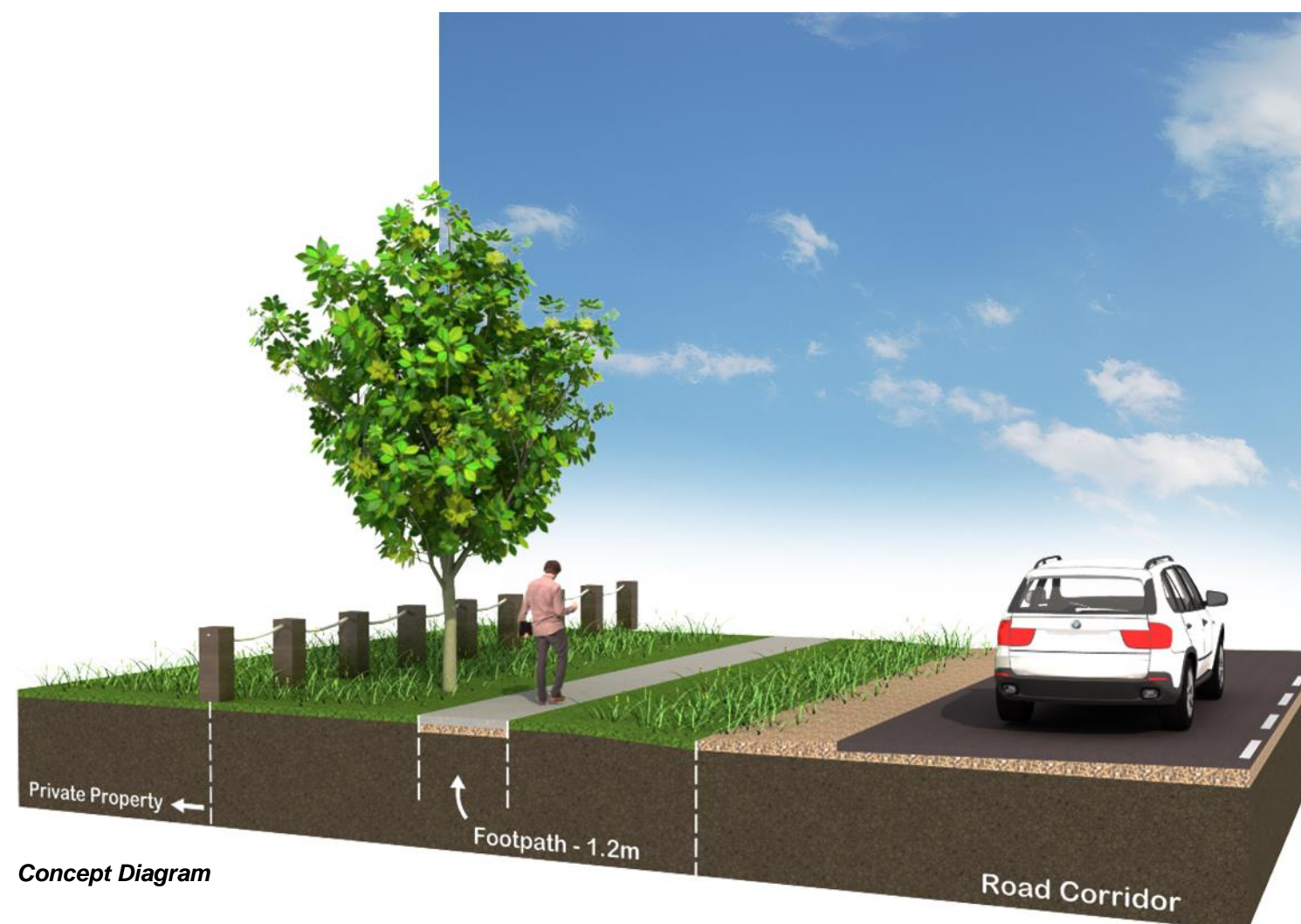
\$39,617



Site Photograph



AMP Map Extract



Concept Diagram

LYNDHURST PROJECT NO. 1

Project Description

This project involves the installation of a new shared path along the Mid Western Highway between Russart Street and Harrow Street.

Project Specifications

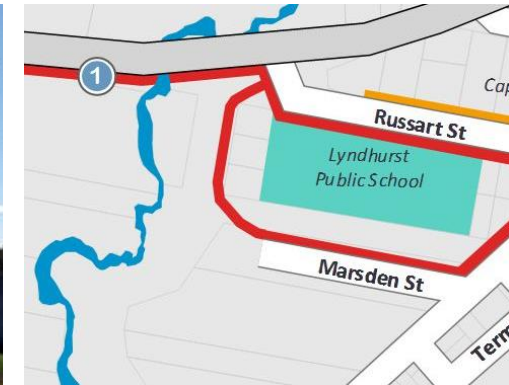
2.5 metres wide concrete shared path x 380 metres

