



# Warrumbungle Shire Council

## *Pedestrian Access and Mobility Plan*

May 2016



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## **Mayor's Message**

Warrumbungle Shire Council is committed to progressively provide and improve safe, accessible and convenient pedestrian access across our Local Government Area (LGA). This includes access also for the disabled, frail, young and aged people.

The well designed, constructed and maintained infrastructure is vital to connecting people to key local community services and increasing community wellbeing while providing a sense of place. It also increases local social interaction without the need to use the family car.

I am pleased to introduce the Warrumbungle Shire Council Pedestrian and Mobility Plan (PAMP). This PAMP provides a strategic and coordinated framework for investment in pedestrian infrastructure on routes that have been identified by the community as important to sustainable and enhanced safety, convenience and equal mobility for all pedestrians.

The Plan identifies key access requirements to meet immediate safety and access requirements that will meet current needs and will be relatively efficient, effective and in a practical sense can be achieved within a reasonable time and budget. This PAMP places a strong focus on equal pedestrian access and safety to the major centres within the LGA.

I expect future plans will progressively build and improve pedestrian safety and access and increase pedestrian activity in our Shire.

Community knowledge was combined with the technical expertise of Council staff to complete this PAMP. Community members, groups, key stakeholders and government departments worked with Council staff to develop the plan. This plan will continue the provision of improved health, environmental, economic and social benefits across the communities of the Shire. Thank you for your commitment to the completion of this PAMP.

**Peter Shinton**  
**Mayor**

## Executive Summary

The intention of this Pedestrian and Mobility Plan (PAMP), with the help of the community is to commence a long term upgrade of the highest priority pedestrian routes and enhance a connected pedestrian network in the six largest towns in the Warrumbungle Shire.

The motivation for a PAMP is focussed on State and Local Government investment in safe, convenient and coherent connections on key pedestrian routes, which have a high probability of attracting the community to walk, including those that use a gopher or a wheelchair or other device, rather than use the car.

Additionally, the PAMP provides a strategic and coordinated framework for investment in pedestrian infrastructure on routes that have been identified by the community as important to sustainable and enhanced safety, convenience and mobility for pedestrians.

Pedestrians still form the largest single road user group; most individual trips, regardless of any other type of transport used, begin and end with a walk section that makes walking a major element of all travel.

The PAMP identifies required enhancements to pedestrian safety issues relating to existing and future footpaths, shared paths, where pedestrians are crossing the road and time frames of infrastructure works.

The estimated cost to complete the PAMP Works Schedule in 2014 dollars is \$4,717,352.00. The schedule prioritises works to be completed as part of Council's infrastructure budget and the Roads and Maritime Services (RMS) Active Transport program. It is expected the PAMP will be implemented through a funding partnership between the RMS, Council and local contributors.

The PAMP has prioritised the following required infrastructure update and development:

1. Develop the identified pedestrian hazards into individual projects for investigation and rectification works.
2. Review PAMP every three years to ensure continuous improvement.
3. Develop and implement strategy to encourage the community to report PAMP issues. Issues can be existing path or suggestions for new paths.
4. Integrate the PAMP Works Schedule with Council's Footpath Strategy, Bicycle Path Plan, Development Control Plans and Master Plans including parks, waterways, used and unused railway areas and Central West Regional Transport Plan.
5. Audit the accessibility of all Council's facilities against AUSTRROAD guidelines.
6. Develop guidelines to include paths into new infrastructure and developments.
7. Develop Event Pedestrian Safety Guidelines to be incorporated into large event and festival management processes.
8. Consider developing a pathway surveillance program to be integrated into a future PAMP.

## **Section 1 Introduction**

### **1.1 Warrumbungle Shire Council Local Government Area**

Warrumbungle Shire covers an area of 12,380 square kilometres, has a population of 9800 and is conveniently located near the boundary of central and north-west of New South Wales. The Shire is surrounded by Liverpool Plains to the East, Pilliga Scrub to the North, Warrumbungle Mountains to the West and Grand High Tops National Park to the South.

The shire is well known for striking geological features in the major areas of Warrumbungle National Park and Coolah Tops. Coonabarabran is known as the “Gateway to the Warrumbungle” and the “Astronomy Capital of Australia”. Siding Spring Observatory is located near Coonabarabran with 11 telescopes. The rugged peaks of extinct volcanos near Coolah and Coonabarabran give way to the fertile slopes and plains of the region.

Warrumbungle Shire Council has been soundly established on traditional agricultural industries heavily based on cropping, cattle, sheep and timber. Heavy vehicle activity in, through and around our towns is part of our communities. More recently tourism traffic, cars, caravans and buses, is also increasing as Australians and communities around the world become more aware of the attractions and natural beauty of the areas within the region.

The clear night sky is a result of low pollution including low light reflection, low humidity and limited cloud cover has drawn astronomers and researchers to Coonabarabran in their quest to discover secrets of the universe.

The traditional people past and present of the shire are acknowledged and respected. Warrumbungle Shire Council recognises the richness of the Aboriginal history, culture and values in promoting social diversity within communities of the region. The shire is the traditional meeting place of the Gamilaraay, Wiradjuri, Weilwan and Kawambarai (Werriri) nations.

The Newell Highway is a main route from Melbourne to Brisbane and the Oxley Highway is a main route from Adelaide to Brisbane. The ‘Oxley’ joins the ‘Newell’ at Gilgandra (south of Coonabarabran) and separates just north of Coonabarabran. The merged highways are known as the Newell Highway. Coonabarabran’s main shopping centre is located on both sides of the Newell Highway.

The Golden Highway is a major route from the NSW central to north coast to Dubbo, Melbourne and Adelaide. The Castlereagh Highway is a main route from Sydney to Coonabarabran and the north and west of NSW. The two highways merge on the eastern side of the town and separate in Dunedoo. The shopping area of the town is located on the southern side of the merged highways, known as Bolaro Street.

Coolah is located on the crossroads of two major regional roads, Warrumbungle Way and Black Stump Way. Increasing numbers of heavy vehicles and tourists travel these roads to and from central coast to north and west to east of NSW.

The Shire has a high number of heavy vehicle movements in all towns and locations due to local heavy vehicle trips combined with interstate heavy vehicles running south-north and east-west. Many roads throughout the region are classed as B-Double and higher vehicle mass routes. This has been a factor in some preferred options of pedestrian crossings and path locations. Coonabarabran has an average of 3400 through traffic on the main street every day. 2640 of these vehicles use the main street between 6am to 6pm. The highways through Dunedoo carry on average 950 vehicles per day.

### **1.1.1 Population**

Coonabarabran has a population of 2500, Coolah 910, Dunedoo 850, Baradine 680, Binnaway 400 and Mendooran 380. *(Approximate only.)*

Villages include Kenebri, Bugaldie, Ulamambri, Merrygoen, Neilrex, Leadville, Purlewaugh and Cobbora. There are also the rural locations of Craboon, Uarbry, Weetaliba, Mollyan, Yearinan, Rocky Glen and Goolhi.

Two thirds of the shire's population live in urban areas

Population is relatively even throughout the age range. The 50-59 year age grouping was the largest in the shire at 15% of population, followed by the 0-9 year group with 10-19 year and 40-49 year and 60-60 year groupings at about 14% each.

*(From Australian Bureau of Statistics 2006 Census of Population and Housing Warrumbungle Shire.)*

71% of the population own either one car (37%) or 2 cars (34%) per household.

### **1.1.2 Roads**

Warrumbungle Shire Council has 2972 kilometres of roads. This includes 1270 kilometres of sealed roads and 1702 kilometres of unsealed roads.

There are 110 kilometres of streets in towns and villages.

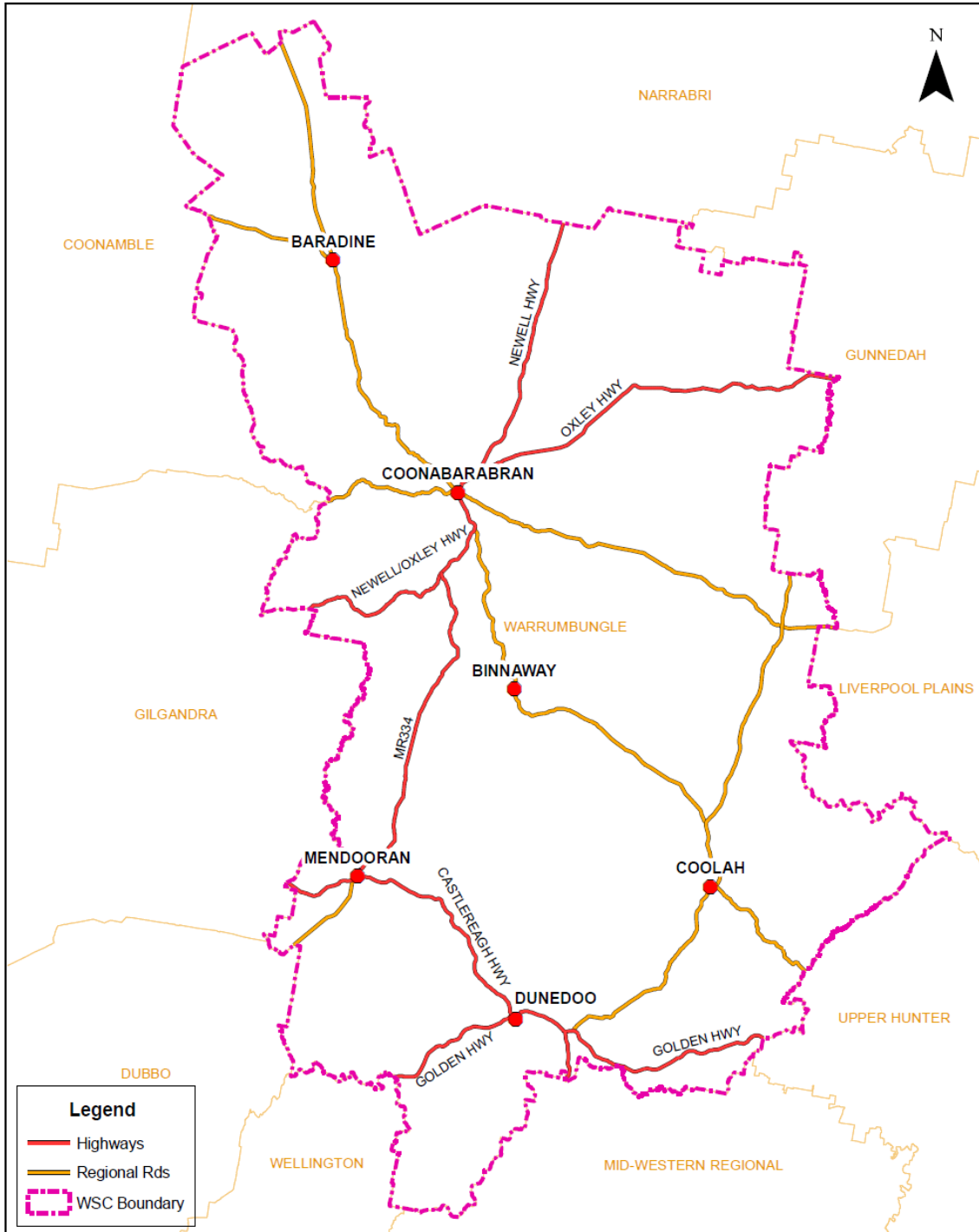
The Shire has 59 bridges and major culverts on local roads and 36 bridges on regional roads to maintain.

### **1.1.3 Paths**

Warrumbungle Shire Council area has over 35 kilometres of footpaths and shared paths.



**Map of Warrumbungle Shire Council Area**



DISCLAIMER

The Warrumbungle Shire Council makes every effort to ensure the accuracy and quality of information available on this map. The Warrumbungle Shire Council cannot guarantee and assumes no legal liability or responsibility for any damages or loss occurred as a result of the use of this map.

## WARRUMBUNGLE SHIRE COUNCIL

### Location Of Shire

warrumbungle  
SHIRE COUNCIL

Kilometers

## 1.2 Objectives of the PAMP

The intention of this PAMP is to consult with the community to identify the highest priority pedestrian routes and develop a strategy to enhance a connected pedestrian network in the six largest towns in the Shire.

Roads and Maritime Service's (RMS) ***How to Prepare a Pedestrian Access and Mobility Plan Guide***, *An easy three stage guide* is the major reference for this PAMP.

Towns to be included are Baradine, Binnaway Coolah, Coonabarabran, Dunedoo and Mendooran.

The aim is to plan safe, convenient and reasonable connections to key pedestrian routes, which will have a high probability of attracting the community to walk, use a gopher or wheelchair.

Additionally, the PAMP will provide a strategic and coordinated framework for investment in pedestrian infrastructure on routes that have been identified by the community as important to sustainable and enhanced safety, convenience and mobility for pedestrians.

The PAMP identifies required enhancements to pedestrian safety issues relating to existing and future footpaths, shared paths, where pedestrians are crossing the road and time frames of infrastructure works.

### Objectives

- Improve pedestrian access and priority,
- facilitate improvements in the level of personal mobility and safety for pedestrians, particularly school children, those with disabilities and older persons through the planning of infrastructure which caters to their needs,
- develop and promote accessible priority routes into the central business districts (CBD) and health services hubs,
- develop accessible priority routes which link residential areas to pedestrian movement catalysts,
- continue to enhance safe and convenient crossing opportunities on major roads throughout Warrumbungle Shire Council,
- continue to enhance the safe pedestrian crossing of active rail level crossings throughout the Shire,
- continuously upgrade pedestrian facilities and infrastructure in Warrumbungle Shire to be consistent with RMS guidelines, and
- meet the obligations of the Commonwealth Disability Act (1996),
- to develop a program of walking infrastructure and non infrastructure works that may attract funding from the NSW State Government to help boost rates of walking (referenced from the Central West Regional Transport Plan Page 41)

### 1.3 Recommendations of PAMP

The following recommendations are *additional* to the current objectives of this PAMP:

1. Allocate a Condition Rating to existing sections of paths.
2. Allocate the identified pedestrian hazards of existing infrastructure suggested during the community engagement process into individual projects with an allocated budget for investigation and completion of works or transferred to the next PAMP.
3. Allocate and prioritise identified new infrastructure improvements suggested during the community engagement process into individual projects with an allocated budget for investigation and conceptual design or transferred to the next PAMP
4. Review PAMP every three years to facilitate routine continuous improvement.
5. Develop and implement strategy to encourage the community to report PAMP issues. Issues can be existing path or suggestions for new paths.
6. Audit the accessibility of all Council's facilities against AUSTRROADS guidelines, (*Guide to Traffic Engineering Practice-Part 13-Pedestrians-1995*).
7. Develop guidelines to include PAMP into new infrastructure and developments.
8. Develop Event Pedestrian Safety Guidelines to be incorporated into large event and festival management processes.
9. Consideration to developing a pathway surveillance program to be integrated into a future PAMP if considered appropriate.

