



Bathurst Regional Community Access and Cycling Plan 2011

Prepared by:



BATHURST
REGIONAL
COUNCIL

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EXECUTIVE SUMMARY

Background

The Bathurst Community Access and Cycling Plan 2011 has been prepared to review, update and expand on the 3 key Access Plans of the former Bathurst City Council; the 1993 Bike Plan, 1999 Strategic Access Plan and the 2001 Pedestrian Access and Mobility Plan (PAMP).

This Plan is intended to be the primary guiding document for the construction of footpaths and cycleways in the Bathurst Region. The resulting table of works will assist Council to program, forecast and apply for funding for footpaths and cycleways into the future.

The primary aim of the plan is to provide a holistic and planned approach to improving the pedestrian and cycle environment within the Bathurst Region for its community and visitors to the Region by:

- a) Identifying opportunities for upgrading and improving the existing access network;
- b) Identifying additional access linkages that:
 - i) support connectivity of existing linkages,
 - ii) complement popular and high use routes, and
 - iii) extend the network to, and within, the Region's rural villages;
- c) Identifying opportunities for cycling tourism;
- d) Identifying associated facilities and access aids that are required to support the network; and
- e) Adopting a network that:
 - i) encourages cycling and walking as an alternative to the motor vehicle;
 - ii) integrates walking and cycling into the transport network; and
 - iii) removes barriers to walking and cycling and improves access to all members of the community.

Current Setting

There are a number of guiding documents which cover the footpath and cycleway environment within the Bathurst Region including:

- Bathurst Community Social Plan 2011 - 2016,
- The Formed Footpaths and Cycleways Asset Management Plan,
- The 2001 Pedestrian Access and Mobility Plan,
- The 1999 Strategic Access Plan, and
- The 1993 Bike Plan.

The Pedestrian Access and Mobility Plan, Strategic Access Plan and Bike Plan provided a schedule of works which set the priorities for the Council in order to continually improve the footpath and cycleway network. Large proportions of the works have been completed since the Plans' inception and were supplemented with ad hoc work requests from the community. Some of the works identified in previous plans were out of the control of Council and therefore only partially completed such as on-road routes on RTA controlled roads. Over the past 10 years, the footpath and cycle network has grown at an average rate of 1.8% per annum.

Bathurst has a total of approximately 73.3km and 13.4km of footpaths and cycleways respectively. Cycleways are sealed shared paths generally with a width of 2.5m and are provided as off road routes. Footpaths are generally a 1.2m wide sealed path in the suburbs and low traffic areas and generally 3.8m wide in the CBD areas. Bathurst City has a total of 66 bicycle parking spaces within the CBD area, including 13 single racks, 15 located at the aquatic centre and 9 located at the library, 12 at the Bathurst City shopping centre, 11 at the Stocklands Shopping Centre and 6 at the Adventure Playground. It should be noted that the bicycle racks are not marked with any signage.

Community Consultation

Council conducted an online survey, a saddle survey and a series of workshops in March, April and May 2010 to help inform the preparation of this plan. It also sought survey responses and submissions from the general community.

Thirty seven participants attended the workshops and Council received 117 survey responses and 3 written submissions from the Bathurst Regional community. Key issues raised included:

- Support for new routes within the City and connecting the rural villages and localities.
- Identification of missing links within the existing network and access issues for the community.
- Request for support facilities (i.e. bicycle racks, water stations and signage)
- Suggested routes in the Region's rural villages to be included into the Plan.

The saddle survey of the existing off-road cycleway network concluded that the cycling network, in its current form is comprehensive and covers a significant portion of the City. There are comparatively few cycleways or footpaths within the region's rural villages.

A further survey of cycle usage of the cycleway network identified that approximately 40 cyclists per day used the cycleways in Bicentennial Park and the Eglinton Bike Path. It should be noted that the survey did not include pedestrians, although it is likely that many pedestrians would have used the network.

Planning Response

Section 4 of this report identifies areas where a planning response is required (i.e. policy amendment). Key recommendations include:

- Amend Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to require gutter ramps to be installed within roll-over kerbs for the identified strategic routes.

- Develop a policy for the maintenance of the footpath and cycleway networks.
- The Engineering Guidelines to be amended to include the following support facilities for new cycleway construction:
 - Seats
 - Directional signs
 - Lighting
 - Shade trees
 - Toilets
 - Water stations
 - Dog tidy bag dispenser
- Council to investigate options for temporary bicycle parking at community events.
- Council to consult with Essential Energy to investigate options for installing lighting on the existing network.
- Implement parts of the 'Sharing the Road' program produced by VicRoads.
- Provide a sealed apron adjacent to seats for prams, wheelchairs or mobility scooters.
- Increase the width of key strategic footpaths identified on the maps to this Plan from 1.2m to 1.5m wide and seek sharing of those footpaths where pedestrian volumes are low.

Engineering Response

Section 5 of this report reflects the physical works that are required to be completed. Key recommendations include:

- Footpaths and cycleways are to be constructed as illustrated on **Maps 4 and 5** and described in **Appendix 1 and 2**.
- Signpost the existing and future bicycle parking within the CBD.
- Provide bicycle parking at all public toilet blocks in recreation areas and along cycleways.
- Investigate the need for lighting and/or additional lighting within the footpath and cycleway networks.
- Council investigate options to reduce the flooding of the Hereford Street cycleway.

Tourism, Promotion and Marketing

Section 6 of this report focusses on promoting walking and cycling tourism in the Bathurst Region. Key recommendations include:

- Signpost or mark and provide permanent distance markers for the Edgell Jog route.
- Encourage the development of a bicycle hire business for the Bathurst Region.
- Assist with the promotion of the existing bicycle activities associated with cycling events including Bathurst to Blayney (B2B) and Bike Week.
- Assist with the promotion of the Bathurst Region as a cycle friendly town.

Young Riders

Section 7 of this report identifies the need for young rider facilities and education. Key recommendations include:

- Construct a free public bicycle education facility for children and cyclists in road behaviour, bicycle skills and pedestrian safety, including a road circuit simulating road conditions.
- To encourage the schools within the Bathurst Region to provide bicycle parking facilities.
- Develop specific 'Young Rider Friendly' routes and maps that identify safe, low traffic volume on-road routes and cycleways.