Estimated Cost

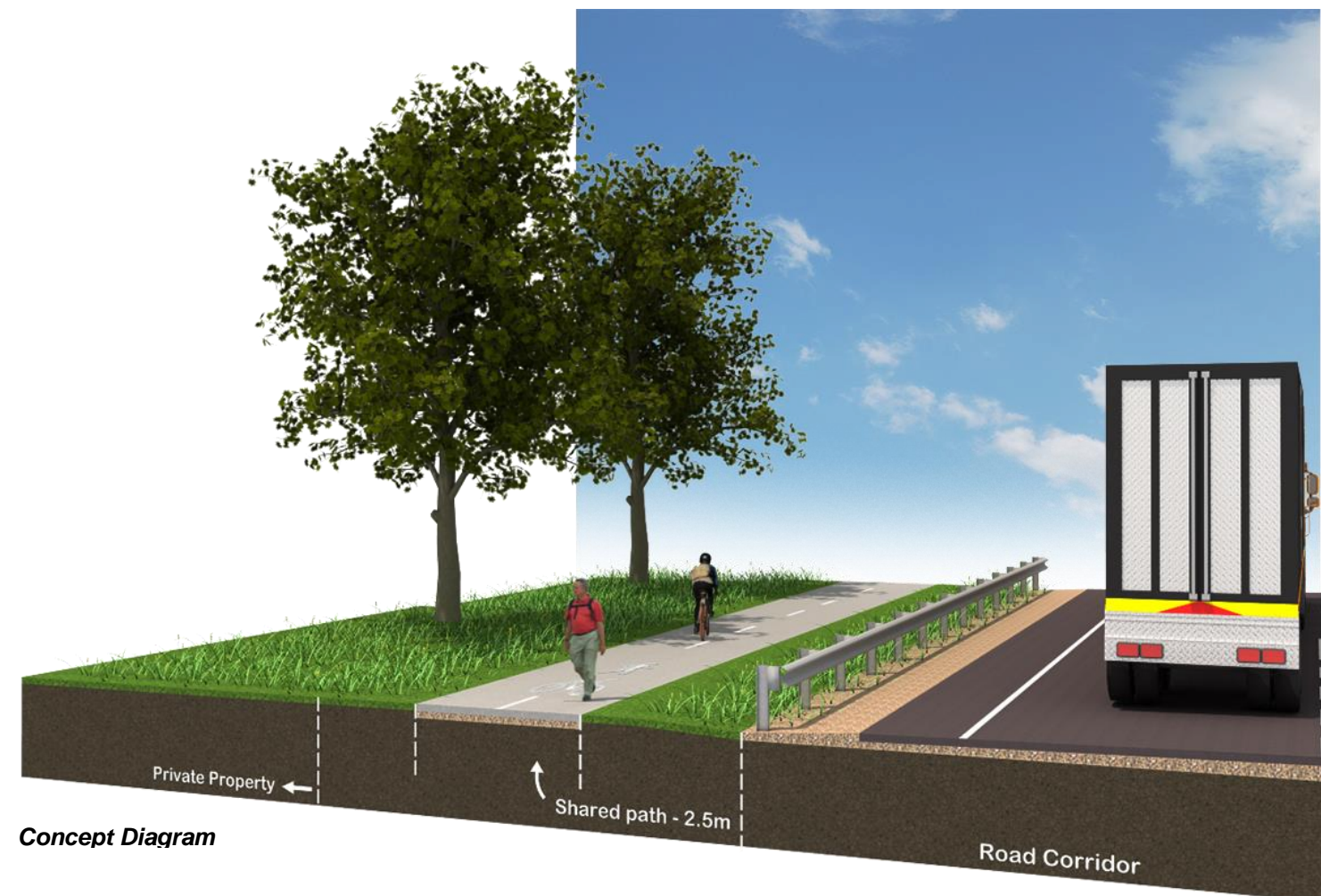
\$110,200



Site Photograph



AMP Map Extract



Concept Diagram

LYNDHURST PROJECT NO.2

Project Description

This project involves the installation of a new shared path along the Russart Street from the intersection of the Mid Western Highway to Mount McDonald Road.

Project Specifications

2.5 metres wide concrete shared path x 370 metres

Estimated Cost

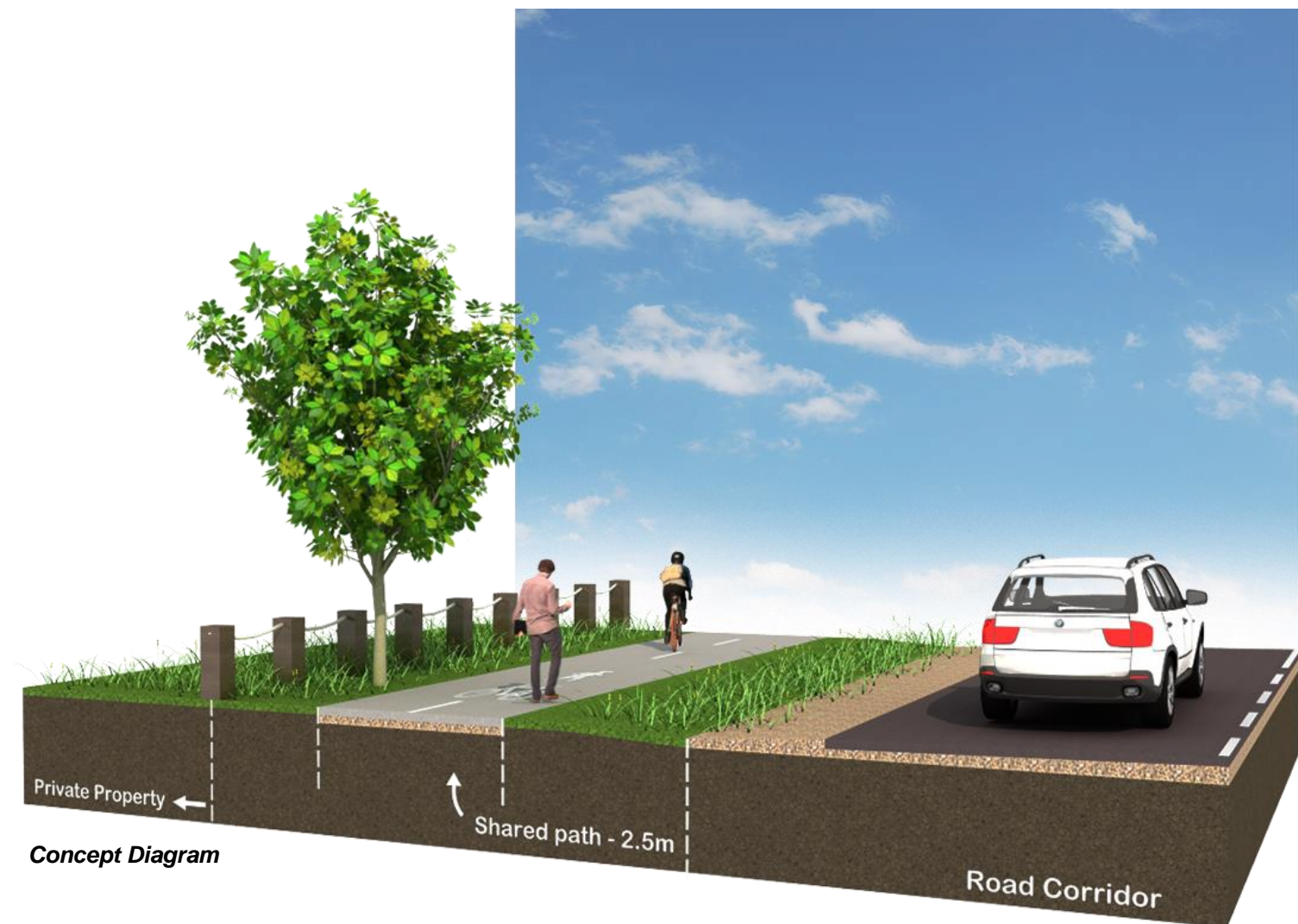
\$107,300



Site Photograph



AMP Map Extract



Concept Diagram

MANDURAMA PROJECT NO. 4

Project Description

This project involves the removal of the existing pedestrian refuge island on Olive Street and construction of a new pedestrian refuge island at a new location in Olive Street that is safer for pedestrians.