### 1.4 Scope of the PAMP

The research areas for the PAMP are within the Warrumbungle Shire Council. PAMP works will be scheduled based on a hierarchy of pedestrian routes which reflect pedestrian movement, catalyst locations and linkages to the central business district of each town and the data collected through the community engagement process.

### 1.5 Research Reference Guide

RMS *How to Prepare a Pedestrian Access and Mobility Plan Guide*, An easy three stage guide is the major reference for this PAMP.

The Warrumbungle PAMP development was initiated by the outcome of regular pedestrian access audits since 2011.

Other reference documents are;

- An evaluation of the PAMP Program from RMS as implemented by local councils in the South West Region of NSW August 2008 by Charles Sturt University.
- New South Wales Bike Plan
- Warrumbungle Shire Council Coonabarabran Bicycle Plan 2005 to 2010.
- Sharing the main street 2nd Edition February 2000 by Roads and traffic Authority of NSW.
- PAMPs of other Shire Councils.

## 1.6 Pedestrian Movement Catalysts

Pedestrian movement catalysts (pedestrian trip generators and pedestrian trip attractors) described in Table 1 are facilities people access. These may be locations that pedestrians travel to and from many times. These can also be gathering points for pedestrians.

**Table 1 - Pedestrian Movement Catalysts**

CBD	The area located immediately around the CBD for each town. There are higher pedestrian and vehicle volumes and most key community services.
Health Services	The area located around hospitals, aged care facilities and the link to medical centres. Routes between health services, multi purpose centres, business and recreation services.
Suburban Service Hub	An area that contains a number of key community services including public transport, medical centre, chemist, commercial, retail, community meeting places and locations for outreach of community services.
Major residential area	Greater number of residents within close proximity to a pedestrian movement catalyst
Key Community Service Provider	A single key service provider. May also include community meeting places like clubs, hotels and halls.
Education facility	Primary Schools, High Schools, TAFE College, Day Care Centres.
Recreation facility	Multi-sporting area or single sporting facility, parks and gardens, exercise or scenic path.

RMS *How to Prepare a Pedestrian Access and Mobility Plan*, provided the requirements, information and guidance of scope, linkages, movement catalysts, priorities, and evaluations of plans.

### **IMPORTANT NOTE:**

PAMP recommendations are not a direction for priority. Priority will be based on Council's current assessment, at the time of determination to construct or repair, will be reliant on funding being available and any other current justifications.

## 1.7 Ranked Pedestrian Movement Catalysts

Table 2 ranks the pedestrian movement catalysts based on estimated pedestrian volumes. These estimates are based on the number of key community services located at each pedestrian movement catalyst and the residential areas which surround them.

**Table 2 - Ranked Pedestrian Movement Catalysts**

1	CBD
2	Health services
3	Suburban services hub
4	Key community service provider
5	Education facility
6	Recreational facilities

## 1.8 Pedestrian Linkage

Pedestrian linkages describe the routes used or where people walk, use a wheelchair, mobility scooter, pram, walking frame or stick to access the pedestrian movement catalyst. Pedestrian linkages are described in Table 3.

**Table 3 - Pedestrian Linkages**

CBD routes	Facilitating pedestrian access within the CBD, from car parking and public transport services.
Health Services routes	Facilitating pedestrian access within the health services locations from car parks, public transport, the CBD and from local homes.
Major residential routes	Providing a pedestrian link from homes to the local shops, services and industrial areas.
Key Community Service Provider routes	Facilitating pedestrian access to major single service or recreation provider.
Education facilities routes	Connecting main pedestrian routes to safe linkage with major residential routes and sporting facilities.
Recreational routes	Facilitating and encouraging safe pedestrian access from home, business centre, exercise or scenic path and health services to social meeting places.

## 1.9 Ranked Pedestrian Linkages

Table 4 ranks the pedestrian linkages in order of the estimated volumes of pedestrians using each route or an over-riding community priority

**Table 4 - Ranked Pedestrian Linkages**

1	Within the CBD
2	CBD to Health Services
3	Major residential area to CBD
4	CBD to Key Community Services Provider
5	Recreation Facility to Recreation Facility or convenient start or end point.
6	Education facility to major residential

The ranked pedestrian movement catalysts and linkages have been used to assist in the development of PAMP priority areas and routes.

### 1.10 Identified Pedestrian Issues

All pedestrian issues raised during the community engagement process are being considered as part of the PAMP, regardless of being identified as a PAMP pedestrian route or in a priority area. The identified existing path issues have been assessed for risk as part of the PAMP.

Issue examples are, misaligned path edges, holes, non-complying pram ramps, uneven or broken surface, no mobility or difficult mobility access to a path, path obstructed by shrubs or trees, sideways slope angle, too narrow and ill-fitted service covers.

Further investigation and appropriate rectification work is recommended to reduce the risk associated with the identified pedestrian issues. This will be in the form of individual projects for each of the issues identified.

### 1.11 Infrastructure Works Priorities of the PAMP

The outcomes of the community engagement process and workshops with the Project Steering Committee (Pedestrian and Mobility Access Advisory Committee – PAMAAC) have been used to rank the pedestrian movement catalysts and linkages in order of actual and estimated usage volumes.

The first priority is the CBD of each of the towns and linking of health services to encourage the older resident to walk by providing safe and convenient pedestrian ways linkages between the most used locations. Also represents the hierarchy of pedestrian routes which link the community to the major services.

Priority two is linking recreation facilities and supporting the focus of State and Local Government investment in safe, convenient and coherent connections on key pedestrian routes, which have a high probability of attracting the community to walk. Furthermore, this demonstrates Council's commitment to providing attractive pedestrian ways to encourage walking by the local community and tourists.

Council is also committed to reducing the road toll. Travellers will be enticed to convenient and safe recreation paths that will provide exercise and time away from the vehicle to reduce fatigue while driving.

Priority three also includes routes from the **schools** in each location to residential areas. Safe pedestrian ways for the Shire's children has always been a high priority. Footpaths and crossings used by school children within the LGA are well provided and maintained but Council required the routes to be reviewed and included in PAMP.

### 1.12 PAMP Priorities

**Table 5 - Details PAMP priorities**

1	All identified pedestrian and mobility issues within the CBD, links to public transport hubs and health services
2	Identify and recommend works required to link the closest major residential areas to the CBD, link CBD with key community services.
3	Identify recreational tracks and scenic walks in each location and required links from educational facilities to major residential areas and any other pedestrian catalyst.

### **1.13 Estimated Implementation Cost of the PAMP Recommendations**

It is estimated that the implementation of the investigation and Concept Design Projects (as detailed in Section 3) and the PAMP Works Schedule (as detailed in Section 4 Table 11) will cost \$4,717,352.00.

## Section 2 Project Methodology

### 2.1 Integrated Planning

The PAMP is developed based on a functional approach to meet the requirements of Council's strategic planning and financial practicality to incorporate six towns over long distances. Despite relatively low population and a history of individual ruggedness the modern communities within the region expect a reasonable quality of services in their local town.

### 2.2 Stage one – Best Practice Reference

RMS *How to Prepare a Pedestrian Access and Mobility Plan Guide*, An easy three stage guide is the major reference for this PAMP.

The Warrumbungle PAMP development was initiated by the outcome of regular pedestrian access audits since 2011.

Other reference documents are;

- An evaluation of the PAMP Program from RMS as implemented by local councils in the South West Region of NSW August 2008 by Charles Sturt University.
- New South Wales Bike Plan
- Warrumbungle Shire Council Coonabarabran Bicycle Plan 2005 to 2010.
- Sharing the main street 2nd Edition February 2000 by Roads and traffic Authority of NSW.
- PAMPs of other Shire Councils

### 2.3 Stage Two - Integrated Strategic Planning Team

Members of the Warrumbungle Pedestrian and Mobility Access Advisory Committee (PAMAAC) are;

- Cr Fred Clancy, Coonabarabran, Councillor and PAMAAC Committee Chair
- Mr Paul Baker\*, Coonabarabran, Community Representative,
- Mr Kevin Carberry\*, Coolah, Community Representative
- Ms Elizabeth Cutts, Baradine, Community Representative
- Ms Wendy Hill, Dunedoo, Community Representative
- Mrs Ellen Mahne\*\*, Coonabarabran, Community Representative
- Ms Jennifer Tucker, Coonabarabran, Community Representative
- Mr Kevin Tighe, Director Technical Services, Warrumbungle Shire Council
- Mr Bikram Joshi, Manager Asset and Design, Warrumbungle Shire Council
- Mr Ken Smith, Road Safety Officer, Warrumbungle Shire Council

\* Experienced in mobility and access issues. \*\* Experienced in child caring.

The members participated in workshops to identify pedestrian movement catalysts, safety issues, linkages, type of path required and to prioritise construction. The committee was vital to ensure the PAMP priorities reflected the issues of the community across the six towns. The committee met as required and received monthly project status update reports.



## **2.4 Stage Three - Community Engagement to gather Information**

Current information about the PAMP was provided to the community by committee members, Councillors, development officers and council staff. The community provided information about all pedestrian issues.

Community engagement was fostered in each of the six towns that are included in this PAMP. Information about pedestrian mobility access issues were provided by community members, particularly those with a disability and their carer or a carer organisation e.g. Break Thru in Coonabarabran.

Community engagement has been ongoing in the form of pedestrian and cyclist surveys. Surveys have been circulated, more recently, since 2011 during Community Expos and road safety presentations. Information provided indicates that most respondents walk daily for exercise, or to go to the shops. Most wanted paths maintained or seats to rest.

Reference was made to the Coonabarabran Primary and High School Traffic Study Options Report 2007. Ad hoc traffic and pedestrian counts have been conducted at various times at the same schools since and numbers have been relatively similar to 2007 surveys.

Ad hoc surveys have also been conducted at Coonabarabran St Lawrence School. Results show low numbers of pedestrians and organised drop off and pick up procedures.

Casual observations of pedestrian movements in all towns have been noticed and the community advice regarding path maintenance and construction requirements are consistent with those observations.

### **2.4.1 What the Community Told Us**

Community engagement provided an effective process by which the community received information about the project, provided feedback and actively contributed to the PAMP development via the identification of intersections, paths, and links which are difficult for pedestrians to access.

The community were also given an opportunity to provide information at community consultation meetings in the six locations. Two meetings in each town have been provided in the past two years.

Full PAMAAC meetings have been conducted on 27 August 2014 and 22 October 2014. Individual PAMP meetings were completed at all locations during October 2014. Members of PAMAAC were present and/or development officers for the five smaller towns were present during the PAMP meetings. Councillors were present at the Coolah and Coonabarabran meetings.

## **2.5 Stage Four - gathering Information from Council**

Information is gathered by Council's information recording program, from Tourist Information Centre and Council staff. Council's GIS Asset Registry has been developed and is currently being updated with existing, future paths, current issues and path condition rating.

As part of the implementation of the PAMP, Council will audit listed locations in the works schedule. This will ensure the funding applications submitted to RMS annually will be up to date and accurate with funding application information for 'Active Transport' funding.

## **2.6 Stage Five - Review of the Integrated Movement Study**

### **2.6.1 Overview**

Pedestrian numbers at all smaller towns are low compared to larger towns. School children at school zone times are the largest number of pedestrians at any time of any school day.

Traditionally the community in small country towns is accustomed to driving very short distances to the shops, medical services and social events. However, those that do walk or use some walking aid or device require reasonable access. More than two thirds of the Shire's household's own at least one car and more than one third own at least two cars.

Traffic and pedestrian counts taken from other projects were integrated with data from the community engagement process.

Pedestrians are able to generally walk to and from all areas within the town using available paths, roads and unsealed nature strips. These pedestrians tend to be regular walkers to shops, medical services and social venues.

Recreational walkers have the choice of many quiet streets to circuit the towns. Quiet roads and tracks are used by those who wish to walk further out of town. Most residents that spoke about walking raised the fear of snakes during summer near the tracks and on roads.

Pedestrians using approved mobility devices are mostly limited to sealed surfaces.

## **2.7 Stage Six - Data Collection**

Data collected was integrated with Council's existing information and collated using Council's electronic mapping system.

Hand drawn maps have been made of existing paths and after consultation with community future path recommendations were drawn in addition to the existing paths. Council surveyed existing and future paths during September and October 2014 with a GPS device that has captured digital data that can be used to draw digitised maps. Other data recorded can be used by engineers to know the fall of a path, by width or length, the height above sea level, the length and width of a path or future path, type of path and the exact position of a maintenance issue on an existing path.

## **2.8 Stage Seven - Pedestrian Priority Routes Developed and Mapped**

The outcomes of the community engagement process, the PAMP priorities and pedestrian movement catalyst locations were mapped and used to establish a hierarchy of pedestrian routes across each town. These routes were mapped and are designed to link pedestrian movement catalysts with residential areas, formalise existing pedestrian linkages and continuously improve off-road pedestrian facilities across the Warrumbungle Shire.

These priorities are shown as coloured lines on the maps located after Table 13. Red lines are short term priorities and meet the rating requirements in tables one to five. An overview of the recommendations for each town is listed from below.

### **2.8.1 Baradine**

*Short term priority to construct;*

- Mobility access to the public toilets in the Wellington Street town park.
- Path on north side of Macquarie Street from existing path to the medical centre.
- Path on south side of Wellington Street from Darling Street to the Discovery Centre.
- Path on west side of Narran Street from Lachlan Street to Bligh Street.

*Medium term priority to construct;*

- Path on Lachlan Street from Narran Street to the showground and caravan park.

*Longer term priority to construct;*

- Path on Narran Street from Bligh Street to Macquarie Street.
- Path on Macquarie Street from Narran Street to Darling Street. This will provide access from the eastern side of town to the medical centre.
- Extension of path on the south side of Macquarie Street from Darling Street to opposite the medical centre.
- Shared path along the western bank of Baradine Creek from Queen Street (back of the school) to Worrigal Street near the bridge. The PAMAAC identified there are issues to overcome for this future project and further consultation with the community will be required.
- Path on north side of Lachlan Street from Darling Street to Narren Street

### **2.8.2 Binnaway**

*Short term priority to construct;*

- Mobility access through Len Guy Park from Renshaw Street to Andy's Lane.
- Path on northern side of Renshaw Street from CBD to the River Pathway. This will complete the connection from the caravan park to the CBD.

*Medium term priority to construct;*

- Connect the eastern side path of Warrumbungle Way from David Street to the entry to the bowling club.

*Long term priority to construct;*

- Path on west side of Warrumbungle Way from Napier Street to Ulinda Street.
- Path on east side of Warrumbungle Way from Ulinda Street to Weetaliba Street.
- Path on northern side of Renshaw Street from end of existing path to the railway crossing.
- Path on south side of Renshaw Street from end of existing path to Railway Street.
- Path on north side of David Street from Yarran Street to Warrumbungle Way.