Funding

Section 8 of this report identifies potential sources of external and internal funding that Council could utilise for funding the construction of footpath and cycleways in the Region. Key recommendations include:

- That Council apply for funding of projects through the RTA, for projects which improve the existing cycleway network through funding opportunities such as:
 - Major Works Program RTA-Council Co-Funding Programs
 - Cycleway Bicycle Facilities Grants Program.
 - Bike Week Funding Grants Program
 - Bicycle User Support Grants Program
- That Council consider increasing the funding allocated to the construction of cycleways and footpaths and the associated support facilities, including the establishment of specific reserves for larger (special) projects.
- Include cycleways and footpaths as part of specific Section 94 Contribution Plan Areas.

Priorities

Section 9 of this report outlines the process used for assigning priorities to the works outlined in the Plan. In this regard, the Plan identifies the following as high priorities:

- Providing sealed footpaths within all streets within Residential Precinct 1 (Inner City) to improve connectivity to the CBD and support the increased living densities in this area and the likely older age structure of persons close to the CBD.

- Providing access along its identified strategic access routes and to important community facilities such as Bathurst Base Hospital, Council facilities and the Region's key recreation areas.

Conclusion

The scope of works proposed by this Plan is considerable and will take some time to implement depending on funding availability. The Plan, once completed, will provide for better integration of walking and cycling into the Bathurst Region and the transport network. Ongoing review of the Plan is encouraged as the City continues to grow.

1 INTRODUCTION

The Bathurst Community Access and Cycling Plan 2011 has been prepared to review, update and expand on the 3 key Access Plans of Bathurst Regional Council; the 1993 Bike Plan, 1999 Strategic Access Plan and the 2001 Pedestrian Access and Mobility Plan (PAMP).

The previous plans dealt only with the former Bathurst City Local Government Area (LGA). No equivalent documents were held by the former Evans Shire Council. This new plan will review the documents in light of the Bathurst Regional LGA and include priorities in the village and general rural areas together with the City of Bathurst and its suburbs.

This Plan is intended to be the primary guiding document for the construction of footpaths and cycleways in the Bathurst Region. The resulting table of works will assist Council to program, forecast and apply for funding for footpaths, cycleways and associated infrastructure into the future.

Council is actively involved in providing infrastructure that encourages walking, cycling and the use of public transport. The construction of cycleways, pedestrian friendly footpaths and encouraging cycling as a commuting option are just some of the programs that the City has identified. The City is currently implementing a number of infrastructure programs that will benefit cyclists, walkers and public transport users. These include the provision of bicycle parking facilities around the City, continued improvements within the city of kerb ramps and the ongoing provision of shared paths and footpaths.

It is important to note that Local Government plays a vital role in encouraging cycling through planning, design, traffic management, programs and provision of infrastructure. A switch to one of these alternative transport methods can help to reduce CO₂ emissions and will see positive benefits both personally and as a community. Some of these other benefits may include:

- Less traffic and noise in local streets
- Safer streets
- Fewer road accidents
- Improved health from physical activity

Other factors will also encourage a switch to other transport modes such as cycling, walking and public transport. These include for example:

- Rising petrol prices
- Programs which encourage healthy life choices and
- Changes in recreational pursuits.

Most importantly, this Plan itself aims to encourage cycling and walking as alternatives to the motor vehicle.

1.1 STUDY AND PROJECT OBJECTIVES

The primary aim of the plan is to provide a holistic and planned approach as a means to improving the pedestrian and cycle environment within the Bathurst Region for its community and visitors to the Region by:

- a) Identifying opportunities for upgrading and improving the existing access network;
- b) Identifying additional access linkages that:
 - i) support connectivity of existing linkages,
 - ii) complement popular and high use routes, and
 - iii) extend the network to, and within, the Region's rural villages;
- c) Identifying opportunities for cycling tourism;
- d) Identifying associated facilities and access aids that are required to support the network;
- e) Adopting a network that:
 - i) encourages cycling and walking as an alternative to the motor vehicle;
 - ii) integrates walking and cycling into the transport network; and
 - iii) removes barriers to walking and cycling and improves access to all members of the community; and
- f) Identifying and considering disability tourism opportunities within the Bathurst Region.

1.2 THE STUDY PROCESS

The study process for the preparation of the Plan is summarised below:

- a) Review Existing Plans
 - Identify and summarise all recommendations from existing plans;
 - Identify all works which have been completed from previous recommendations;
 - Update and create maps which show existing cycleways and footpaths; and
 - Identify proposed works yet to be completed from the existing plans.
- b) Prepare Discussion Paper for Community Consultation Process
 - Identify the aims and objectives of the project;
 - Prepare the timetable for completion;
 - Outline the study process; and
 - Prepare a summary of existing plans.

c) Community Consultation

- Prepare a survey for key users and the community;
- Gain feedback on areas of improvement;
- Undertake workshops with key user groups;
- Undertake a saddle survey of cycleways and footpaths to establish current conditions with the assistance of key user groups; and
- Promote the consultation process through the media and Councillors.

d) Prepare the draft Bathurst Community Access and Cycling Plan

- Summarise the outcomes of the community consultation process;
- Determine appropriate cycle routes and footpaths;
- Identify the need for and appropriate location of associated facilities and access aids (e.g. bicycle racks, pedestrian crossings, access aids);
- Identify costs and priorities for implementation of the Bathurst Community Access and Cycling Plan;
- Illustrate priorities on maps updated as part of (a) above; and
- Identify opportunities for funding.

e) Present to Council to place on Public Exhibition

- Present to Council to place on Public Exhibition.

f) Public Exhibition

- Receive comment from key user groups and stakeholders;
- Receive comment from the general community.

g) Refine the draft Bathurst Community Access and Cycling Plan following Public Exhibition

- Amend the Bathurst Community Access and Cycling Plan as required to incorporate submissions, as appropriate.

h) Present the final Bathurst Community Access and Cycling Plan to Council for adoption

- Present the Bathurst Community Access and Cycling Plan to Council for adoption.