Project Specifications

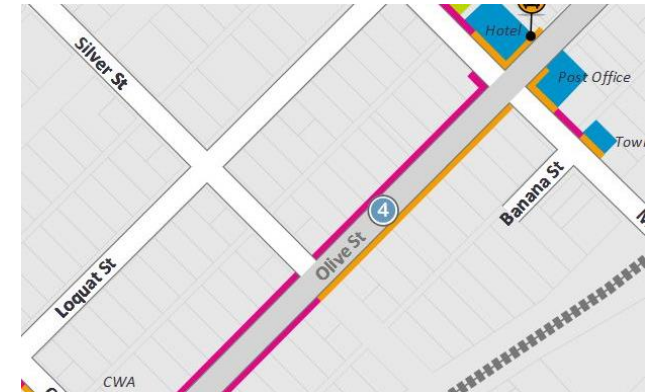
1 x concrete pedestrian refuge island

Estimated Cost

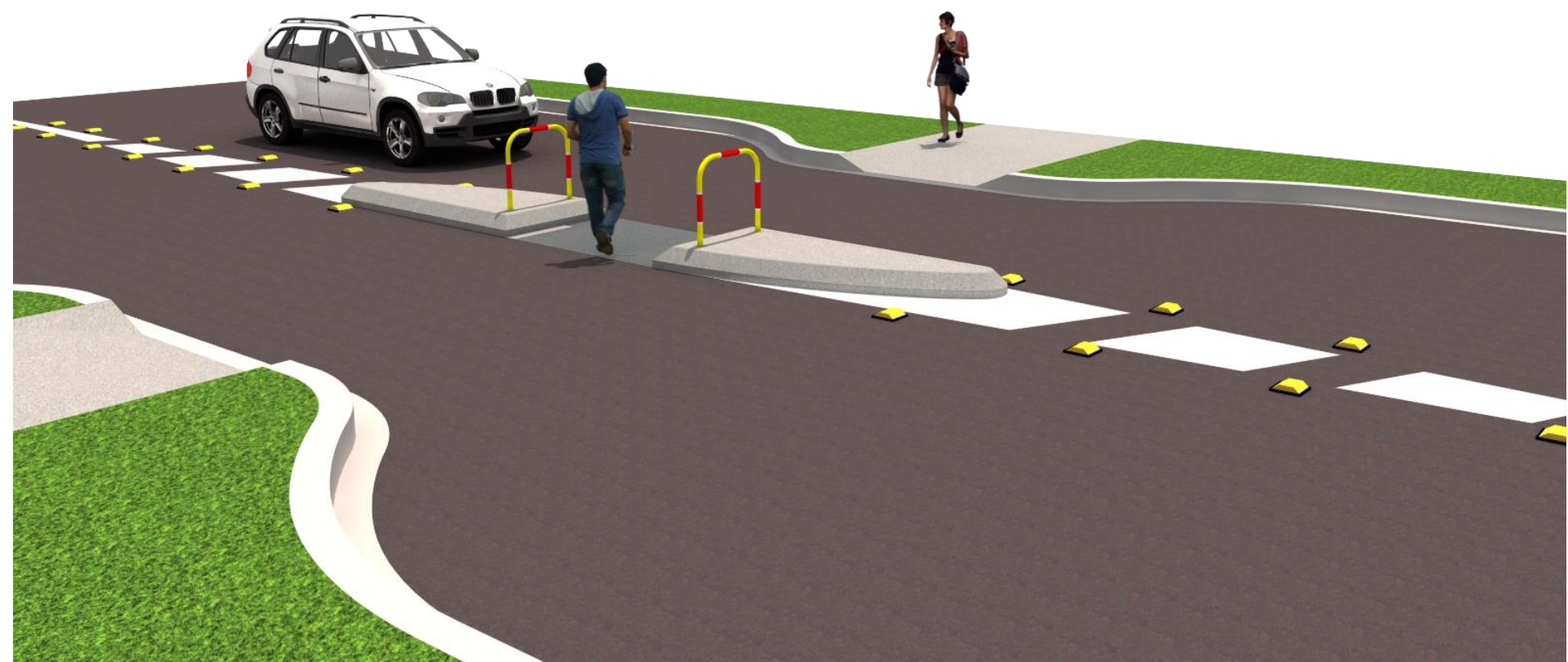
\$12,000



Site Photograph



AMP Map Extract



Concept Diagram

MANDURAMA PROJECT NO. 3

Project Description

This project involves the installation of a new footpath on Mandurama Road to fill a network gap that exists between the existing Post Office building and Town Hall.

Project Specifications

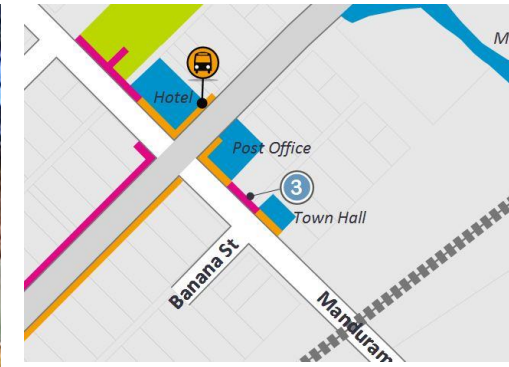
1.2 metres wide concrete footpath x 35 metres

Estimated Cost

\$5,250



Site Photograph



AMP Map Extract



Concept Diagram

MADURAMA PROJECT NO. 2

Project Description

This project involves the connection of the existing footpath network on Copper Street to the existing footpath network on Loquat Street.