### **2.8.3 Coolah**

*Short term priority to construct;*

- Mobility access on south side of Goddard Street from the aged hostel to the hospital and hospital nursing home via Wentworth Ave. A gopher user provided advice at the Coolah PAMP meeting that a gopher doesn't have sufficient battery reserves to climb the hill when travelling west in Martin Street to the hospital. Goddard Street rises to the hospital with a lower gradient and Wentworth Avenue also has a lesser gradient than Martin Street or though the hospital grounds.
- Mobility access to the medical centre on Cole Street from Goddard Street to Booyamurra Street.
- Mobility access to Bowen Oval from Goddard Street and/or Binnia Street.

*Medium term priority to construct;*

- Mobility access from the western end of town via the least gradient to the hospital from Binnia Street to Hospital via various streets, including McLean, Church and Hospital Streets.

*Long term priority to construct;*

- Path on Oban Street to link from McLean Street to King Street,
- Shared pathway continuation from the end of the current shared path just west of the caravan park to Binnia Street via Charles Street.  
A long term community plan for the route is from Charles Street, along the railway line as a rail-trial to Dunedoo. This is a current long term community plan and the PAMAAC is aware of the long term planning and logistic issues.

### **2.8.4 Coonabarabran**

The same custom of driving short distances is evident in Coonabarabran. However, the larger population provides a larger number of pedestrians. There are noticeably more pedestrians at all hours within three to four blocks from the main CBD.

The Cassilis Street paths are well used between the aged care hostel and hospital and the medical and business sectors of the CBD. The Break Thru Centre on Edwards Street wheel disabled persons from Cowper Street to the hospital and all areas of town including TAFE in Robertson Street. Staff regularly report problem areas for them and have been included in this PAMP.

A large number of pedestrians walk from the northern side of Coonabarabran to the CBD and medical services. In the evening families use the limited paths to access social venues. Access to ascend the hill to the north of the Newell Highway is unsteady underfoot due to erosion on the various earth tracks up Gordon, White and North Streets.

The danger of children and adults walking or riding a bike across the Mary Jane Cain Bridge is highlighted in the Coonabarabran Bicycle Plan 2005. The safety of school children walking from the St Lawrence School in west Dalgarno Street to the east of the town was also raised. To walk to the oval for sports they must cross the Newell Highway either before the bridge or after it. Therefore, an alternate route under the bridge has been planned for some years.

Recreational walkers use the town's perimeter walkways and paths. They access the town lookout to the west, the bicycle paths to the north and south, tracks and paths to the east and the shared pathway behind the primary and high school.

Coonabarabran has active bicycle groups and the Warrumbungle Bike Plan is being reviewed. A shared pathway is in place from Bandulla Street to George Street behind the primary and high school. This provides access from the south of town to the schools without the need to use the Newell Highway paths. A long term proposal is to link the Bandulla Street shared path through George Street on to the east side of Cowper Street to Essex Street with a shared path. A shared path link is planned from Essex Street across the bottom weir to link up with the industrial area to tennis courts shared path.

Future longer term bicycle and walking plans along with further consultation with the bicycle and community groups is required to recommend planning a bicycle rail-trail from Essex Street to 5km north of Coonabarabran near the Baradine Road. This will link with the Baradine to Coonabarabran Road. Legislation for the railway line from Coonabarabran to Gwabegar is currently repealed. This alternate bike route across the Castlereagh River will address the safety concerns of bike riders crossing on Mary Jane Cain Bridge.

The rail-trail will also facilitate a link at Namoi Street to Eden Street and onto Nandi Park or the shared path near the lookout hill.

*Short term priority to construct;*

- Mobility access from Newell Highway to Clarke Street cul-de-sac.
- Path on Edwards Street from Newell Hwy to Neate Street.
- Path on Cassilis Street from Neate Street to existing path near hospital.
- Mobility access to Allambie Court from George Street and Charles Street.
- Path on Charles Street from Cassilis Street to Timor Street.
- Shared path on Cowper Street from Edwards Street to Cassilis Street.
- Shared path linkage on Timor Street from Robertson Street to Namoi Street.
- Shared path under the Newell Highway, Mary Jane Cain Bridge south side from ... park to Essex Street

*Medium term priority to construct;*

- Kerb blisters and upgrade west of the Newell Highway pedestrian crossing near the pool on Edwards Street.
- Kerb blisters and upgrade of pedestrian crossing just east of Newell Highway on Edwards Street wide vehicle route.
- Path on eastern side of Namoi Street from near Timor Street to Cassilis Street.
- Path on Neate Street from Edwards Street to Cassilis Street.

*Long term priority to construct;*

- Shared path on George Street from shared pathway at the back of the schools from Knight Street to the primary school.
- Shared path on Cowper Street from George Street to Edwards Street, linking shared path from Bandulla Street to Essex Street.
- Shared path on Cowper from Cassilis Street to Essex Street, linking shared path from Bandulla Street to Essex Street. This will provide the alternate route to CBD along Dalgarno Street and provides a future link to the industrial area cycle way and a possible future rail-trail commencing at Essex Street to the north as detailed above.
- Path on Neate Street from Cassilis Street to Dalgarno Street.
- Path on Dalgarno Street from Neate Street to Cowper Street.
- Path from opposite the bowling club to Reservoir Street near the racecourse.
- Path on Edward Street from the bowling club to Namoi Street (heavy vehicle wide load by-pass).
- Path on Namoi Street from Edward Street to Cassilis Street to complete the link to the catholic school.
- Path on Dalgarno Street from existing path on south side to Jubilee Street.
- Shared path on Camp Street from Dalgarno Street to Timor Lane.
- Shared path from Nandi Park along Eden Street and Jubilee Street.
- Shared path on Camp Street from Cassilis Street to Barker Street. This will complete links from town to Nandi Park, Rifle Range Road and Barker Street and the scenic 800m shared recreational path near lookout hill.
- Shared path on Hill Street from Boomerang Street to Clarke Street cul-de-sac and mobility ramp from Newell Highway.
- Path on North Street from Newell Highway to Hill Street.
- Path on Gordon Street from Newell Highway to Hill Street.

### **2.8.5 Dunedoo**

The community has indicated, as a high priority, that Bolaro Street, the main street in the CBD, requires revitalisation and an update to improve mobility access and encourage locals and travellers to walk.

*Short term priority to construct;*

- Kerb blisters and upgrade pedestrian crossing on Bolaro Street (Castlereagh and Golden Highways) at Merrygoen Street. School children use from Schools to oval.
- Shared path on the eastern side of Castlereagh and Golden Highways to complete the missing link from Bolaro Street to the site of the old hospital redevelopment.
- Path on north side of Digilah Street from Merrygoen Street to Tallawang Street.

*Medium term priority to construct;*

- Path on west side of Merrygoen Street from the pre-school to Tucklan Street.

- Path on north side of Cobborah Street from Wallaroo Street to Wargundy Street.
- Shared path on east side of Wargundy Street from Bolaro Street to the tennis and golf clubs. This path will need to cater for bicycles and gophers from the old hospital site.

*Long term priority to construct;*

- Path on both sides Digilah Street from Merrygoen Street to Bandulla Street.
- Path on west side of Wallaroo Street from Cobborah Street to Tucklan Street.
- Path on north side of Tucklan Street from Wallaroo Street to Tallawang Street.
- Path on north side of Tucklan Street from Merrygoen Street to Bandulla Street.
- Path on east side of Bandulla Street from Bolaro Street to Tucklan Street.
- Path on south side of Tucklan Street from Tallawang Street to Merrygoen Street.
- Shared path on Whitely Street from Castlereagh Highway to Showground.

### **2.8.6 Mendooran**

*Short term priority to construct;*

- Shared path on north side of Bandulla Street from Brambil St to DalGLISH Street.
- Path on west side of Napier Street from Bandulla Street to Cobra Street.

*Medium term priority to construct;*

- Path on Farnell Street from Bandulla Street to Cobra Street.
- Path on Cobra Street from Yalcogran Ave to Napier Street.

*Long term priority to construct;*

- Path on south side of Bandulla Street from Brambil Street to Farnell Street.
- Path on the east side of Marchant Street.
- Path on the west side of Farnell Street south of Bandulla Street.
- Path on south side of Cobra Street from Napier Street to DalGLISH Street.
- Path on west side of Napier Street from Cobra Street to Benewa Street.
- Shared path on east side of Yalcogran Ave from Cobra Street to the Cemetery.
- Walking path from north end of Yalcogran Ave along River, Francis and Bandulla Streets, Yarrow and Frederick Roads to link with Yalcogran Street. This path will not need to be a sealed surface, but the committee has recommended the street be at least graded and reduce the unnecessary vehicle access on some sections. Signs only may be all that is required on Yarrow and Frederick Roads.



## **2.9 Stage Eight - Audit of the Infrastructure**

Ongoing audits will determine the type and scale of work required along the identified pedestrian routes and at identified pedestrian hazards.

Council is continuously auditing the condition of pedestrian infrastructure and now up loading the data into Council's digital mapping system.

In addition Council staff conducted audits with community champions, who represented people with disabilities, mothers and carers of young children, people who are elderly and recreational walkers. List of current identified issues of existing paths commence on page 26 as Table 8.

Council's GIS Asset Registry has been developed and has been updated to include identified pedestrian issues.

Note: The PAMP ratings are recommendations and not a direction for priority. Priority will be based on Council's assessment at the time and will be reliant on funding being available.

## **2.10 Stage Nine - Risk Assessments of Identified Pedestrian Issues**

Risk assessment procedure is detailed in Section 3. On site risk assessments of the identified issues of existing paths were conducted by a sub-committee of Council's Technical Services staff. A systematic approach based on the risk assessment criteria (Table 6) and probability matrix (Table 7), commonly used in the engineering industry, was used to rank the issues.

## **2.11 Stage Ten - Works Schedule Developed**

As part of the implementation of the PAMP, Council will audit the prioritised listed locations in the works schedule. Recommendations will be considered by Council.

The PAMP ratings are recommendations and not a direction for priority. Priority will be based on Council's assessment at the time and will be reliant on funding being available.

## **2.11 Implementation, Measurement and Evaluation**

Implementation will be a seamless progression from existing planned works. Next financial year's planned works have been extended and applications submitted.

Council's GIS Asset Registry has been developed and has been updated with existing and future paths and will be updated at least yearly. Table 8, the list of issues relating to existing paths will also be completed yearly. This table will be replaced every three years. Table 12 lists the current length of existing paths and will be updated at least every three years with current information. This information will be provided by the newly developed GIS asset registry.

Evaluation will be provided by an increase in existing paths and improvements in resident satisfaction.



## Section 3 Identified Pedestrian Issues

### 3.1 Background on Identified Pedestrian Issues

During the community engagement process issues relating to pedestrian safety were reported and included in the PAMP. Almost all issues identified related to locations where Active Transport funding and works could be implemented to address the issues.

Most of these issues were already identified by Council or had received requests to improve from the community prior to or during the PAMP project. Some of these identified issues have already been corrected. These have been identified during the development of the digital mapping upgrade and have been noted in table 9.

One hundred and ninety nine existing path issues have been reported, identified and investigated during the PAMP project.

### 3.2 Pedestrian Issues

Table 8 consists of the six town lists which itemise each existing path identified issue. ID is the identification number of an individual issue identified for that town list. This ID number is the same number in Table 9, the Issue Rating List. Location is the name of the street the issue is located. Street/feature is the cross street or side of the street the issue is located. Location feature is the specific location. Issue is the identified risk, damage or obstacle.

### 3.3 Issue Rating List

Council has conducted an assessment of each pedestrian issue identified in Table 8 and will approach correction of the issues systematically, with each issue a separate project.

On site risk assessments of the identified issues of existing paths were conducted by a sub- committee of Technical Services staff. A systematic approach based on the risk assessment criteria (Table 6) and probability matrix (Table 7), commonly used in the engineering industry was used to rank the issues.

Table 9 shows, in the 'Rating' column, the risk-rating of each existing path issue and lists the cost to correct each individual issue. The total cost to repair existing path issues is shown in Table 13 before the PAMP Maps. The recommendations shown in the Issues Assessment Result Table 13 relate to the identified pedestrian issues and are made as part of this PAMP project.

### 3.4 Risk Assessment Results

Table 9 also lists the risk assessment results. The risk assessment result for each issue is shown in column 'Impact' and 'Probability' in Table 9.

Risk assessment (Table 6) is calculated initially then considered with Table 7 to determine the rating.

**IMPORTANT NOTE:** The ratings are recommendations and not a direction for priority. Priority will be based on Council's assessment at the time and will be reliant on funding being available.

**Table 6 - Details the risk assessment criteria.**

Probability		Impact
<b>Very High</b>	Is expected to occur in most circumstances	<b>A</b> Death – complete loss of service or output – huge financial loss – possible fine and compensation – likely litigation – system reviewed by external agency – impact on morale – industrial intervention – loss of public support / media attention
<b>High</b>	Will probably occur in most circumstances	<b>B</b> Permanent injury - major loss of service to user - major financial loss - possible litigation and fines - system review by external agency - possible industrial action - public concerns - Ministerial management concerns
<b>Moderate</b>	Might occur at some time	<b>C</b> Lost time injury - disruption to user - high financial loss - possible litigation - system review - management concern
<b>Low</b>	Could occur some time	<b>D</b> Non lost time injury - disruption to working system - financial loss - system review
<b>Very Low</b>	May occur only in exceptional circumstances	<b>E</b> No injury - no reduced output - small financial loss - internal system review - user complaint

**Table 7 - Risk Assessment Criteria**

Table 7 provides a rating of the probability and impact matrix. Details listed above in Table 6

		Impact					
		A	B	C	D	E	
Probability	Very High	<b>Major</b>			<b>Medium</b>		<b>Minor</b>
	High						
	Moderate	<b>Major</b>		<b>Medium</b>		<b>Minor</b>	
	Low						
Very Low	<b>Medium</b>			<b>Minor</b>			
Very Low							

**Table 8 - List of Identified Issues of Existing Paths**

Table 8 consists of the six town lists which itemise each existing path identified issue. See 3.2 for more detail. Table 8 lists the issues and indicates where the issue is and describes what the issue is.

**Table 9 - Risk Assessment Results**

Table 9 combines a summarised list of issues linked by a common identification number. Table 9 also lists cost, rating, impact, probability and comment.

### 3.5 Recommendations for Identified Pedestrian Hazards – Table 8

The lists below are identified pedestrian hazards and are made as part of this PAMP project.