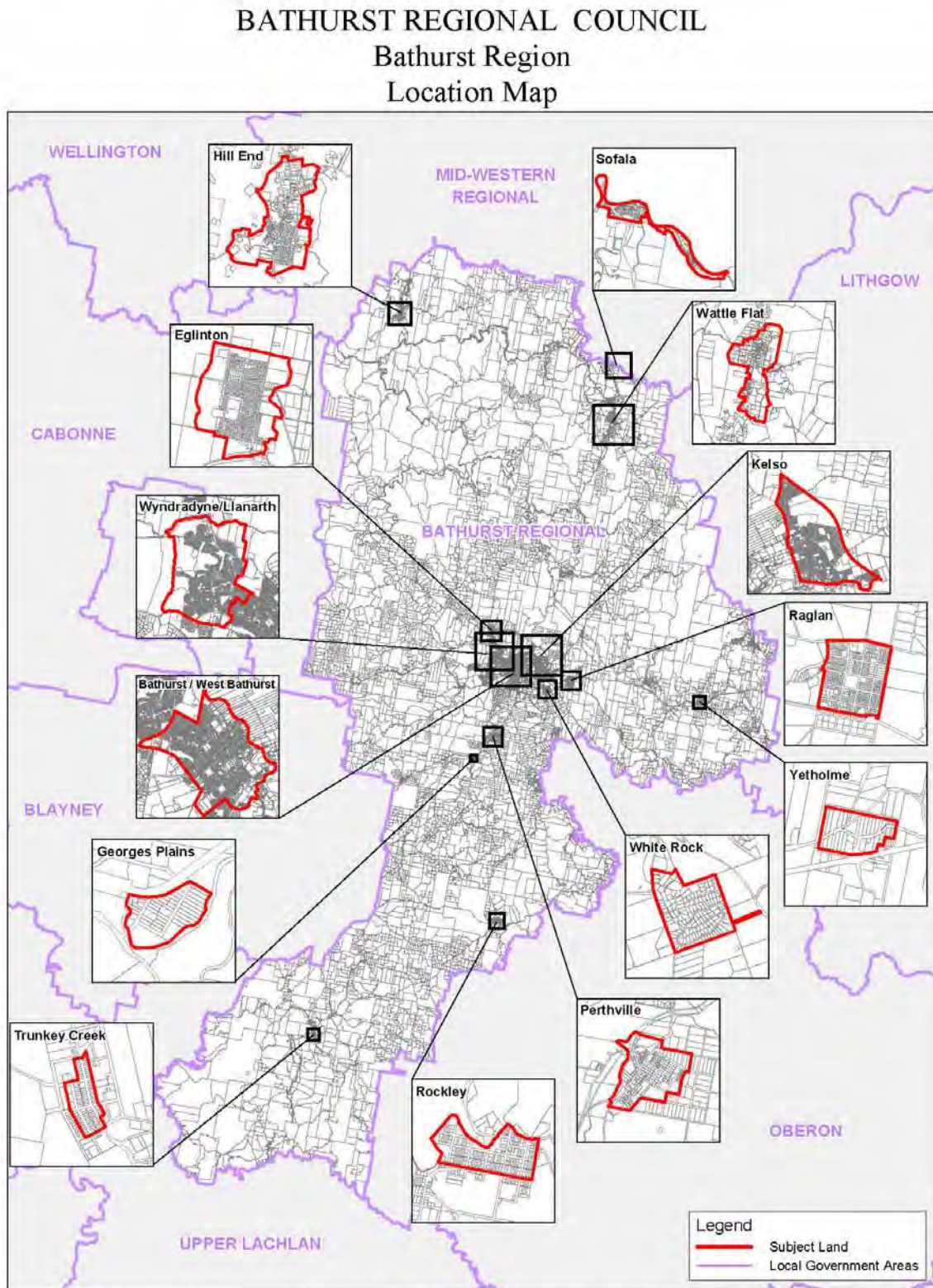
1.3 STUDY AREA

The plan investigates the existing network and the opportunities for additional paths within the City of Bathurst, its suburbs and the rural villages within the Bathurst Regional LGA.

The plan primarily focuses on the residential areas of the City of Bathurst, the Region's urban villages of Eglinton, Perthville and Raglan and the rural villages of Georges Plains, Hill End, Rockley, Sofala, Trunkey Creek and Wattle Flat and the locality of Yetholme. The connectivity between the villages and Bathurst was also explored, but servicing the rural areas was not considered given the sparse population within the rural areas.

The following maps provide a visual indication of the study area of the plan.

Figure 1 - Bathurst Regional Local Government Area and the context areas



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Note: The colours on this Plan do not indicate landuse zones under the Bathurst Regional (Interim) Local Environment Plan 2005.

"Base Maps: © Department of Lands 2006"