Project Specifications

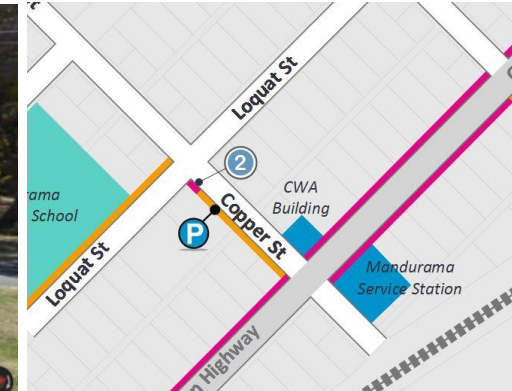
1.2 metres wide concrete footpath x 10 metres.

Estimated Cost

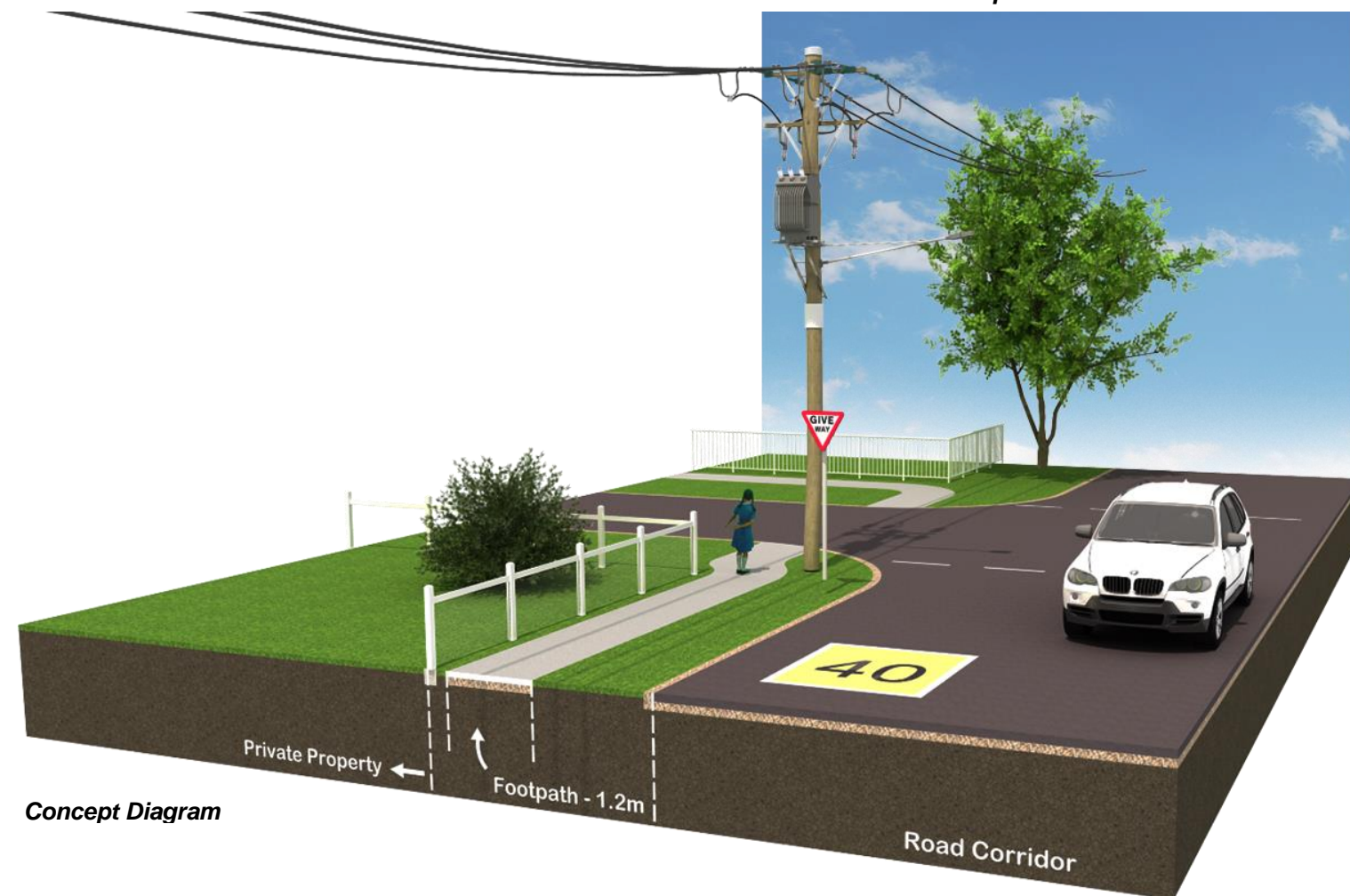
\$1500.00



Site Photograph



AMP Map Extract



Concept Diagram

MANDURAMA PROJECT NO. 1

Project Description

This project involves the installation of a new footpath on Gold Street to fill a network gap that exists between Memorial Park and the Mandurama Hotel.

Project Specifications

1.2 metres wide concrete footpath x 78 metres

Estimated Cost

\$11,700



Site Photograph



AMP Map Extract



Concept Diagram

MILLTHORPE PROJECT NO. 1

Project Description

This project involves improvements to the existing pedestrian access under the existing railway bridge in Victoria Street, including the installation of new footpath and extension of the existing pedestrian safety barrier.

Project Specifications

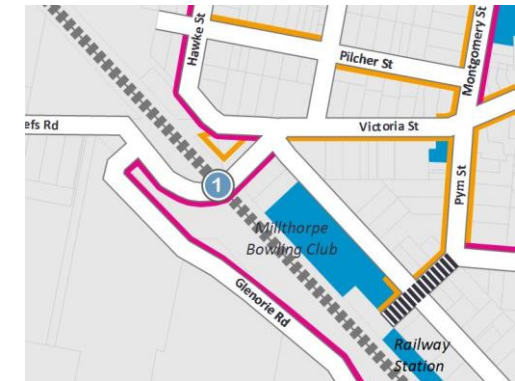
1.2 metres wide concrete footpath x 187 metres
1000mm high pedestrian barrier fence x 165 metres

Estimated Cost

\$57,000



Site Photograph



AMP Map Extract



Concept Diagram

MILLTHORPE PROJECT NO. 2

Project Description

This project involves the installation of a new shared path on Victoria Street and Boomerang Street to fill a network gap that exists between Millthorpe Public School and Redmond Oval.