#### 3.5.1 Baradine Pedestrian Issues

ID	Location	Street/feature	Location/feature	Issue
1	Queen St	North side	Entrance to Central School	25mm lip from road to ramp
2	Narran St	East side	Front of central school	Ramp not comply with Austroads guidelines
3	Narran St	East side	North of front of school	Ramp has 25mm edge and uneven surface
4	Narran St	East side	Entrance to Town Hall	Uneven road surface 20mm edge to driveway
5	Narran St	Lachlan Street	East side front of pool	25mm edge , uneven gutter to road edge
6	Narran St	Lachlan Street	South west corner	No mobility access
7	Narran St	West side	Back lane & near rear of pub	Limited mobility access
8	Narran St	Wellington Street	North west corner	Limited mobility access
9	Wellington St	South side	West driveway to Farrell's	Limited mobility access, uneven road surface
10	Narran St	Wellington Street	South west corner	25mm lip from road to ramp uneven road surface
11	Narran St	East side	North of school	Uneven footpath surface
12	Narran St	Queen Street	North east corner	No mobility access



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**Baradine PAMP Issues (Cont.)**

ID	Location	Street/feature	Location/feature	Issue
13	Narran St	Queen Street	North west corner	Limited mobility access
14	Narran St	Queen Street	South west corner	Limited mobility access
15	Narran St	Masman Street	NW and SW sides	Limited mobility access
16	Narran St	Walker Street	North west corner	Limited mobility access
17	Wellington St	South side	Near chemist	25mm edge gutter to ramp
18	Wellington St	North side	Near newsagent	25mm edge gutter to ramp, parking allowed across ramp
19	Wellington St	North side, near railway line	End of footpath	30mm lip to ramp uneven surface limited mobility access, path ends before ramp.
20	Wellington St	Darling Street	North west corner	Uneven road surface 30mm lip to ramp
21	Wellington St	Darling Street	North east side	Broken and uneven roadway, 25mm edge to ramp.
22	Darling St	Lane behind park	North east side	Uneven surface limited mobility access
23	Darling St	Entrance to Catholic school	West side near school	30mm lip to ramp, deep gutter.
24	Darling St	Lachlan Street	South west corner	25mm edge gutter to ramp



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**Baradine PAMP Issues (Cont.)**

ID	Location	Street/feature	Location/feature	Issue
25	Darling St	Lachlan Street	North west side	30mm edge up to ramp
26	Darling St	Lachlan Street	South east side	Uneven and broken surface to ramp
27	Darling St	Lachlan Street	North east side	Good ramp uneven road surface
Additional items received from community				
28	Wellington St	Narran Street	South west side	Limited mobility access.
29	Narran St	Crossing from school	West side	Limited mobility access.
30	Narran St	Memorial Hall	East side	Uneven and broken surface
31	Narran St	Memorial Hall	North of school	Path damage, see #11
32	Narran St	Memorial Hall	East side	Lid to water main does not sit properly
33	Narran St	Near hotel	West side	Uneven surface
34-36	Wellington Street	Wellington Street	CBD	Uneven surface



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**Baradine PAMP Issues (Cont.)**

Table 8 Cont.

<b>ID</b>	<b>Location</b>	<b>Street/feature</b>	<b>Location/feature</b>	<b>Issue</b>
37	Wellington St	Wellington Street	CBD	Uneven surface
38	Wellington St	Wellington Street	CBD	Uneven surface
39	Darling Street	West side	Near Post office	Uneven surface



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**3.5.2 Binnaway PAMP Issues**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
1	Yarran Street	Lane rear of Myers Motors	East of Yarran across driveway	Broken and uneven. Repaired
2	Yarran Street	David Street	Front of school gate.	25mm lip from road to ramp
3	Renshaw Street	In front of Pool	End of path	25mm lip on ramp. Path ends at driveway.
4	Renshaw Street	Len Guy park	Path to toilets	Not connected to footpath
5	Renshaw Street	Len Guy park	Path to Fraters or Andy's Lane	Limited mobility access
6	Renshaw Street	North side	CBD	Uneven surface
7	Renshaw Street	South side	CBD	Parked vehicles block mobility access
8	Warrumbungle Way	Near Royal Hotel	Near end of wide path	Uneven surface
9	Warrumbungle Way	David Street	North east corner	Deep gutter and uneven road surface off ramp.
10	River path	Renshaw St to Ulinda St	Length of path	Path breaking up
11	Warrumbungle Way	Just north of Renshaw Street on west side	Behind bus shelter	Heavy wire mesh fence has fallen across limited walking area behind shelter. Injury hazard.





**3.5.3 Coolah PAMP Issues**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
1	Hospital Street	North of Martin St	East side	Path ends at grass, limited mobility access
2	Martin Street	Hospital Street	North east corner	Path ends at kerb, limited mobility access
3	Martin Street	Hospital Street	North west corner	Path ends at kerb limited mobility access
4	Martin Street	Scully Street	North west corner	25mm lip from gutter to ramp
5	Martin Street	Scully Street	North east corner	25mm lip from road to path broken and uneven roadway
6	Martin Street	Scully Street	South west corner	Limited mobility access and broken kerb
7	Martin Street	Scully Street	South east corner	Limited mobility access
8	Booyamurra St	Cole Street	North east corner	30mm lip from ramp to road
9	Booyamurra St	Cole Street	North west corner	30mm lip from road to ramp uneven road surface
10	Booyamurra St	Oban Street	South easy corner	Limited mobility access
11	Oban Street	Opposite King St	East side of street	Path ends no mobility access
12	Binnia Street	Botheroo Street	North corner	Path ends at a sign no mobility aid access



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**Coolah PAMP Issues (Cont.)**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
13	Binnia Street	North of Botheroo Street	Near driveway	Broken path
14	Binnia Street	North of Queensborough St	At driveway	Broken driveway cement block on path
15	Binnia Street	North of Queensborough St	At driveway	Broken driveway, sunken path sharp edge at join in path
16	Binnia Street	North of Queensborough St	South of Charles Street	Broken and uneven footpath
17	Binnia Street	North of Queensborough St	South of Charles Street	Broken and uneven footpath
18	Binnia St	Front of Primary School	South of cycleway	Broken footpath
19	Goddard St	Opposite Aged Complex	North side view to east	Not required.
20	Goddard St	Cole Street	South west corner	Steep V off ramp to uneven roadway, limited mobility aid access
21	Goddard St	Cole Street	South east corner	Broken and uneven roadway off ramp, limited mobility aid access
22	Goddard St	Central Lane	South west corner	Path with steep ramp drop-off onto uneven roadway
23	Goddard St	Central Lane	South east corner	Broken ramp and roadway, limited mobility aid access
24	Goddard St	East of Central Lane	South side west of Binnia St	Path covered by shrubs and rockery built to path edge



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**Coolah PAMP Issues (Cont.)**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
25	Binnia Street	Goddard Street	North corner	Broken kerb near mobility ramp uneven off ramp to road
26	Church Street	King Street	North side	Uneven surface NE side
27	Church Street	King Street	North side	Uneven surface NW side
28	Binnia Street	Booyamurra Street	South side	Limited mobility access west end of Binnia St
29	Binnia Street	North side	Activity Centre	Limited mobility access to south side of main St.
30	Binnia Street	South side	Community Centre	Limited mobility access to north side of main St.
31	Binnia Street	North side	Aged activity centre	Limited mobility access and uneven path surface
32	Booyamurra St	Cole Street	Activity Centre	Limited mobility access to rear or side of building, Limited parking in Binnia Street
33	Cole Street	Rear Entrance	Activity Centre	Limited mobility access to path or road
34	Binnia Street	Path access	Between both sides	Limited mobility access between north side to and from south side.
35	Martin Street	Near Binnia Street	Path at side entrance to hotel	Uneven surface
36	Martin Street	West Side	Side of hotel	Uneven road surface off kerb



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**Coolah PAMP Issues (Cont.)**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
37	Goddard Street	Cole Street	South side	Uneven surface to road
38	Goddard Street	Cole Street	North side	Slippery surface on road
39	Hospital Street	Wentworth Ave	Intersection	Access with least elevation to facilitate mobility access to Coolah hospital and hostel
40	Martin Street	East side	Entire length	Various uneven surfaces, and slippery surfaces
41	Martin Street	East side	Most intersections	25mm edge to ramps
42	Martin Street	East side	New access ramps	30mm edge to ramps
43	Martin Street	Central Lane	North side	Limited mobility access
44	Binnia Street	Gilmore Street	Refuge	Limited mobility access
45	Binnia Street	Entry to Bowen Oval	Entrance to oval, school, bowls, golf and tennis club	Limited mobility access
46	Binnia Street	Entry to Bowen Oval	Entrance to oval,	Limited mobility access



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**3.5.4 Coonabarabran PAMP Issues**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
1	Dalgarno Street	Horsley Street	North west ramp	25mm edge, steep, rough and bush covers path
2	Dalgarno Street	West of Horsley Street	North side	Broken path at driveway, limited mobility access.
3	Dalgarno Street	West of Horsley Street	North side	Broken path at driveway, limited mobility access.
4	Dalgarno Street	Cowper Street	North east mobility ramp	25mm edge gutter to ramp, steep to angled pathway.
5	Dalgarno Street	West of Cowper St	North side	25mm edge vertical misalignment each side at driveway
6	Dalgarno Street	West of Cowper Street	North side	Vertical misalignment and broken path
7	Dalgarno Street	East of Charles Street	North side	Steep drop off at driveway
8	Dalgarno Street	East of Charles St	North side	Broken path and vertical misalignment
9	Dalgarno Street	East of Charles St	North side	Broken path and vertical misalignment
10	Charles Street	West side	Short path	Steep drop off, 25mm edge
11	Dalgarno Street	SW of Cowper St	South side	Good mobility ramp but has 25mm edge
12	Dalgarno Street	East of Charles	South side	Broken path and uneven vertical alignment



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**Coonabarabran PAMP Issues (Cont.)**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
13	Cassilis Street	Charles to Cowper Street	North side	Too narrow, impedes mobility access, main aged route
14	Cassilis Street	Charles to Cowper Street	South side	Too narrow, impedes mobility access, main aged route
15	John Street	South of King St	At motel driveway	Steep alignment on path at driveway
16	John Street	Edwards Street	North west side	Two terminating paths limited mobility access, busy area
17	Robertson Street	Cassilis Street	North west side	Terminating path no mobility access
18	Robertson Street	West of Timor Street	West side	Uneven path alignment, limited mobility access to east side
19	Robertson Street	Dalgarno Street	South west side	Good mobility ramp but 20mm lip and uneven at road
20	Dalgarno Street	Namoi St	South west side	Limited mobility access
21	Namoi Street	South of Dalgarno Street	East side	Grass access to ramp, difficult mobility aid access
22	Namoi Street	Timor Street	North east side	Path ends with steep grass ramp drop-off
23	Namoi Street	South of Timor Street	East side	Path ends sharp step down to grass
24	Cassilis Street	West of Charles St	South side	Narrow path broken at driveway to church



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**Coonabarabran PAMP Issues (Cont.)**

ID	Location	Street/feature	Location/feature	Issue
25	George Street	West of Allambie Court end of path	North side of George Street	Path ends 40mm drop to grass
26	Newell Hwy	South of Edwards Street	West side	Steep access ramp with 25mm edge to road
27	Newell Hwy	South of Edwards Street	East side	Steep access ramp with 25mm edge to road
28	Essex Street	John Street	South east side	Steep off misaligned ramp 25mm edge to road
29	Essex Street	East of John Street	South side	Narrow path steps down to uneven driveway
30	Essex Street	East of John Street	North side	Narrow path at driveway limited mobility aid access
31	Essex Street	East of Newell Hwy	North side	Narrow path, limited mobility aid turning space
32	Chappell Ave	Gordon Street	North west side	Path ends no mobility aid access
33	Chappell Ave	Clarke Street	Access to Clarke St	Gravel and grass access to Clarke St, down to Newell Hwy
34	Chappell Ave	Caravan park entry	South of entry	Path too narrow
35	Chappell Ave	Caravan park entry	South of entry	Path too narrow and uneven access
36	Chappell Ave	Access to Tennis Courts	Northern end	Path too narrow with uneven access



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**Coonabarabran PAMP Issues (Cont.)**

ID	Location	Street/feature	Location/feature	Issue
37	Chappell Ave	Access to Tennis Courts	Southern end	Uneven access to narrow path
38	Robertson Street	Northern end of street	Start bicycle lane	Uneven join road to path
39	Timor Street	West of Charles Street	South side	Trees have grown through path blocking pathway limited mobility access
40	Timor Street	West of Charles Street	South side	Path surface has deteriorated, unsafe surface
41	Charles Street	Timor Street	South west corner	Path ends/starts limited mobility access
42	Charles Street	NW of Timor Street	North west corner	Path ends/starts limited mobility access, 25mm driveway edge
43	Charles Street	South of Harpers Lane	Foot bridge across gully	Charles Street ramp edge exceeds 25mm
44	Allambie Access Lane	Pedestrian access bridge	West end	Loose surface, limited mobility access
45	Cassilis Street	North Side near Council	Front of hardware store	Limited mobility access past front of store
46	Cassilis Street	North side west of hardware	Driveway at number 41	Uneven services cover
47	Harper Street	Walkway to John Street	Service covers	Uneven surface limited mobility access
48	Cassilis Street	Robertson Street	North West corner	Nil mobility access ramp



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**Coonabarabran PAMP Issues (Cont.)**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
49	Newell Hwy	North Street	Shared pathway	Limited mobility access to shared pathway on south side of highway
50	Newell Hwy	North Street	North Side	Limited mobility access
51	Gordon Street	North of Shop	West side path	Steep grade, erosion and uneven surface, limited mobility access
52	King Street	Robertson Street	Gully crossing near rear of bowling club	Uneven, overgrown, limited mobility access, well used path.
53	King Street	Gully crossing	Behind bowling club	Uneven and overgrown surface
54	Dalgarno Street	East of Bank	North side	Limited mobility access
55	Dalgarno Street	East of vacant land	North side	Limited mobility access



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**3.5.5 Dunedoo PAMP Issues**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
1	Bolaro Street	Bandulla Street	West side	30mm edge from road to ramp
2	Bolaro Street	Bandulla Street	East side	30mm edge from road to ramp and uneven
3	Bolaro Street	Merrygoen Street	West side	20mm edge and steep up ramp
4	Bolaro Street	Merrygoen Street	East side	Uneven surface of different materials
5	Merrygoen St	South of Bolaro St	East side	Broken and uneven footpath
6	Merrygoen St	North of laneway	East side	Uneven surface
7	Merrygoen St	Digilah Street	North east corner	25mm edge and steep ramp and uneven surface
8	Merrygoen St	Digilah Street	East side intersection centre	Flat level footpath does not continue across divided Digilah St
9	Merrygoen St	Digilah Street	South east corner	25mm edge from road to ramp uneven surface
10	Merrygoen St	Laneway south of Digilah St	East side	No footpath across laneway, limited mobility access
11	Merrygoen St	Digilah Street	South west corner	25mm edge to ramp
12	Merrygoen St	Digilah Street	North west corner	Steep decline via rounded kerb and broken earth path



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**Dunedoo PAMP Issues (Cont.)**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
13	Merrygoen St	Cobborah Street	North east corner	Two ramps both uneven to roadway and one broken surface
14	Merrygoen St	Cobborah Street	East side	No footpath across divided Cobborah St
15	Merrygoen St	Cobborah Street	South east side	Narrow ramp and uneven roadway surface
16	Merrygoen St	Lane South of Cobborah St	East side	Footpath covered with gravel
17	Merrygoen St	Tucklan Street	North east corner	Path covered by shrubs
18	Tucklan Street	East of Merrygoen Street	North side	Path covered by shrubs
19	Tallawang St	North of Tucklan Street	West side	Path covered by shrubs and path slopes away across driveway
20	Tallawang St	Cobborah Street	South west corner	Uneven & overgrown surface of different ramp material
21	Tallawang St	Cobborah Street	North east side	Broken and uneven roadway off ramp
22	Cobborah St	East of Merrygoen Street	North side	Path with steep drop-off covered by shrub
23	Tallawang St	North of Cobborah Street	South of laneway west side	Path slopes away across driveway
24	Tallawang St	North of Cobborah Street	South of laneway west side	Path covered by shrubs



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**Dunedoo PAMP Issues (Cont.)**

Table 8 Cont.