Date 22/10/2010

Figure 2 - Bathurst and West Bathurst

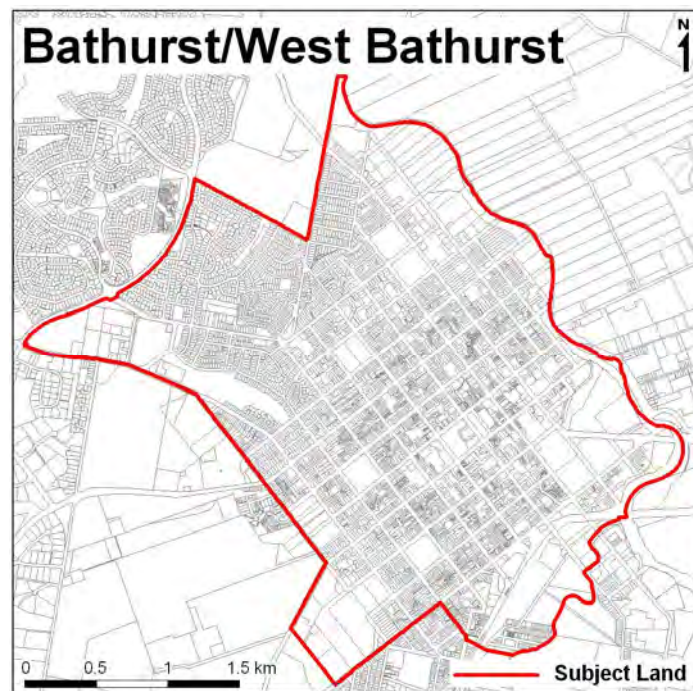


Figure 3 - Eglinton



Figure 4 - Georges Plains

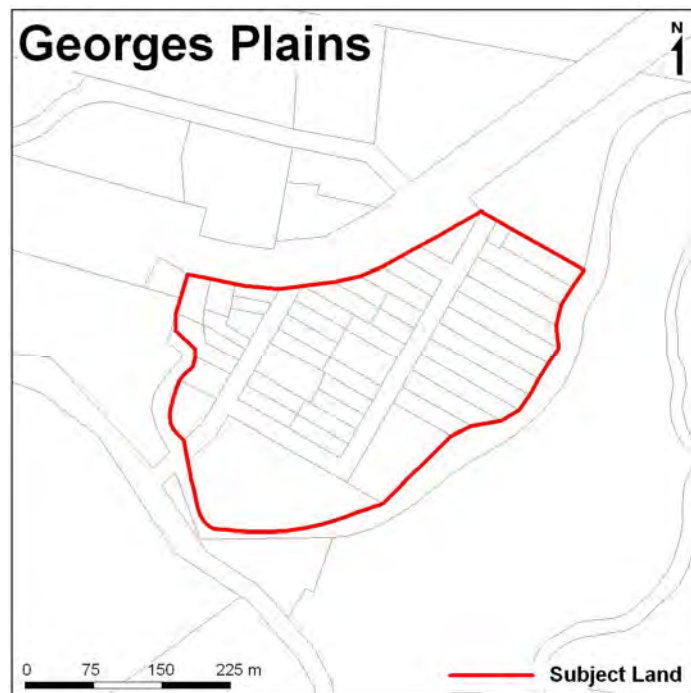


Figure 5 - Hill End

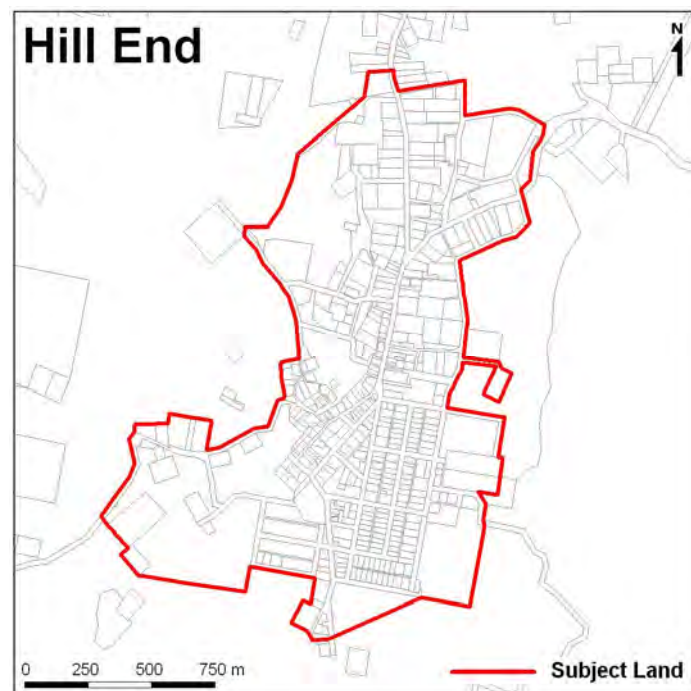


Figure 6 - Kelso

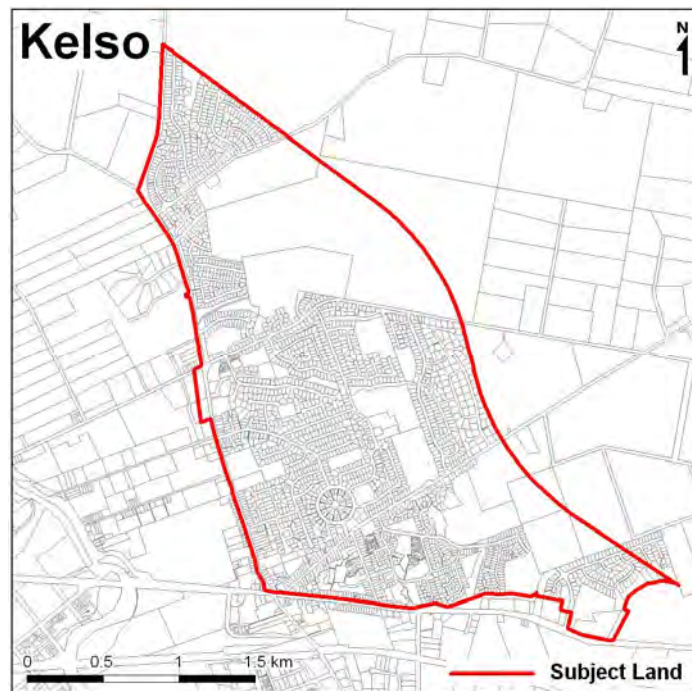


Figure 7 - Perthville

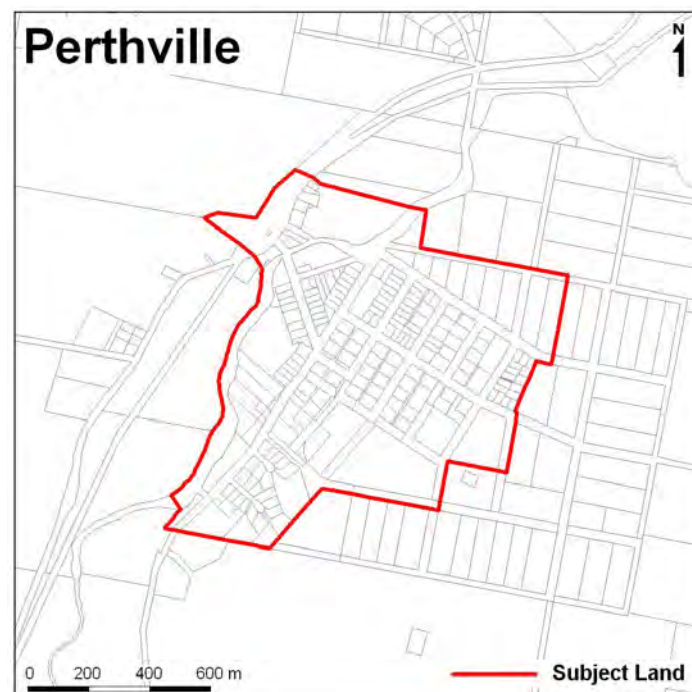


Figure 8 - Raglan

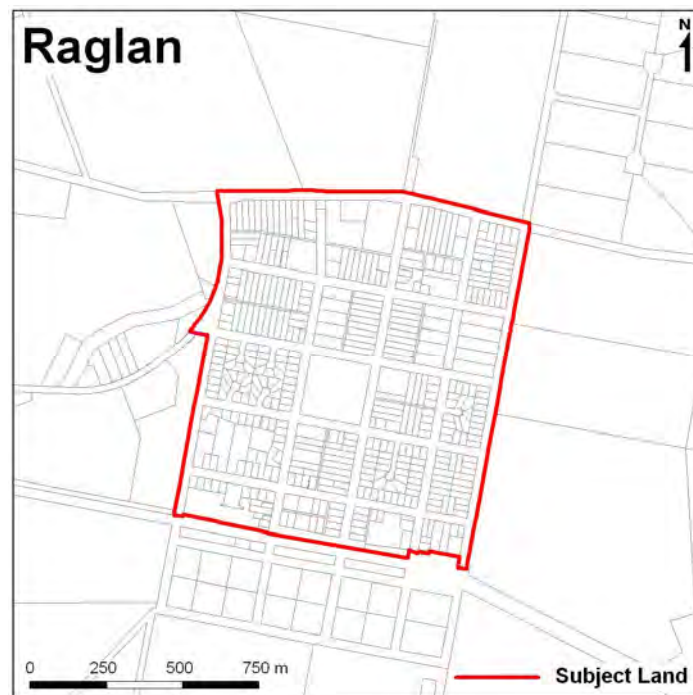


Figure 9 - Rockley

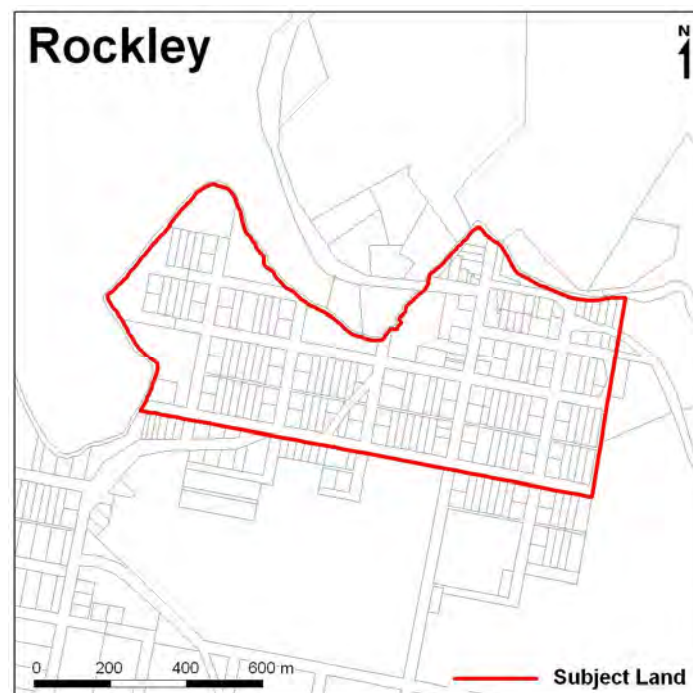


Figure 10 - Sofala



Figure 11 - Trunkey Creek

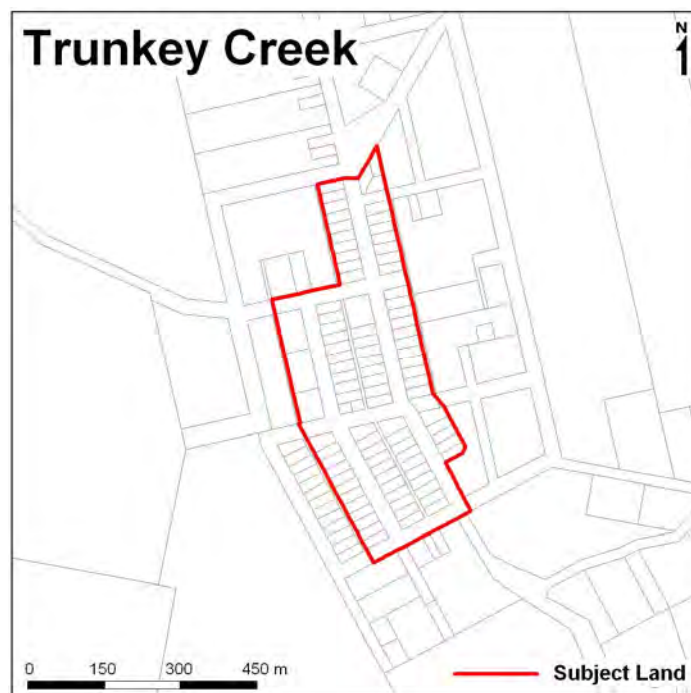


Figure 12 - Wattle Flat

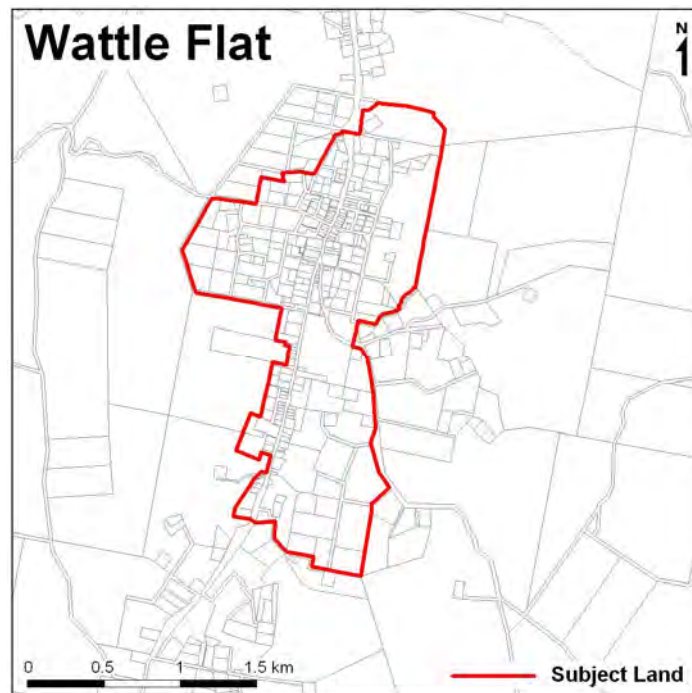


Figure 13 - White Rock

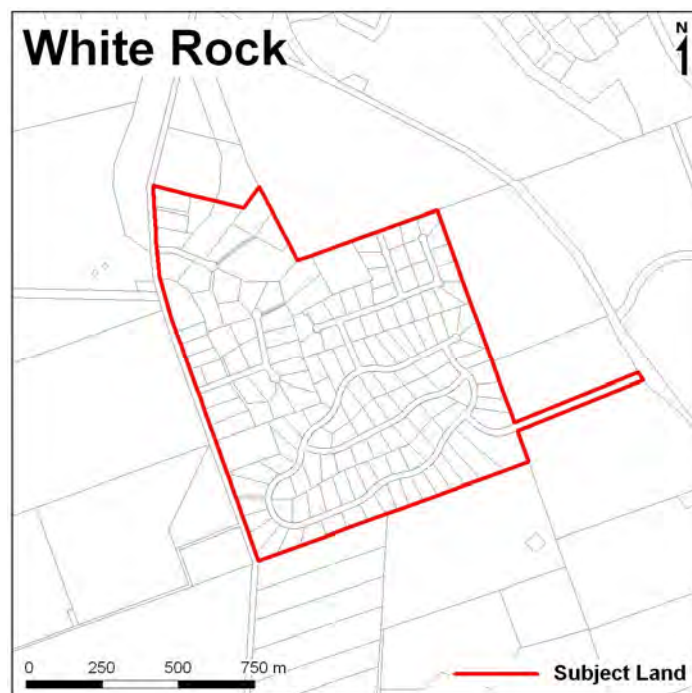


Figure 14 - Windradyne

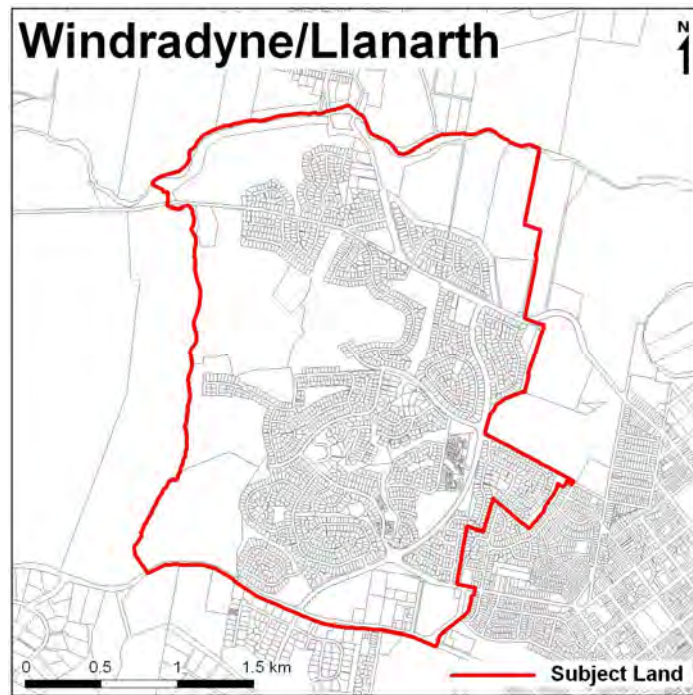
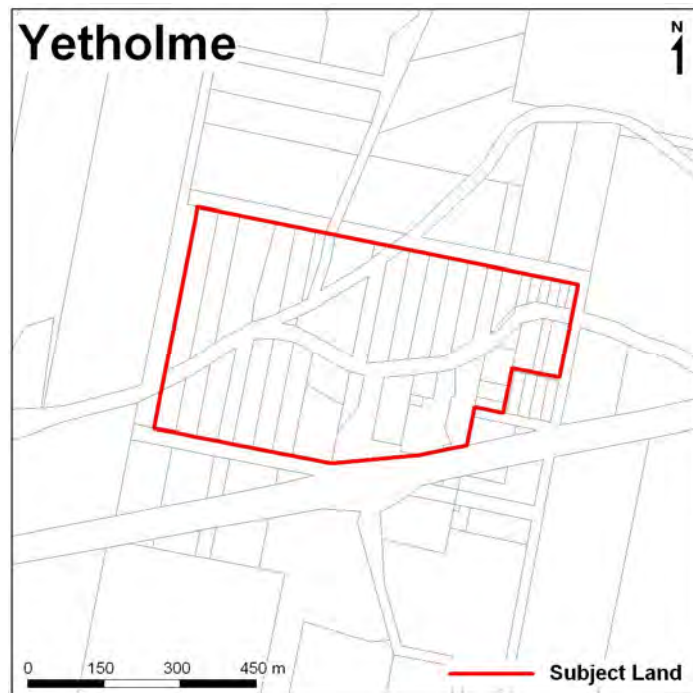


Figure 15 - Yetholme



1.4 CHARACTERISTICS OF THE BATHURST REGIONAL COMMUNITY

The Bathurst Regional Council area is an important inland regional centre. Settlement is based in the City of Bathurst, its urban villages, surrounding smaller rural villages and its rural localities. The Council area encompasses a total land area of over 3,800 square kilometres.