Project Specifications

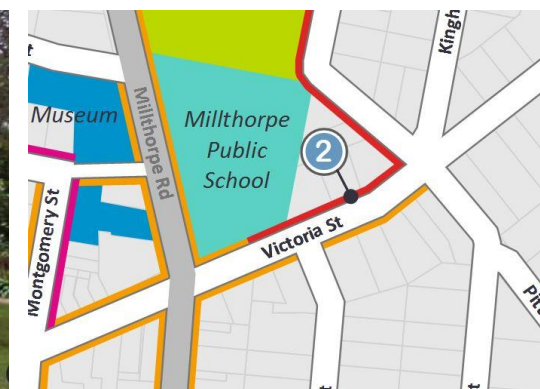
2.5 metres wide concrete shared path x 144 metres

Estimated Cost

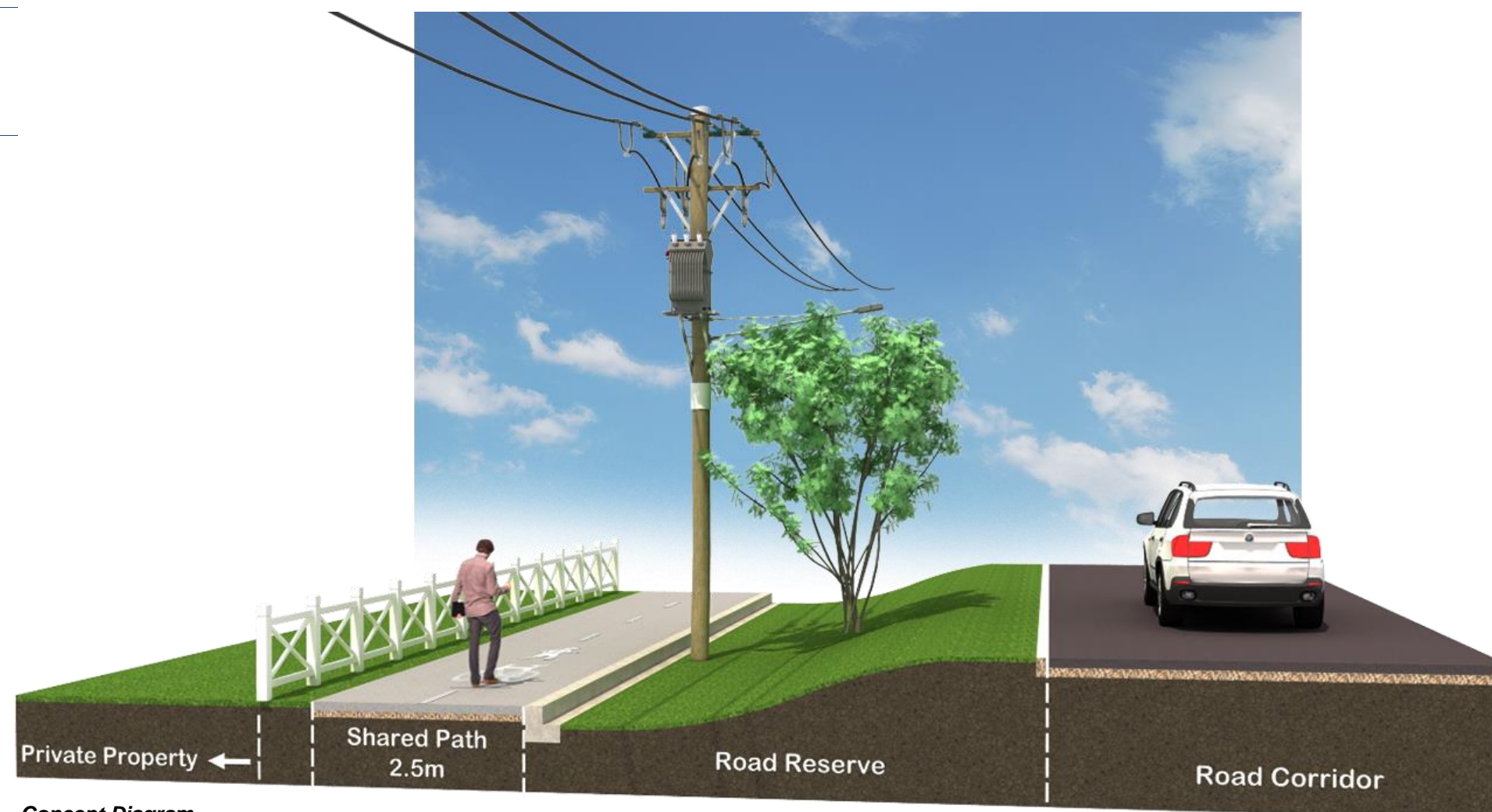
\$48,024



Site Photograph



AMP Map Extract



Concept Diagram

MILLTHORPE PROJECT NO. 4

Project Description

This project involves the installation of a new footpath on Blake Street to fill a network gap that exists between Millthorpe Road and Pym Street.

Project Specifications

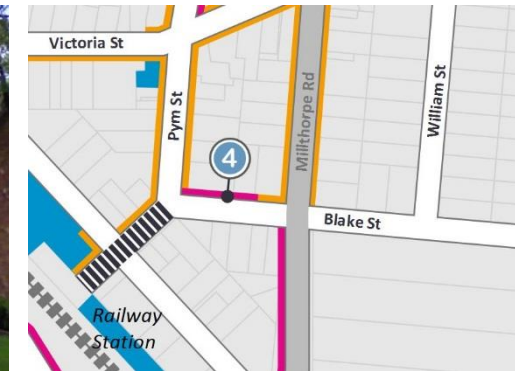
1.2 metres wide concrete footpath x 95 metres