ID	Location	Street/feature	Location/feature	Issue
25	Tallawang Street	West side	South of Digilah	Path covered by overhanging shrub
26	Tallawang Street	Digilah Street	West side	No footpath across wide street and grass nature strip
27	Tallawang Street	Lane south of Bolaro Street	West side	No ramps, no path across uneven roadway
28	Tallawang Street	Lane south of Bolaro Street	East side	Path stops before lane uneven surface of different materials
29	Wallaroo Street	North of Digilah Street	East side	Obstructions on small section of footpath
30	Wallaroo Street	North of Digilah Street	East side	Low branches of young trees growing on path obstructing
31	Digilah Street	East of Wallaroo Street	North side	Path obstructed by young trees
32	Bolaro Street	Wallaroo Street	South east side	30mm lip to ramp, path obstructed by shrubs
33	Bolaro Street	Wallaroo Street	South west side	30mm lip from road to narrow ramp
34	Bolaro Street	East of Merrygoen Street	Driveway exit side	Uneven, broken & mixed material main business centre path



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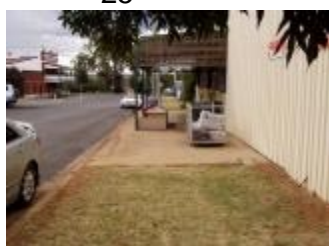
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**3.5.6 Mendooran PAMP Issues**

Table 8 Cont.

ID	First street	Cross street/feature	Location/feature	Issue
1	Brambil Street	Cobra Street	South side	Nil ramp (now installed)
2	Brambil Street	Cobra Street	North side	Nil ramp (now installed)
3	Bandulla Street	Pampoo Street	West side	Steep ramp, 25mm edge, sharp gutter, uneven road surface
4	Bandulla Street	Pampoo Street	East side	Steep ramp, 25mm edge, sharp gutter, uneven road surface
5	Bandulla Street	CBD	North side	Uneven surface
6	Bandulla Street	CBD	North side	Uneven surface
7	Bandulla Street	CBD	North side	Uneven surface
8	Bandulla Street	CBD	North side	Uneven surface
9	Bandulla Street	Brambil Street	North side	Nil ramp
10	Bandulla Street	CBD	North side	25mm edge to ramp, uneven surface
11	Bandulla Street	CBD	South side	Steep ramp, 25mm edge, uneven surface.
12	Bandulla Street	CBD	South side to rest area	Check width of access ramp for mobility access



**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Baradine	1	Queen St	North side	Entrance to Central School	25mm edge from road to ramp	3000	Minor	E	Very Low		
Baradine	2	Narran St	East side	Front of central school	25mm edge from road to ramp	5000	Minor	E	Very Low		
Baradine	3	Narran St	East side	North of front of school	25mm edge from road to ramp, uneven surface	6000	Minor	E	Very Low		
Baradine	4	Narran St	East side	Entrance to Town Hall	Uneven road surface 20mm edge to driveway	6000	Minor	E	Very Low		
Baradine	5	Narran St	Lachlan Street	East side front of pool	25mm edge to ramp, uneven gutter to road edge	6000	Minor	E	Very Low		
Baradine	6	Narran St	Lachlan Street	South west corner	Limited mobility access	3000	Medium	D	High		
Baradine	7	Narran St	West side	Back lane & near rear of pub	Limited mobility access	4000	Major	C	High		
Baradine	8	Narran St	Wellington Street	North west corner	Limited mobility access	6000	Major	C	High		
Baradine	9	Wellington St	South side	South driveway to Farrell's	25mm edge to ramp, uneven road surface	7000	Medium	D	High		
Baradine	10	Narran St	Wellington Street	South west corner	25mm lip to ramp uneven road surface	5000	Minor	E	low		
Baradine	11	Narran St	East side	North of school	Uneven footpath surface	1000	Minor	E	Very Low		
Baradine	12	Narran St	Queen Street	North east corner	Limited mobility access	3000	Minor	E	Very Low		
Baradine	13	Narran St	Queen Street	North west corner	Limited mobility access	2000	Medium	D	High		
Baradine	14	Narran St	Queen Street	South west corner	Limited mobility access	2000	Medium	D	High		
Baradine	15	Narran St	Masman Street	West side	Uneven surface	6000	Minor	D	Very Low		
Baradine	16	Narran St	Walker Street	North west corner	Limited mobility access	2000	Minor	E	Very Low		
Baradine	17	Wellington St	South side	Near chemist	25mm edge to ramp	5000	Major	C	High		
Baradine	18	Wellington St	North side	Near newsagent	25mm edge to ramp, parking allowed across ramp	3000	Major	C	High		
Baradine	19	Wellington St	North side	West end of footpath	30mm lip to ramp uneven surface no mobility access	4000	Medium	D	Moderate		
Baradine	20	Wellington St	Darling Street	North west corner	Uneven road surface 30mm lip to ramp	3000	Medium	D	Moderate		

3.6 Summarised Risk Assessment Results – Table 9

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Baradine	21	Wellington St	Darling Street	North east side	Broken and uneven roadway off non-complying ramp	1000	Medium	D	Moderate		
Baradine	22	Darling St	Lane behind park	East side	Uneven surface, limited mobility access	10000	Minor	E	Very Low		
Baradine	23	Darling St	Entrance to Catholic school	West side	Limited mobility access	4000	Minor	E	Very Low		
Baradine	24	Darling St	Lachlan Street	South west corner	25mm edge to ramp	3000	Minor	E	Very Low		
Baradine	25	Darling St	Lachlan Street	North west side	30mm lip up to ramp	3000	Minor	E	Very Low		
Baradine	26	Darling St	Lachlan Street	South east side	Uneven and broken surface to ramp	2000	Minor	E	Very Low		
Baradine	27	Darling St	Lachlan Street	North east side	Good ramp uneven road surface	3000	Minor	E	Very Low		
Baradine	28	Wellington St	Narran Street	South west side	Limited mobility access.	4000	Medium	D	High		
Baradine	29	Narran St	Crossing from school	West side	Limited mobility access	4000	Medium	D	High		
Baradine	30	Narran St	Memorial Hall	East side	Uneven and broken surface	5000	Minor	D	low		
Baradine	31	Narran St	Memorial Hall	North of school	Further path damage, see #11	1000	Medium	D	High		
Baradine	32	Narran St	Memorial Hall	East side	Lid to water main does not sit properly	500	Medium	C	High		
Baradine	33	Narran St	Near hotel	West side	Uneven surface	8000	Medium	D	High	Ref; 6	
Baradine	34	Wellington Street	Wellington Street		Uneven surface	1000	Medium	C	High	Identified by council	
Baradine	35	Wellington Street	Wellington Street		Uneven surface	1000	Medium	C	High	Identified by council	
Baradine	36	Wellington Street	Wellington Street		Uneven surface	1000	Medium	C	High	Identified by council	
Baradine	37	Wellington St	Wellington Street		Uneven surface	1000	Minor	D	Low		
Baradine	38	Wellington St	Wellington Street		Uneven surface	1000	Minor	D	Low		



**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Baradine	39	Darling Street	West side	Near Post office	Uneven surface	1000	Medium	D	High		
Binnaway	1	Yarran Street	Lane rear of Myers Motors	East of Yarran across driveway	Broken and uneven. Repaired	10000				Completed	
Binnaway	2	Yarran Street	David Street	front of school gate.	25mm lip from road to ramp	2000	Minor	E	Very Low		
Binnaway	3	Renshaw Street	In front of Pool	End of path	25mm lip on ramp. Path ends at driveway.	2000	Medium	C	High		
Binnaway	4	Renshaw Street	Len Guy park	Path to toilets	Not connected to footpath	25000	Medium	D	High		
Binnaway	5	Renshaw Street	Len Guy Park	Path to Andy's Lane	Limited mobility access	25000	Minor	E	Moderate		
Binnaway	6	Renshaw Street	North side	CBD	Uneven surface	1000	Minor	E	Moderate		
Binnaway	7	Renshaw Street	South side	CBD	Parked vehicles block mobility access	500	Medium	C	High		
Binnaway	8	Warrumbungle Way	Near Royal Hotel	Near end of wide path	Uneven surface	Telstra	Medium	C	High		
Binnaway	9	Warrumbungle Way	David Street	North east corner	Deep gutter and uneven road surface off ramp.	1500	Medium	C	High		
Binnaway	10	River path	Renshaw St to Ulinda St	Length of path	Path breaking up	200	Medium	D	Moderate		
Binnaway	11	Warrumbungle Way	Just north of Renshaw Street	Behind bus shelter	Mesh fence has fallen across limited walking area behind shelter.	300	Major	C	Very High		
Coolah	1	Hospital Street	North of Martin St	East side	Path ends at grass, limited mobility access	5000	Minor	D	Very Low		
Coolah	2	Martin Street	Hospital Street	North east corner	Path ends at kerb limited mobility access	5000	Medium	D	High		
Coolah	3	Martin Street	Hospital Street	North west corner	Path ends at kerb limited mobility access	5000	Medium	D	High		
Coolah	4	Martin Street	Scully Street	North west corner	25mm lip from gutter to ramp	3000	Minor	D	Moderate		
Coolah	5	Martin Street	Scully Street	North east corner	25mm lip from road to path broken and uneven roadway	3000	Minor	D	Moderate		
Coolah	6	Martin Street	Scully Street	South west corner	Limited mobility access and broken kerb	4000				Completed	
Coolah	7	Martin Street	Scully Street	South east corner	Limited mobility access	4000				Completed	

**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Coolah	8	Booyamurra St	Cole Street	North east corner	30mm lip from ramp to road	3000	Minor	D	Moderate		
Coolah	9	Booyamurra St	Cole Street	North west corner	30mm lip from road to ramp uneven road surface	3000	Minor	D	Moderate		
Coolah	10	Booyamurra St	Oban Street	South easy corner	Limited mobility access	2000	Minor	D	Moderate		
Coolah	11	Oban Street	Opposite King St	East side of street	Path ends, limited mobility access	2000	Minor	D	Moderate		
Coolah	12	Binnia Street	Botheroo Street	North corner	Path ends at a sign limited mobility access	5000	Medium	C	Moderate		
Coolah	13	Binnia Street	North of Botheroo Street	Near driveway	Broken path	2000	Medium	C	Moderate		
Coolah	14	Binnia Street	North of Queensborough St	At driveway	Broken driveway cement block on path	2000	Major	C	High		
Coolah	15	Binnia Street	North of Queensborough St	At driveway	Broken driveway, sunken path sharp edge at join in path	2000	Major	C	High		
Coolah	16	Binnia Street	North of Queensborough St	South of Charles Street	Broken and uneven footpath	2000	Major	C	High		
Coolah	17	Binnia Street	North of Queensborough St	South of Charles Street	Broken and uneven footpath	4000	Medium	D	Moderate		
Coolah	18	Binnia Street	Front of Primary School	South of cycleway	Broken footpath	5000	Medium	D	Moderate		
Coolah	19	Goddard Street	Opposite Aged Complex	North side view to east	Not required	0				Path on eastern side corrected	
Coolah	20	Goddard Street	Cole Street	South west corner	Steep V off ramp to uneven roadway, limited mobility access	5000	Minor	D	Moderate		
Coolah	21	Goddard Street	Cole Street	South east corner	Broken and uneven roadway off ramp, limited mobility access	5000				Completed refer 37	
Coolah	22	Goddard Street	Central Lane	South west corner	Path with steep ramp drop-off onto uneven roadway	5000	Minor	D	Moderate		
Coolah	23	Goddard Street	Central Lane	South east corner	Broken ramp and roadway, limited mobility access	4000	Minor	D	Moderate		

**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Coolah	24	Goddard Street	East of Central Lane	South side west of Binnia St	Path covered by shrubs and rockery built to path edge	1000	Medium	C	low		
Coolah	25	Binnia Street	Goddard Street	North corner	Broken kerb near mobility ramp uneven off ramp to road	5000	Major	C	High		
Coolah	26	Church St	King Street	North side	Walk and mobility hazard on NE side	TBA	Major	B	High		
Coolah	27	Church St	King Street	North side	Trip hazards both sides at school	TBA	Major	B	High		
Coolah	28	Binnia Street	Booyamurra Street	South side	Limited mobility access to west of Binnia	TBA	Medium	D	High		
Coolah	29	Binnia Street	North side	Activity Centre	Limited mobility access to south side of main street	TBA	Medium	D	High		
Coolah	30	Binnia Street	South side	Community Centre	Limited mobility access to north side of main street	TBA	Medium	D	High		
Coolah	31	Binnia Street	North side	Activity Centre	Limited mobility ramps and uneven path surface	TBA	Medium	D	High		
Coolah	32	Booyamurra St	Cole Street	Activity Centre	Limited mobility access to rear or side of building	TBA	Medium	D	High		
Coolah	33	Cole Street	Rear Entrance	Activity Centre	Limited mobility access to path or road	TBA	Medium	D	High		
Coolah	34	Binnia Street	Path access	Access to both sides	Limited mobility access from one side to other.	TBA	Medium	D	High		
Coolah	35	Martin Street	Near Binnia Street	Path at side entrance to hotel	Uneven surface	5000	Major	C	High		
Coolah	36	Martin St	West Side	Side of hotel	Trip hazard off footpath	10000	Minor	D	Moderate	Ref; 21	
Coolah	37	Goddard St	Cole Street	South side	Uneven surface to road	1000	Minor	D	Moderate		
Coolah	38	Goddard St	Cole Street	North side	Slippery surface on road	1000	Minor	D	Low		
Coolah	39	Hospital Street	Wentworth Ave	Intersection	Access to hospital with least elevation to facilitate mobility access	TBA	Minor	D	Low		
Coolah	40	Martin Street	East side	Entire length	Various uneven surfaces, trip hazards and slippery surfaces	50000	Minor	D	Low		
Coolah	41	Martin St	East side	Most intersections	25mm edge to access ramps	50000	Minor	D	Low		
Coolah	42	Martin St	East side	New access ramps	25mm edge to access ramps	3000	Medium	D	Low		
Coolah	43	Martin St	Central Lane	North side	Limited access for mobility devices	TBA	Medium	D	Low		
Coolah	44	Binnia Street	Gilmore Street	Refuge	Limited mobility access	4000	Medium	C	High		