The Bathurst Region had an estimated resident population of 39,339 in 2009. (ABS, 2010) The Bathurst community is dominated by a young population compared to the remainder of regional NSW and is dominated by the 18 to 59 age group which makes up 58% of the population. The younger age group (under 18 years) make up 26% and older age groups (60+ years) make up 16% of the population. This age structure is comparable to regional NSW with the middle age group (18 to 59 years) dominating when compared with the older (60+) age group. (id.com.au, 2010)

The Bathurst community is considered to have high car dependency for both work and leisure. Eighty six percent of households in the Bathurst community own at least 1 car compared with only 14% who do not own a car or did not answer. The majority of households own 1 or 2 vehicles (69.3%) which is comparable with the regional NSW average of 70.6%. The trend has been towards an increase in the number of vehicles owned per household over the period 2001 to 2006. (ABS, 2006)

The Bathurst community relies heavily on the use of a vehicle to commute to work and to move around the city. In this regard, the dominance of vehicle ownership is reflected in the method of travel to work with 73% of people using a vehicle to travel to work compared to 64.5% across NSW generally. Further, a small proportion of the Bathurst community use alternate methods of travel to work with 0.8% riding a bicycle, 5.0% walking and 0.7% using public transport. Regional NSW was stated to have 70.9%, 0.8%, 4.7% and 1.6% respectively as their method of travel to work. (id.com.au, 2010)

1.4.1 Population Growth of the Bathurst Region

Year	Males	Females	Persons	Sex Ratio	% aged 0-14 (%)	% aged 65+ (%)
2001	15230	15390	30620	99	22	12
2006	16080	16030	32110	100	20	12
2011	16860	16640	33500	101	18	14
2016	17730	17300	35040	102	17	17
2021	18670	18040	36710	103	16	19
2026	19620	18820	38440	104	16	22
2031	20520	19600	40120	105	16	24

Table 1 - Population data of the Bathurst Region

The above table indicates consistent population growth for the period 2001 – 2031 as estimated by the NSW Department of Planning, with female to male ratios remaining relatively stable. Importantly it should be noted that the percentage of the population aged over 65 is expected to double over the next 30 years. In 2031 it is projected that approximately 1 in 4 persons will be aged over 65 years.