Estimated Cost

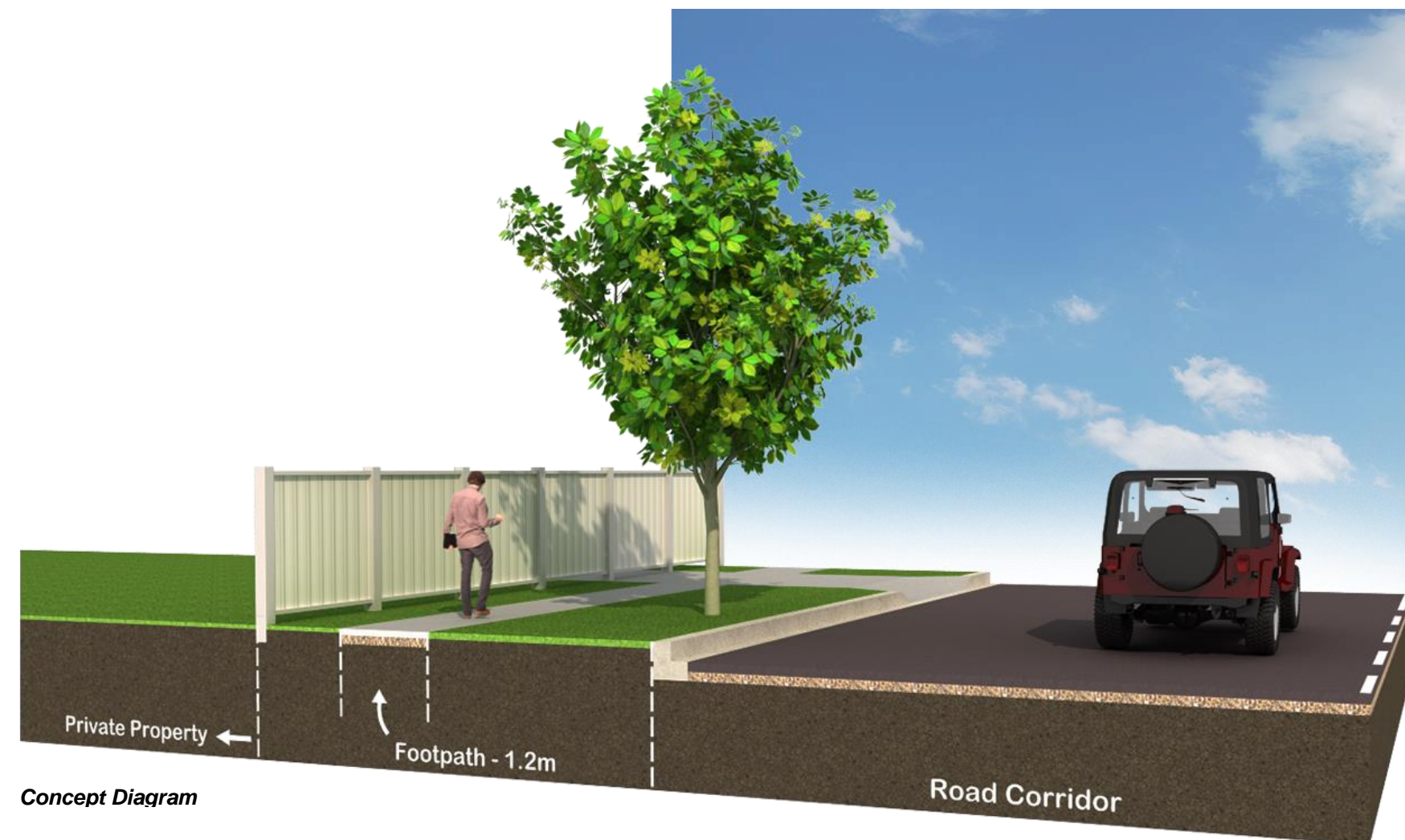
\$16,387



Site Photograph



AMP Map Extract



Concept Diagram

MILLTHORPE PROJECT NO. 11

Project Description

This project involves the replacement of stairs on Park St / Millthorpe Road with a compliant access ramp with handrails.

Project Specifications

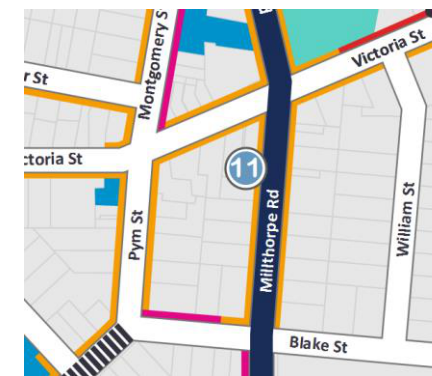
Replacement of stairs with an access ramp.
Installation of handrail to one side of ramp.

Estimated Cost

\$12,000



Site Photograph



AMP Map Extract



Concept Diagram

NEVILLE PROJECT NO. 1

Project Description

This project involves the installation of a new shared path along Crouch Street to provide connectivity between the Neville Primary School and the Neville Hotel.