**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Coolah	45	Binnia Street	Entry to Bowen Oval	Entrance to oval	Limited mobility access	TBA	Medium	D	Low		
Coolah	46	Binnia Street	Entry to Bowen Oval	Entrance to oval,	Limited mobility access	TBA	Medium	D	Low		
Coonabarabran	1	Dalgarno Street	Horsley Street	North west ramp	25mm edge, steep, rough and bush covers path	1500	Minor	E	Low		
Coonabarabran	2	Dalgarno Street	West of Horsley Street	North side	Broken path at driveway, limited mobility aid access	3000	Minor	E	Low		
Coonabarabran	3	Dalgarno Street	West of Horsley Street	North side	Broken path at driveway, limited mobility aid access	4000	Minor	E	Low		
Coonabarabran	4	Dalgarno Street	Cowper Street	North east mobility ramp	25mm lip from gutter to ramp, steep to angled pathway	3000	Minor	E	Low		
Coonabarabran	5	Dalgarno Street	West of Cowper Street	North side	25mm edge vertical misalignment each side at driveway	1000	Minor	E	Low		
Coonabarabran	6	Dalgarno Street	West of Cowper Street	North side	Vertical misalignment and broken path	1000	Minor	D	Low		
Coonabarabran	7	Dalgarno Street	East of Charles Street	North side	Steep drop off at driveway	500	Minor	D	Low		
Coonabarabran	8	Dalgarno Street	East of Charles St	North side	Broken path and vertical misalignment	1500	Minor	D	Low		
Coonabarabran	9	Dalgarno Street	East of Charles St	North side	Broken path and vertical misalignment	2000	Minor	D	Low		
Coonabarabran	10	Charles St	West side	Short path	Steep drop off, 25mm lip on driveway	2000	Minor	E	low		
Coonabarabran	11	Dalgarno Street	SW of Cowper St	South side	Good mobility ramp but has 25mm edge	1500	Minor	D	Moderate		
Coonabarabran	12	Dalgarno Street	East of Charles	South side	Broken path and uneven vertical alignment	2000	Minor	D	Moderate		
Coonabarabran	13	Cassilis Street	Charles to Cowper Street	North side	Narrow, impedes mobility aids, main aged route	TBA	Minor	D	Moderate		
Coonabarabran	14	Cassilis Street	Charles to Cowper Street	South side	Narrow, impedes mobility aids, main aged route	TBA	Minor	D	Moderate		

**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Coonabarabran	15	John Street	South of King St	At motel driveway	Steep alignment from path to driveway	5000	Medium	C	High		
Coonabarabran	16	John Street	NW of Edwards St	West side	Two terminating paths limited mobility access, busy area	15000	Medium	C	Moderate		
Coonabarabran	17	Robertson Street	Cassilis Street	North west side	Terminating path limited mobility access	2500	Medium	D	Moderate		
Coonabarabran	18	Robertson Street	West of Timor Street	North side	Uneven path alignment and limited mobility access to east side	7000	Medium	D	Moderate		
Coonabarabran	19	Robertson Street	SW of Dalgarno Street	West side	Good mobility ramp but 20mm lip and uneven at road	8000	Medium	D	Moderate		
Coonabarabran	20	Dalgarno Street	SW of Namoi St	South side	Limited mobility aid access	3000	Minor	D	Low		
Coonabarabran	21	Namoi Street	South of Dalgarno Street	East side	Grass access to ramp, limited mobility aid access	1000	Minor	D	Low		
Coonabarabran	22	Namoi Street	NE of Timor Street	East side	Path ends with steep grass ramp drop-off	1500	Minor	D	Low		
Coonabarabran	23	Namoi Street	South of Timor Street	East side	Path ends sharp step down to grass	TBA	Minor	D	Low		
Coonabarabran	24	Cassilis Street	West of Charles St	South side	Narrow path broken at driveway to church	2000	Medium	C	Moderate		
Coonabarabran	25	George Street	West of Allambie Court	North side of George Street	Path ends 40mm drop to grass	500	Minor	D	Moderate		
Coonabarabran	26	John Street	South of Edwards Street	West side	Steep access ramp with 25mm lip to road	2000	Major	C	High		
Coonabarabran	27	John Street	South of Edwards Street	East side	Steep access ramp with 25mm lip to road	2000	Major	C	High		
Coonabarabran	28	Essex Street	SE of John Street	South side	Steep off misaligned ramp 25mm edge to road	3000	Major	C	High		
Coonabarabran	29	Essex Street	East of John Street	South side	Narrow path steps down to uneven driveway	3000	Minor	D	Low		
Coonabarabran	30	Essex Street	East of John Street	North side	Narrow path at driveway limited mobility access	3000	Minor	D	Low		
Coonabarabran	31	Essex Street	East of John St	North side	Narrow area, limited mobility aid turning space	4000	Minor	D	Low		

**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Coonabarabran	32	Chappell Ave	SW of Gordon St	North side	Path ends limited mobility access	3000	Medium	C	High		
Coonabarabran	33	Chappell Ave	Clarke St	Access to Clarke St	Gravel and grass access to Clarke St, down to Newell	5000	Major	B	High		
Coonabarabran	34	Chappell Ave	Caravan park entry	South of entry	Narrow path	8000	Medium	C	Moderate		
Coonabarabran	35	Chappell Ave	Caravan park entry	South of entry	Path narrow and uneven access	6000	Medium	C	Moderate		
Coonabarabran	36	Chappell Ave	Access to Tennis Courts	Northern end	Path narrow with uneven access	4000	Medium	C	Moderate		
Coonabarabran	37	Chappell Ave	Access to Tennis Courts	Southern end	Uneven access to narrow path	3000	Medium	C	Moderate		
Coonabarabran	38	Robertson Street	Northern end of road	Start bicycle lane	Uneven join road to path	1000	Minor	E	Very Low		
Coonabarabran	39	Timor Street	West of Charles Street	South side	Trees have grown through path blocking pathway.	6000	Minor	E	Low		
Coonabarabran	40	Timor Street	West of Charles Street	South side	Path surface has deteriorated, uneven surface	10000	Minor	E	Low		
Coonabarabran	41	Charles Street	Timor Street	West side of Charles Street	Path ends/starts limited mobility aid access	4000	Minor	D	Low		
Coonabarabran	42	Charles Street	NW of Timor Street	West side of Charles Street	Limited mobility access, 25mm driveway lip	5000	Major	C	High		
Coonabarabran	43	Charles Street	South of Harpers Lane	Foot bridge across gully	Charles Street layback edge exceeds 25mm	3000	Minor	D	Low		
Coonabarabran	44	Allambie Access Lane	Pedestrian access bridge	West end	Loose surface, limited mobility access	1500	Minor	D	Low		
Coonabarabran	45	Cassilis Street	North Side near Council	Front of hardware store	Limited mobility access past front of store	TBA	Minor	D	Low		
Coonabarabran	46	Cassilis Street	North side west of hardware	Driveway to number 41	Uneven services cover	Telstra	Minor	D	Low		
Coonabarabran	47	Harper Street	Walkway to John Street	Service covers	Uneven surface limited mobility access	TBA	Minor	D	Low		



**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Coonabarabran	48	Cassilis St	Robertson St	North West corner	Limited mobility access at ramp	2000	Medium	D	Moderate		
Coonabarabran	49	Newell	North Street	Shared pathway	Limited mobility access to shared pathway	TBA	Minor	D	Low		
Coonabarabran	50	Newell	North Street	North Side	Limited mobility access	TBA	Minor	D	Low		
Coonabarabran	51	Gordon Street	North of Shop	West side path	Steep grade, erosion and uneven surface	1000	Minor	D	Moderate		
Coonabarabran	52	King Street	Robertson Street	Gully crossing near Bowling Club	Unsafe, uneven, overgrown, limited mobility access, well used path.	15000	Minor	D	Moderate		
Coonabarabran	53	King Street	Gully crossing	Behind bowling club	Uneven road surface	2000	Minor	D	Moderate		
Coonabarabran	54	Dalgarno St	East of Bank	North side	Uneven surface	20,000	Medium	C	Moderate		
Coonabarabran	55	Dalgarno Street	East of vacant land	North side	Uneven surface	20,000	Medium	C	Moderate		
Dunedoo	1	Bolaro St	Bandulla St	West side	30mm lip from road to ramp	2000	Minor	D	Moderate		
Dunedoo	2	Bolaro St	Bandulla St	East side	30mm lip from road to ramp and uneven	2000	Minor	D	Moderate		
Dunedoo	3	Bolaro St	Merrygoen St	West side	20mm lip and steep up ramp	3000	Medium	C	High		
Dunedoo	4	Bolaro Street	Merrygoen Street	East side	Uneven surface of different material	5000	Medium	D	Moderate		
Dunedoo	5	Merrygoen Street	South of Bolaro St	East side	Broken and uneven footpath	5000	Medium	D	Low		
Dunedoo	6	Merrygoen Street	North of laneway	East side	Uneven surface	5000	Medium	D	Low		
Dunedoo	7	Merrygoen Street	Digilah Street	North east corner	25mm lip and steep ramp and uneven surface	4000	Minor	D	Moderate		
Dunedoo	8	Merrygoen Street	Digilah Street	East side intersection centre	Footpath does not continue across divided Digilah St	TBA	Minor	D	Moderate		
Dunedoo	9	Merrygoen St	Digilah St	South east corner	25mm lip from road to ramp uneven surface	3000	Minor	D	Moderate		
Dunedoo	10	Merrygoen Street	Laneway south of Digilah St	East side	No footpath across laneway	3000	Minor	D	Moderate		
Dunedoo	11	Merrygoen Street	Digilah Street	South west corner	25mm lip from roadway to ramp	2000	Minor	D	Moderate		
Dunedoo	12	Merrygoen Street	Digilah Street	North west corner	Steep decline via rounded kerb and broken earth path	4000	Medium	D	Moderate		
Dunedoo	13	Merrygoen Street	Cobborah Street	North east corner	Two ramps uneven to roadway and one broken surface	3000	Minor	D	Low		

**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Dunedoo	14	Merrygoen St	Cobborah Street	East side	No footpath across divided Cobborah St	9000	Minor	D	Low		
Dunedoo	15	Merrygoen Street	Cobborah Street	South east side	Narrow ramp and uneven roadway surface	4000	Minor	D	Low		
Dunedoo	16	Merrygoen Street	Lane South of Cobborah St	East side	Footpath covered with gravel	1000	Minor	D	Low		
Dunedoo	17	Merrygoen Street	Tucklan Street	North east corner	Path covered by shrubs	500	Medium	D	Moderate		
Dunedoo	18	Tucklan Street	East of Merrygoen St	North side	Path covered by shrubs	500	Minor	D	Low		
Dunedoo	19	Tallawang Street	North of Tucklan Street	West side	Shrubs obstruct path, slopes away across driveway	500	Minor	D	Low		
Dunedoo	20	Tallawang Street	Cobborah Street	South west corner	Uneven & overgrown surface of different ramp material	2000	Minor	D	Moderate		
Dunedoo	21	Tallawang Street	Cobborah Street	North east side	Broken and uneven roadway off ramp	500	Minor	D	Low		
Dunedoo	22	Cobborah Street	East of Merrygoen Street	North side	Path with steep drop-off covered by shrub	1000	Medium	D	Low		
Dunedoo	23	Tallawang Street	North of Cobborah Street	South of laneway west side	Path slopes away across driveway	2000	Medium	D	Low		
Dunedoo	24	Tallawang Street	North of Cobborah St	South of laneway west side	Path obstructed by shrubs	500	Medium	D	Low		
Dunedoo	25	Tallawang St	West side	South of Digilah	Path obstructed by overhanging shrub	500	Medium	D	low		
Dunedoo	26	Tallawang Street	Digilah Street	West side	No footpath across wide street and grass nature strip	3000	Medium	D	low		
Dunedoo	27	Tallawang Street	Lane south of Bolaro Street	West side	No ramps, no path across uneven roadway	4000	Medium	D	low		
Dunedoo	28	Tallawang Street	Lane south of Bolaro Street	East side	Path stops before lane uneven surface of different materials	4000	Medium	D	low		
Dunedoo	29	Walloo Street	North of Digilah Street	East side	Obstructions on small section of footpath	200	Minor	D	low		

**3.6 Summarised Risk Assessment Results – Table 9**

Town	ID No	Location	Street/feature	Location/feature	Issue	Cost \$	Rating	Impact	Probability	Comments	Completed
Dunedoo	30	Wallaroo Street	North of Digilah St	East side	Low branches of young trees obstruct path	500	Minor	E	low		
Dunedoo	31	Digilah Street	East of Wallaroo St	North side	Path obstructed by young trees	500	Minor	E	low		
Dunedoo	32	Bolaro St	Wallaroo St	South east side	30mm lip to ramp, path obstructed by shrubs	3000	Major	C	High		
Dunedoo	33	Bolaro St	Wallaroo St	South west side	30mm lip from road to narrow ramp	3000	Major	C	High		
Dunedoo	34	Bolaro Street	East of Merrygoen St	Driveway exit side	Uneven, broken & mixed material main business centre path	4000				Completed	
Mendooran	1	Brambil Street	Cobra Street	South side	Nil ramp (now installed)	Completed				Completed	
Mendooran	2	Brambil Street	Cobra Street	North side	Nil ramp (now installed)	Completed				Completed	
Mendooran	3	Bandulla Street	Pampoo Street	West side	25mm edge, steep, uneven gutter & road surface	3000	Major	C	High		
Mendooran	4	Bandulla Street	Pampoo Street	East side	25mm edge, steep, uneven gutter & road surface	3000	Major	C	High		
Mendooran	5	Bandulla St	CBD	North side	Uneven surface	1000	Minor	D	Low		
Mendooran	6	Bandulla St	CBD	North side	Uneven surface	1000	Minor	D	Low		
Mendooran	7	Bandulla St	CBD	North side	Uneven surface	2000	Minor	D	Low		
Mendooran	8	Bandulla St	CBD	North side	Uneven surface	1000	Minor	D	Low		
Mendooran	9	Bandulla Street	Brambil Street	North side	Nil ramp	3000	Major	B	High		
Mendooran	10	Bandulla Street	CBD	North side	25mm edge and uneven surface	3000	Major	B	High		
Mendooran	11	Bandulla	CBD	South side	25mm edge, steep and uneven surface	4000	Major	B	High		
Mendooran	12	Bandulla Street	CBD	South side to rest area	Check width for mobility access	TBA	Minor	E	Low		

**Legend**

<b>Short Term Plan</b>
<b>Medium Term Plan</b>
<b>Long Term Plan</b>

## Section 4 PAMP Maps






### 4.1 Introduction to PAMP Maps

The following section contains the maps of Warrumbungle Shire Council areas which have been developed as part of the PAMP project. The PAMP maps will be reviewed at least every three years to ensure they reflect the current situation.