Notwithstanding the figures provided by the Department of Planning, if the average annual growth rate increases to 2 percent, the population of the Bathurst City Area may grow as estimated in the table below. An additional column illustrating a 5% annual growth rate is included for comparison. The socio-economic impact of the Bells Line Expressway Study (2005) suggests that construction of the proposed expressway may well result in increased population growth within the central western region in general as a result of affordable

housing, attractiveness of the location, accessibility to Sydney, and establishment of weekenders, later used as retirement homes. (Western Research Institute 2005 p. 48).

In this instance, growth could increase to 5 percent. The expressway is still at least a decade away and the table recognises growth of 5% from 2015 only.

NOTE: an additional column illustrating a 5% annual growth rate is included for comparison, and might be applicable if the Bells Line Expressway proceeds.

Year	1% Annual Growth	2% Annual Growth	5% Annual Growth
2004	31,500	31,500	-
2010	33,500	35,500	-
2015	35,000	39,000	35,144
2020	37,000	43,000	44,854
2025	39,000	48,000	57,246
2030	41,000	53,000	73,062

Table 2 - Predicted population growth of the Bathurst Region

1.4.2 Work Areas

There are 3 key employment precincts within the Bathurst Region which include the CBD, the industrial and trade centre areas and the CSU / LPMA / TAFE precinct in South Bathurst. It should also be noted that the rural villages are also important employment areas within the Bathurst Region.

The CBD is the main retail and shopping precinct for the Bathurst Region. This is supplemented by 3 neighbourhood shopping centres. The CBD is reasonably well connected to the suburbs with footpaths. Bicycles are not encouraged on the footpaths within the CBD, and there are no formal on road routes marked within the CBD. Further, there is limited bicycle parking within the public spaces of the CBD. Existing facilities include 66 bicycle racks within the footpath area, 13 single racks, 15 located at the aquatic centre and 9 located at the library, 12 at the Bathurst City shopping centre, 11 at the Stocklands Shopping Centre and 6 at the Adventure Playground. It should be noted that the bicycle racks are not marked with any signage.

The CBD is dominated by parking for vehicles with centrally located median parking for loading zones. There are 3 main shopping centres within the CBD which have 23 bicycle parking spaces available. The Bathurst City Centre has a change room provided, although it is locked and the key needs to be obtained from Centre Management, which makes this a hindrance to those members of the community who wish to use the facilities. As part of this Plan, Council did not collect any information in relation to facilities private developers provide with respect to change rooms or shower facilities. However, TAFE Western Campus has advised that they provide 24 bike racks and 4 change/shower rooms available for their staff and students to utilise. Additionally they are considering their options to expand on these facilities. It is likely that there are few workplaces which provide showers and/or change rooms to enable employees to cycle to work and change prior to the commencement of work.

The industrial estate and trade centres of Bathurst are dominated by manufacturing & light industries and service businesses with a majority of employees driving to work, generally with only 1 person in the vehicle. There are few, if any, cycleways or footpaths within or to the trade centre or the industrial areas which could be used as an alternative for commuting.

Access to the CSU / LPMA / TAFE precinct is via a sealed footpath network within William Street and Panorama Avenue which is generally a 1.2m wide concrete path. The footpath is continuous from the CBD to the base of Mount Panorama, although the network does not

necessarily connect to the frontages of each major employer. There are no marked on-road cycle routes to the precinct from the CBD and the footpaths are not identified as shared paths.

1.4.3 Recreation Areas

There are a large number of recreation areas in the City itself which are connected to the existing cycleway and footpath network. There are a number of shared cycleways which traverse open spaces, increasing the use of the parklands. A good example of this is Bicentennial Park and Learmonth Park where the cycleways penetrate the parklands. The connectivity between the open space areas within Bathurst is reasonably good, although some improvements could be implemented. To the south of the city, the Boundary Road Recreation Reserve has an established walking path network which is maintained by the Reserve Trust and is available to the general Bathurst community. The Trust has indicated to Council that cyclists are also welcome to use the facility, although the paths have not been specifically designed for their use.

1.4.4 Rural and Village Areas

The rural villages within the Bathurst Region are connected via sealed public roadways. There are no formal on-road cycle routes connecting the City to the rural villages. Cycle access to Perthville and Georges Plains is particularly popular, as is Limekilns Road and the Lagoon Road. The rural villages generally have few, if any, formed footpaths. The rural areas do not have marked on-road routes, although many rural roads are popular due to their relatively low traffic volumes.

1.4.5 Summary

In summary, the Bathurst Regional community is predominately an adult population with 58% of all persons aged between 18 – 59 years. It is a car dependant population with the majority of households owning 1 or 2 vehicles, primarily used widely for work and leisure. Around 6.5% of the community do not drive to work, using alternatives such as walking (5%), cycling (0.8%) or public transport (0.7%). The key employment precincts are somewhat concentrated in the CBD, the CSU / LPMA / TAFE precinct and the industrial / trade centre areas. However, these precincts generally do not provide facilities for bicycle parking, storage or changing facilities.

Bathurst City has a total of 66 bicycle parking spaces within the CBD area, spread as 13 single racks, 15 at the aquatic centre, 9 at the library, 12 at the Bathurst City shopping centre, 11 at the Stocklands Shopping Centre and 6 at the Adventure Playground.

1.5 THE NSW BIKEPLAN

The NSW Government released the NSW Bikeplan in May 2010 which details the State's largest cycle program and the focus for the future. The Plan outlines how the State Government, in partnership with local councils, other Government Departments and the community seeks to provide opportunities for growing bicycle riding into the future.

The Plan covers topics including:

- a) Creating connected cycling networks;
- b) Making bike riding safe for all;
- c) Planning cycling friendly neighbourhoods;
- d) Growing jobs in cycling; and

- e) Getting organisations working together to support bike riding.

Council's Plan will link closely with the identified topics to improve the cycle facilities in the Bathurst Region to improve access within the Region and to make Bathurst a more cycle friendly city.