Project Specifications

1.2 metres wide concrete footpath x 552 metres

Estimated Cost

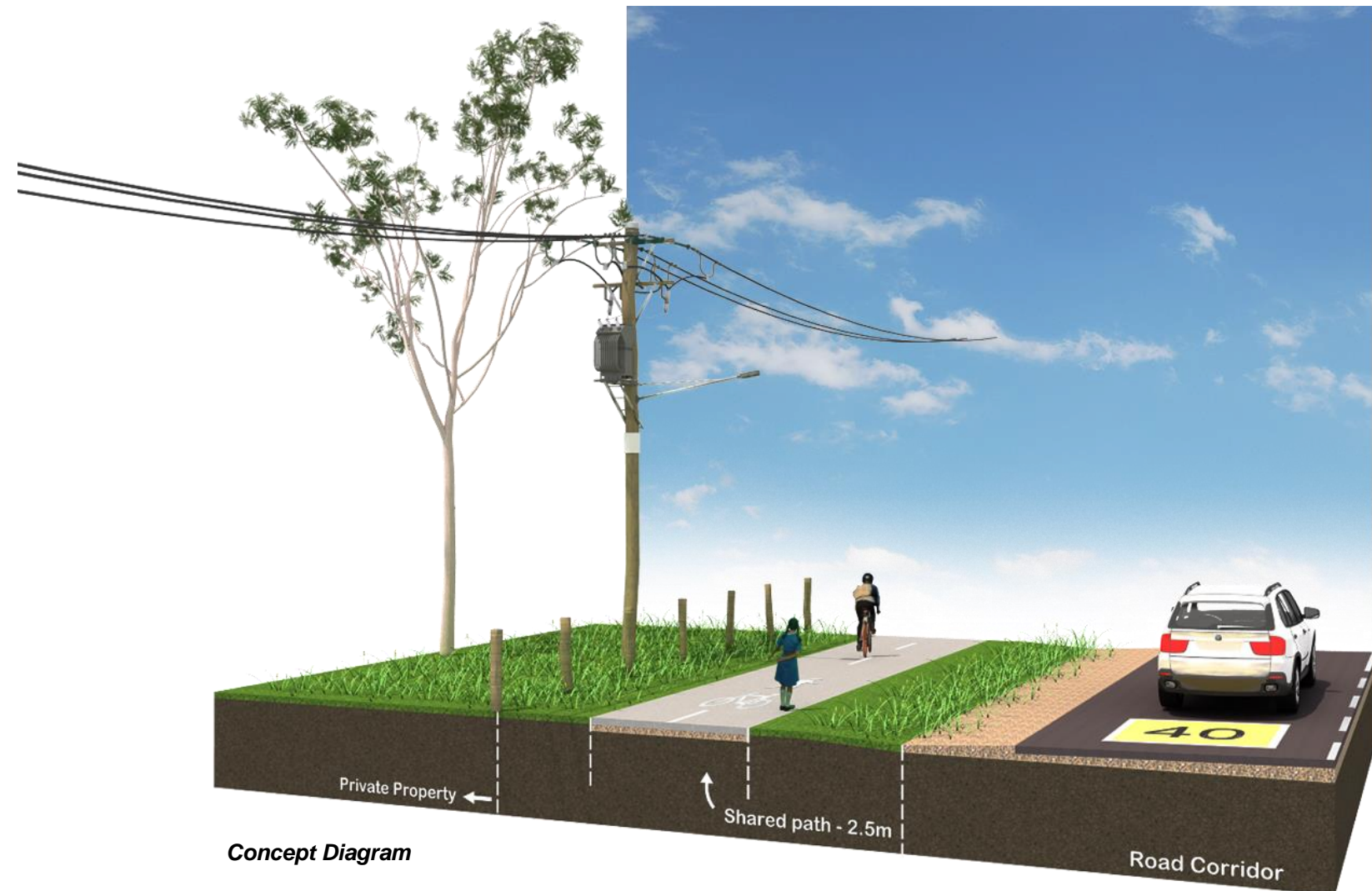
\$160,000



Site Photograph



AMP Map Extract



Concept Diagram

NEWBRIDGE PROJECT NO. 1

Project Description

This project involves the installation of a new shared path along Trunky Road to provide connectivity between the Newbridge Hotel and the Public Reserve.

Project Specifications

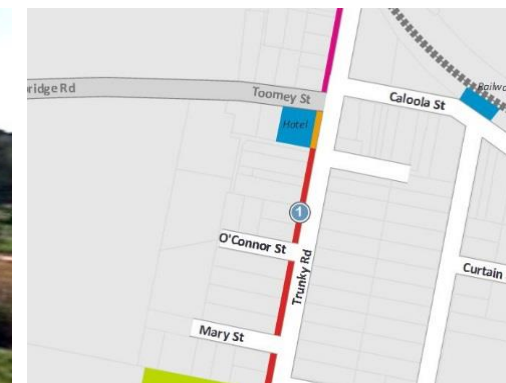
2.5 metres wide concrete shared path x 423 metres