The maps placed in alphabetical order of town name indicate the detail of existing paths, existing path issues and the priority of future paths recommended by the communities of the six towns.

This section includes maps of the following areas: Baradine, Binnaway, Coolah, Coonabarabran, Dunedoo, and Mendooran. Note: Coonabarabran has two maps, one for path construction priority and one indicating approximate position of issues. The colours for each priority used in maps are detailed below in Table 10.

**Table 10 – PAMP Priority Colours**

<u>Priority</u>	<u>Colour</u>	
Existing paths	Yellow	
Existing shared paths	Orange	
Short Term Priority	Red	
Medium Term Priority	Blue	
Long Term Priority	Green	

**IMPORTANT NOTE:**

These recommendations are not a direction for priority.

Priority will be based on Council's current assessment at the time of determination to construct, will be reliant on funding being available and any other current justifications.

### 4.2 Estimated Implementation Costs of PAMP Works

The estimated cost as at 2014 of each priority is included in Table 11. Estimated costs are based on actual 2014 figures and do not reflect increases in the CPI which will occur during the implementation of the Plan.

**Table 11 - Total PAMP Estimated Costs as at 2014**

<b>Priority:</b>	<b>Total Estimated Cost as at 2014</b>
Existing issues	\$729,700
Short Term Priority	\$517,377
Medium Term Priority	\$713,925
Long Term Priority	\$2,756,350
<b>Total PAMP Estimated Cost as at 2014</b>	<b>\$4,717,352</b>

**IMPORTANT NOTE:** These recommendations are not a direction for final path position. Final side of the road and final position will be based on Council's current assessment at the time of determination to construct, will be reliant on funding being available and any other current justifications to be considered.

**Table 12 - Length of all Paths and cost to construct all future paths**

	Existing	Short Term Priority		Medium Term Priority		Long Term Priority		Total \$ per town	Total path length
		Length	Cost	Length	Cost	Length	Cost		
Baradine	1697	269	\$ 38,721	1175	\$ 169,173	1523	\$ 219,358	\$ 427,252	4,664
Binnaway	1969	197	\$ 28,368	148	\$ 21,312	1051	\$ 151,344	\$ 201,024	3,365
Coolah	4796	1173	\$ 168,912	1051	\$ 151,344	1767	\$ 254,448	\$ 574,704	8,787
Coonabarabran	12322	733	\$ 105,552	668	\$ 96,192	4576	\$ 658,944	\$ 860,688	18,299
Dunedoo	5300	806	\$ 116,064	729	\$ 104,976	2577	\$ 371,088	\$ 592,128	9,412
Mendooran	1808	415	\$ 59,760	1187	\$ 170,928	7647	\$ 1,101,168	\$ 1,331,856	11,057
<b>Totals</b>	<b>27892</b>	<b>3593</b>	<b>\$ 517,377</b>	<b>4958</b>	<b>\$ 713,925</b>	<b>19141</b>	<b>\$ 2,756,350</b>	<b>\$ 3,987,652</b>	<b>55,584</b>

**Table 13 –Estimated cost to maintain identified issues on all current existing paths**

	Existing Paths (Metres)	Existing shared paths (metres)	Date advised	Number of issues	Total \$ to repair	Average cost per issue \$	Population
Baradine	1697		22/10/2014	39	136,500	\$ 3,500	680
Binnaway	1969		22/10/2014	11	67,500	\$ 6,136	400
Coolah	4795	1000	22/10/2014	46	210,000	\$ 4,565	910
Coonabarabran	12316	6000	22/10/2014	55	205,000	\$ 3,727	2500
Dunedoo	5300		22/10/2014	36	89,700	\$ 2,492	850
Mendooran	1808		22/10/2014	12	21,000	\$ 1,750	380
<b>Totals</b>	<b>27884</b>	<b>8000</b>		<b>199</b>	<b>\$729,700</b>	<b>\$ 1,176</b>	<b>5720</b>

To Table 8





Pedestrian and  
 Mobility Plan



BARADINE

Path Legend

- Priority**
- Existing Footpath
  - Short Term Plan
  - Medium Term Plan
  - Long Term Plan
  - Identified Issues



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**May 2016**



**Pedestrian and  
Mobility Plan**



**BINNAWAY**

Path Legend	
Priority	
	Existing Footpath
	Short Term Plan
	Medium Term Plan
	Long Term Plan
	Identified Issues



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 Mobility Plan**



**COOLAH**

**Path Legend**

**Priority**

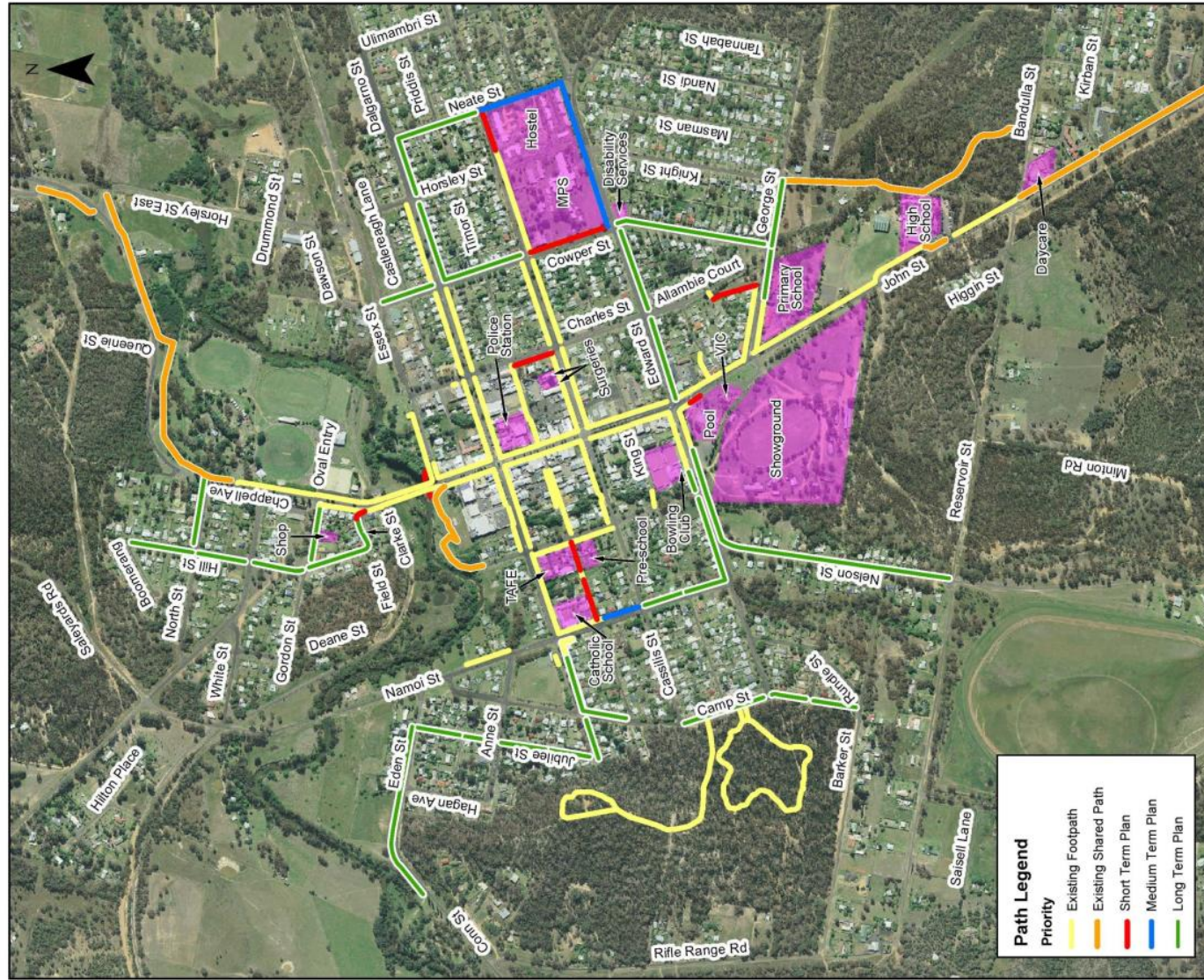
- Existing Footpath
- Existing Shared Path
- Short Term Plan
- Medium Term Plan
- Long Term Plan
- Identified Issues



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**Path Legend**

Priority	Color
Existing Footpath	Yellow
Existing Shared Path	Orange
Short Term Plan	Red
Medium Term Plan	Blue
Long Term Plan	Green



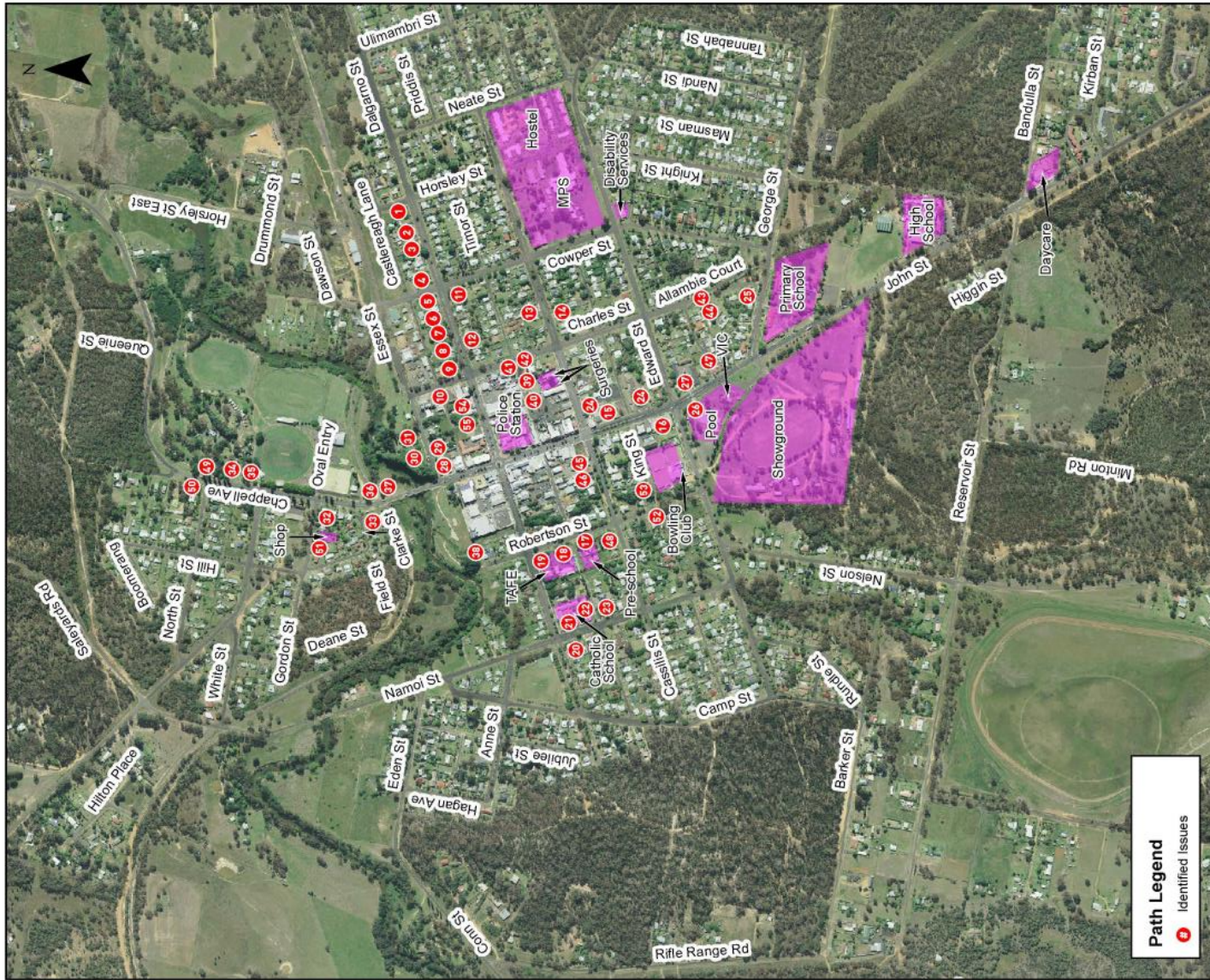
**WARRUMBUNGLE SHIRE COUNCIL**  
Pedestrian and Mobility Plan  
COONABARABRAN