Estimated Cost

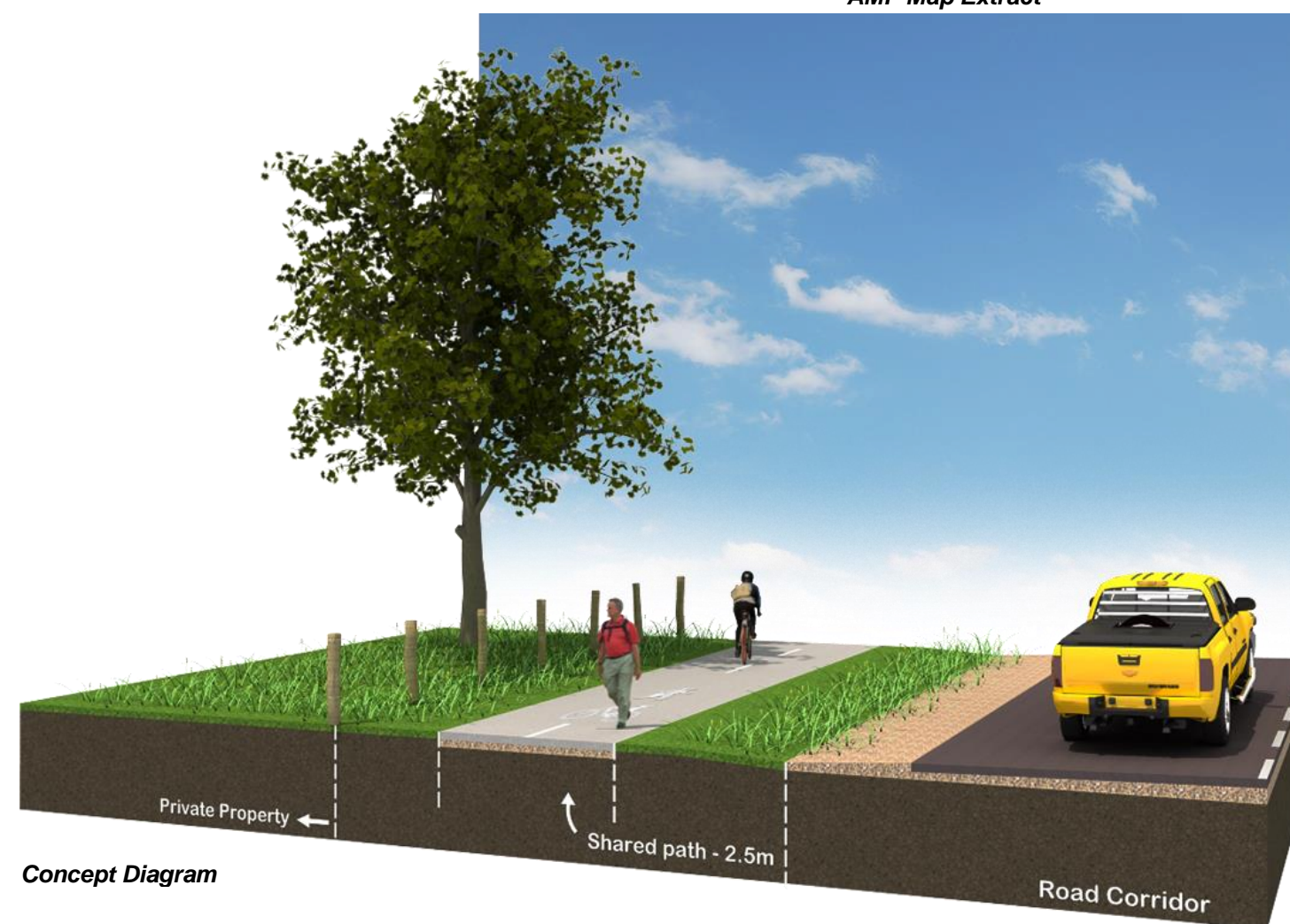
\$141,070



Site Photograph



AMP Map Extract



Concept Diagram

NEWBRIDGE PROJECT NO. 2

This project involves the connection of the existing footpath network on Copper Street adjacent to the Newbridge Hotel to the beginning of a new footpath on Trunkey Road north of Toomey Street.

Project Specifications

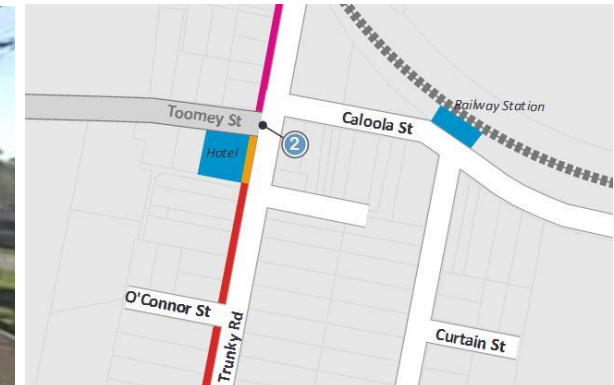
1.2 metres wide concrete footpath x 8 metres.

Estimated Cost

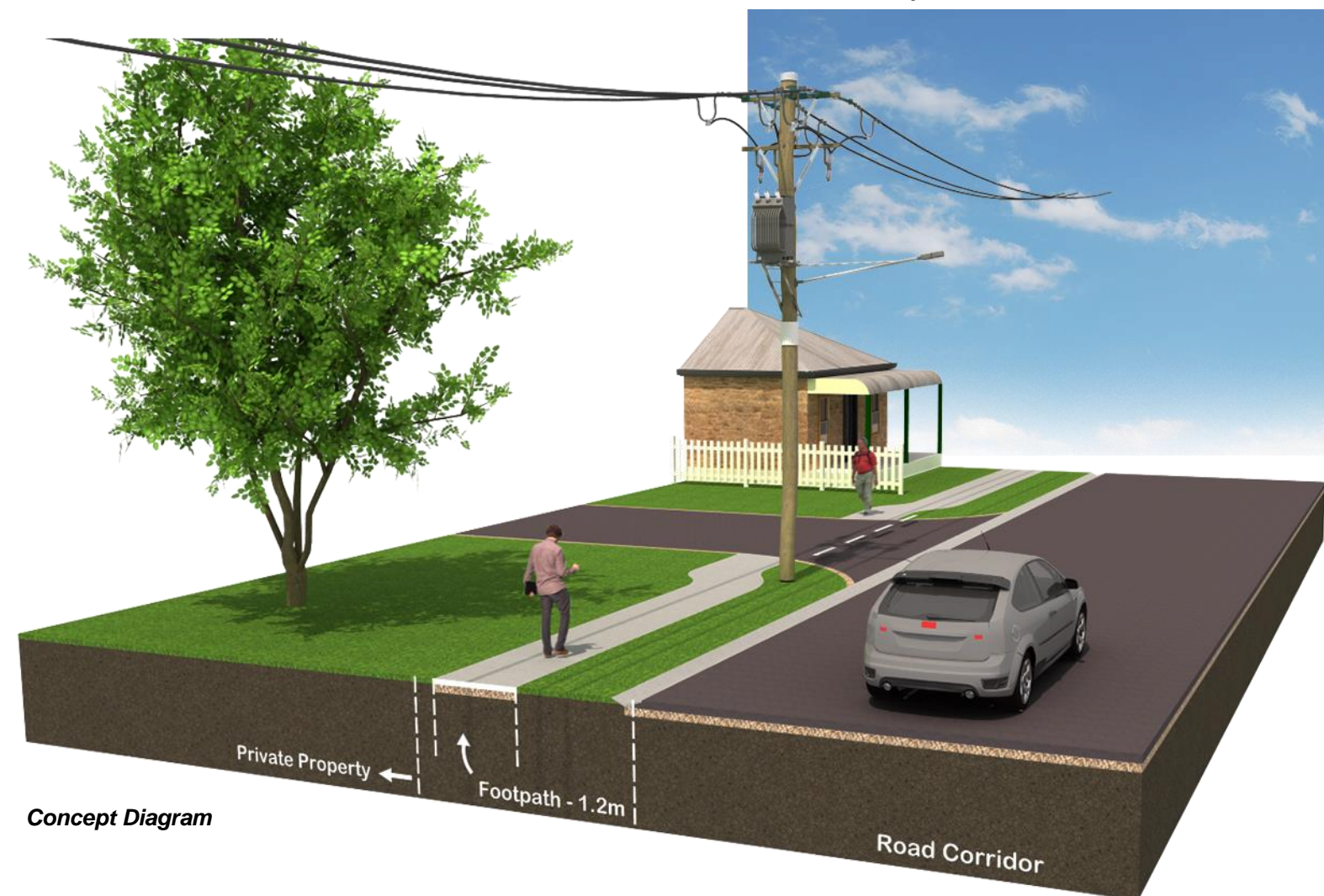
\$1,380



Site Photograph



AMP Map Extract



Concept Diagram

Regional Cycling Routes Audit & Signage Options

Project Description

This project involves the installation of cyclist warning signage along popular regional cycling routes.

See Figure 10 for regional cycling route locations.

Project Specifications

See concept diagrams for signage options.

Estimated Cost

\$60,000



Concept Diagram – Signage Option No. 1



Concept Diagram – Signage Option No. 2

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