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**May 2016**



**Path Legend**  
● Identified Issues



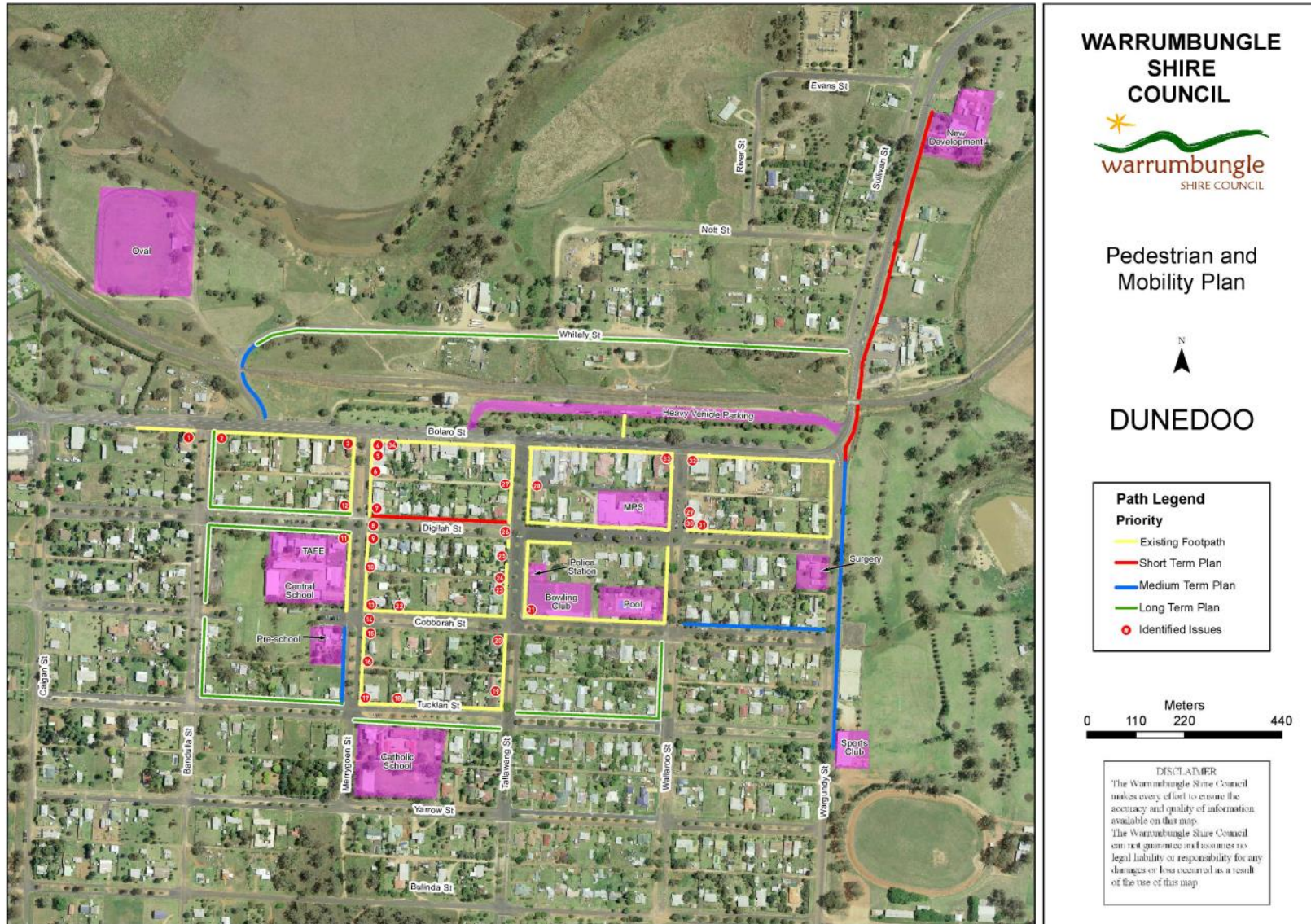
**WARRUMBUNGLE SHIRE COUNCIL**  
 Pedestrian and Mobility Plan  
 COONABARABRAN  
 (Identified Issues)



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**May 2016**



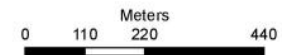
**WARRUMBUNGLE SHIRE COUNCIL**  
  
**warrumbungle**  
 SHIRE COUNCIL

**Pedestrian and Mobility Plan**



**DUNEDOO**

Path Legend	
Priority	
	Existing Footpath
	Short Term Plan
	Medium Term Plan
	Long Term Plan
	Identified Issues



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Pedestrian and  
 Mobility Plan



MENDOORAN

Path Legend	
Priority	
	Existing Footpath
	Short Term Plan
	Medium Term Plan
	Long Term Plan
	Identified Issues



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## Addendum 1 Terminology and definitions

**Warrumbungle Pedestrian Access and Mobility Plan**  
**Legislation Bicycles and Pedestrians. See NSW Road Rules 2014.**

### Definitions and Terminology

Full version available from Council's Coonabarabran office, see page 2 for contact details.

### PAMP Definitions

**A pedestrian includes:** A person driving a motorised wheelchair that cannot travel at over 10km/h, a person in a non-motorised wheelchair, a person pushing a motorised or non-motorised wheelchair, and a person in or on a wheeled recreational device or wheeled toy.

**Disabled person** means a person: who is unable to walk because of permanent or temporary loss of the use of one or both legs or other permanent medical or physical condition, or whose physical condition is detrimentally affected as a result of walking 100 metres, or who requires the use of crutches, a walking frame, callipers, scooter, wheelchair or other similar mobility aid.

**Footpath**, except in rule 13 (1), means an area open to the public that is designated for, or has as one of its main uses, use by pedestrians.

**Marked foot crossing** means an area of a road, indicated by a different road surface, or between 2 parallel continuous or broken lines, or rows of studs or markers, on the road surface substantially from one side of the road to the other. Example of a different road surface: The area of road could be indicated by brick paving across a bitumen road.

**A shared path** is an area open to the public that is designated for, or has as one of its main uses, use by both the riders of bicycles and pedestrians, and includes a length of path for use by both bicycles and pedestrians beginning at a shared path sign or shared path road marking and ending at the nearest of the following. An end shared path sign or end shared path road marking, a no bicycles sign or no bicycles road marking, a bicycle path sign or bicycle path road marking, a road (except a road related area), the end of the path.

**A rider** is the person who is riding a motor bike, bicycle, animal or animal-drawn vehicle. Ride, for the rider of a motor bike or animal-drawn vehicle, includes be in control of. A rider does not include; a passenger, or a person walking beside and pushing a bicycle.

**A shared zone is** if there is a shared zone sign and an end shared zone sign on a road and there is no intersection on the length of road between the signs and that length of road.

**Bicycle lane** is a marked lane, or the part of a marked lane: (a) beginning at a bicycle lane sign applying to the lane, or a road marking comprising both a white bicycle symbol and the word lane painted in white, and ending at the nearest of the following: an end bicycle lane sign applying to the lane, or a road marking comprising both a white bicycle symbol and the words lane end painted in white, 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), if the road ends at a dead end—the end of the road.

### Riding on a footpath or shared path:

The rider of a bicycle who is 12 years old or older must not ride on a footpath unless the rider is an adult, the rider is accompanying a child under 12 years of age who is riding on the

footpath and the child is under the rider's supervision. The rider is carrying a person who is under 10 years old as a passenger on the bicycle or in or on a bicycle trailer towed by the bicycle and the bicycle is not a pedi-cab.

The **rider of a bicycle riding on a footpath** or shared path must keep to the left of the footpath or shared path unless it is impracticable to do so, and give way to any pedestrian on the footpath or shared path. Give way means the rider must slow down and, if necessary, stop to avoid a collision.

**Riding to the left of oncoming bicycle riders on a path**

The rider of a bicycle riding on a bicycle path, footpath, separated footpath or shared path must keep to the left of any oncoming bicycle rider on the path.

**Approved bicycle helmet means** a protective helmet for bicycle riders of a type approved by the Authority.

**Bicycle** means a vehicle with 2 or more wheels that is built to be propelled by human power through a belt, chain or gears (whether or not it has an auxiliary motor), and includes, a pedi-cab, penny-farthing, tricycle, and a power-assisted pedal cycle within the meaning of vehicle standards, but not an internal combustion engine. Does not include; a wheelchair, wheeled recreational device, wheeled toy, or any vehicle with an auxiliary motor capable of generating a power output over 200 watts (whether or not the motor is operating).

**Carriageway means** the portion of a road improved or designed for use by, or used by, the main body of moving vehicles and does not include any shoulder of a road, breakdown lane or other lateral part of the road not so improved, designed or used.

**CBD** means Central Business District.

**Crossing means** a children's crossing, level crossing, marked foot crossing or pedestrian crossing.

**Nature strip** means an area between a road (except a road related area) and adjacent land, but does not include a bicycle path, footpath or shared path.

**No bicycles road marking** means a road marking consisting of a bicycle symbol with a diagonal line across it, or the words "no bicycles", or both the symbol and the words.

**Trolley** includes a shopping trolley and any other kind of handcart.

**Wheelchair** means a chair mounted on 2 or more wheels that is built to transport a person who is unable to walk or has difficulty in walking, but does not include a pram, stroller or trolley.

**Wheeled recreational device** means a wheeled device, built to transport a person, propelled by human power or gravity, and ordinarily used for recreation or play. Device includes rollerblades, rollerskates, a skateboard, scooter, unicycle or similar wheeled device. A person travelling in or on a wheeled recreational device or wheeled toy on a footpath or shared path must; keep to the left of the footpath or shared path and give way to any pedestrian (except a person travelling in or on a wheeled recreational device or wheeled toy).

**Wheeled toy** means a child's pedal car, scooter or tricycle or a similar toy, but only when it is being used only by a child who is under 12 years old.



## Addendum 2 Sample of Pedestrian and Cycle Survey Forms and Survey Results

### PEDESTRIAN and CYCLING SURVEY COONABARABRAN



How often do you walk using streets in Coonabarabran? \_\_\_\_\_

What are the pedestrian trips that you do?

1. \_\_\_\_\_ 2. \_\_\_\_\_

3. \_\_\_\_\_ 4. \_\_\_\_\_

What would convince you to walk more? \_\_\_\_\_

What would improve your walking experience? \_\_\_\_\_

\_\_\_\_\_

How often do you cycle using streets in Coonabarabran? \_\_\_\_\_

What are the cycle trips that you do?

1. \_\_\_\_\_ 2. \_\_\_\_\_

3. \_\_\_\_\_ 4. \_\_\_\_\_

What would convince you to take up cycling? \_\_\_\_\_

What would improve your cycling experience? \_\_\_\_\_

\_\_\_\_\_

If there were more footpaths and cycle-ways would you walk/cycle more? No  Yes

Why? \_\_\_\_\_

Would you like to see a change in your town's paths? No  Yes

What improvement would you like? \_\_\_\_\_

What is your age group? 10-20 21-30 31-40 41-50 51-60 61-70 71-80 81+  
Please circle one.

Do you have the internet at home? No  Dial up Yes  Broadband Yes

Would you like training or information on road safety and road rules for when you are driving, riding or walking? Yes  No

I would like training or information on: \_\_\_\_\_

If training was available what day and time would suit you: \_\_\_\_\_

Do you mentor/supervise a learner driver? No  Yes

Thank you for your help to make our community better.

Further information contact: Ken Smith Road Safety Officer Mon – Thur Ph 6849 2145 or [rsowsc@hwy.co.au](mailto:rsowsc@hwy.co.au)



PEDESTRIAN and CYCLING SURVEY

Your Town: \_\_\_\_\_



1. How often do you walk? \_\_\_\_\_
2. What pedestrian trips do you do?  
a. \_\_\_\_\_ b. \_\_\_\_\_  
c. \_\_\_\_\_ d. \_\_\_\_\_
4. What would encourage you to walk more?  
\_\_\_\_\_
5. What would improve your walking experience? \_\_\_\_\_  
\_\_\_\_\_
6. How often do you cycle? \_\_\_\_\_
7. What are the cycle trips that you do?  
a. \_\_\_\_\_ b. \_\_\_\_\_  
c. \_\_\_\_\_ d. \_\_\_\_\_
8. What would encourage you to begin cycling? \_\_\_\_\_
9. What would improve your cycling experience? \_\_\_\_\_  
\_\_\_\_\_
10. If there were more footpaths and cycle-ways would you walk/cycle more? No  Yes
11. Why? \_\_\_\_\_
12. Would you like to see a change in your town's paths? No  Yes
13. What would you suggest to improve paths? \_\_\_\_\_  
\_\_\_\_\_
14. What is your age group? 10-20 21-30 31-40 41-50 51-60 61-70 71-80 81+  
Please circle one.
15. Do you have the internet at home? No  Dial up Yes  Broadband Yes
16. Do you walk or ride with your children to encourage them to exercise more?  
Yes  No

Thank you for helping to make our community better.

Warrumbungle Shire Council

Further information contact: Ken Smith, Road Safety Officer, Ph 6849 2000 or  
ken.smith@warrumbungle.nsw.gov.au

**PEDESTRIAN AND CYCLING SURVEY**

Number received		11
How often do you walk using streets in Coonabarabran		
	1-3 days per week	4
	Daily	7
What are the pedestrian trips that you do		
	Home to shops	4
	Home to Bowls	1
	Golf Club	1
	Exercise	5
What would improve your walking experience		
	Maintain footpath	5
	Remove low tree limbs	1
	Mow	1
	Maintain lookout track	1
	Stop dead animals dumped on lookout track	1
	Group walking	1
	Get heavy groceries home	1
	Seats	2
	More footpaths	1
	Clean bush	1
	Better health	1
	Less kids on scooters and bikes	1
How often do you cycle using streets in Coonabarabran		NIL
If there were more footpaths and cycle-ways would you walk/cycle more		
	Yes	6
	No	4
Why		
	Exercise	3
	Somewhere to walk	1
	See more things	1
	More convenient	1
Would you like to see a change in Coonabarabran's main street		
	Yes	7
	No	3
What change would you like		
	Keep trees trimmed	2
	Large 4X4 not park near cars	1
	Seats	3
	More pedestrian crossings	1
	Keep trucks out of main street	1
	Love it now	1
What is your age group		
	51-60	2
	61-70	1
	71-80	4
	81+	3
Do you have the internet at home		
	No	6
	Dialup	0
	Broadband	4
Would you training or information on road safety and road rules		
	No	6
	Yes	4
	Roadrules	3
	Roadrule changes	1
If training was available what day of the week/weekend and time would suit you		NIL
Do you supervise a learner driver?		
	Yes	1
	No	9

## **Addendum 3 Comments during public exhibition.**

A list of comments and suggestions received from the public during public exhibition held from 20<sup>th</sup> November 2014 to 5<sup>th</sup> January 2015;

1. *Binnaway residents; suggested the planned extension on Warrumbungle Way be continued to the caravan park north of Castlereagh Street, on the western side of Warrumbungle Way. Community opinion at the time of inclusion was to facilitate residents living in the north eastern side of Binnaway. It was considered that this path may discourage pedestrians crossing the railway line.*

Council comment: Council has discretion to at the time of approving works, to also determine which side of the street to construct the proposed path.

2. *Mendooran Residents; Mendooran agreed with the recommendation to improve mobility access to footpaths in Mendooran.*
3. *Coonabarabran resident; Agreed with the plan for a footpath along Edward Street to pass the hospital, proceeding to the corner of Neate Street and continuing on to Cassilis Street. But, has recommended continue along to the end of Neate Street to meet up with the existing footpath on Dalgarno Street. This will connect with the important locations in the existing township e.g. the Hospital, the Nursing Home and the Supermarkets.*

Council comment: The existing footpath in Dalgarno Street ends at Horsley Street on the northern side. PAMP suggests a long term plan to extend the path from Cowper Street to Neate Street. The intention would be to then to plan for the Neate Street path to extend to Dalgarno Street.

4. *Coolah residents; recommended repairs to both sides of the footpath in Binnia Street from Martin Street to Booyamurra Street. The residents advised of difficult wheelchair and pram access to both community buildings and of two incidents where group users have tripped and fell on the rough footpath leading to the buildings. These issues are of significant risk to pedestrians and users of the building. This building and the building next door is Council owned.*

Council Comment: The maintenance issues have been considered in June last year and may be dealt with outside the rating given in PAMP at the discretion of Council.