The NSW Bikeplan will be an important document in relation to external funding opportunities and opportunities for Bathurst to link in with cycling programs being developed particularly for cycle education.

As part of the implementation of the NSW Bikeplan, the NSW Government Departments seek to work with Councils, developers and employers to deliver:

- a) Improved signage for cyclists including 'time to destination' information;
- b) More bicycle parking and facilities for cyclists at local centres, workplaces and public transport interchanges; and
- c) Professional resources to shape sustainable, active communities.

Through the Plan, the NSW Government will:

- a) Promote cycle tourism in country and regional NSW destinations;
- b) Encourage recreational bike riding as a great way to develop skills; and
- c) Complete sections of the NSW coastline and market this as a premier cycle touring opportunity.

The NSW Bikeplan identifies funding opportunities for bicycle facilities, although the funding is focused on the NSW coastline pathway and the Sydney Metropolitan area.

1.6 RESEARCH REPORT – 'WALK RIDE TO THE FUTURE'

Welfare students of TAFE, in conjunction with the Bathurst Community Climate Action Network (BCCAN), completed this project which is a needs assessment of primary school students of the Bathurst Region. The study found that the most common method of transport to schools is by bus with approximately 47% of students bussed daily. The study also found that approximately 32% of students were driven to and from school with only 19% of the students walking.

Comments within the report indicated that there was a lack of supporting infrastructure in the local area of each school in the Bathurst Region to facilitate walking and cycling to and from school.

2 THE EXISTING CYCLING AND FOOTPATH ENVIRONMENT WITHIN THE BATHURST REGION

2.1 THE EXISTING ACCESS PLANS

Council has in place 3 plans relating to access and cycling as follows:

- 1993 Bathurst Bike Plan
- 1999 Strategic Access Plan
- 2001 Pedestrian Access and Mobility Plan

In addition, Council's Asset Management Plan and Council's Community - Social Plan also relate to the cycling and walking environment.

2.1.1 The 1993 Bike Plan

The current Bike Plan was prepared in 1993 by PPK Consultants and Loder and Bayly Consulting Group. The report identified the existing network, conditions and facilities that were constructed within Bathurst City. Following community consultation, cyclists' needs, opportunities and constraints within Bathurst City were identified and recommendations were made to upgrade and expand the cycleway network. Since the adoption of the 1993 Bike Plan, Council has progressively implemented and expanded on the cycleway network identified in the Plan.

As part of the 1993 Bike plan a total of 25 projects were identified as priorities during the consultation process. Council has completed 72% of the projects with 28% of the projects either not commenced or partially completed. The main reasons for not completing all works is that some of the routes identified were not in Council ownership, for example linking Leena Street to Panorama Avenue, South Bathurst, which is a Crown Road and the marking of on-road routes on RTA controlled roads.

There are also a number of projects which have been completed which are not identified within the 1993 Plan which have greatly improved the connectivity of the network as it is today. For example the cycleway adjacent to the Gilmour Street levee bank. The additional projects are primarily a result of external funding and grants which are generally long stretches of cycleways.

In 2004, Bathurst City Council commenced an update of the 1993 Bike Plan, which was later delayed due to the amalgamation of Evans Shire Council and Bathurst City Council, together with the preparation of a new Local Environmental Plan. The community consultation undertaken as part of the previous review was considered as part of this Plan.

2.1.2 The 1999 Strategic Access Plan

Bathurst City Council prepared the 1999 Strategic Access Plan to support its Social Plan. The Strategic Access Plan sought to identify the key footpath routes within the City of Bathurst. The Plan identified 133 projects which were recognised as problem areas and required upgrading. Council has completed 12% of the projects to date.

Notwithstanding the works completed to date, there have been a large number of projects which have been completed outside the Plan's recommendations, largely identified by the Bathurst Region Access Committee (BRAC), for example the gutter ramps in Russell Street to access Kings Parade.

The appropriateness of the remaining projects will be investigated and may be included in this Plan if found to be relevant.

2.1.3 The 2001 Pedestrian Access And Mobility Plan

The Pedestrian Access and Mobility Plan (PAMP) was developed to plan for pedestrian facilities that are practical and cater for the needs of different users within the community. The 2001 PAMP focused on identifying works generally within the CBD area of Bathurst.

The Plan identified a schedule of works to be completed together with recommendations to improve pedestrian access and mobility within the existing network. Major improvements to accessibility within the CBD have also been achieved in conjunction with works under Council's CBD Infrastructure Improvement Program.

Council has completed 91% of the projects identified in the 2001 Plan. The appropriateness of the remaining projects will be investigated and may be included in this Plan if found to still be relevant.

2.1.4 The Formed Footpaths And Cycleways Asset Management Plan (AMP) (BRC Document)

Council's goal in managing infrastructure assets is to meet the required level of service in the most cost effective manner for current and future consumers. The AMP states that the community considers footpaths more important than cycleways, with the condition of footpaths being more important than the provision of cycleways within the Region.

The AMP also describes that over the past decade there was an annual growth rate of the footpath and cycleway network length of approximately 1.8%. Over the same period there have been some long dedicated cycleways which has increased the average growth rate.

The average age of the footpath network is 28.9 years with the majority of the paths being constructed up to 50 years ago. As part of the decision to renew or construct a footpath, Council has previously used the Strategic Access Plan as a guiding document. This Plan will replace that document and set the priorities for future works.

2.1.5 Bathurst Community - Social Plan 2011-16

The Social Plan describes the local community, identifies community issues and provides recommended strategies which Council or other agencies could implement. Social Plans are based on the principles of social justice including equity, access, participation and rights.

As part of the Bathurst Community - Social Plan 2011-16, the Bathurst community has identified the following as priorities relevant to access and cycling for the Bathurst Region.

- a) Public Transport
- b) Infrastructure
 - i) Maintain and improve access to public places (footpaths, laybacks, disabled parking, toilets).
- c) Cycleways and Footpaths
 - i) Linking residential areas to services and facilities.
 - ii) Safe travel to and from schools.

- iii) Pedestrian and cycle friendly areas within Villages.

2.1.6 Summary

There are a number of existing guiding documents which cover the footpath, access and cycleway environment within the Bathurst Region including:

- Bathurst Community - Social Plan 2011-16,
- The formed footpaths and cycleways Asset Management Plan,
- Bathurst CBD Beautification Scheme 1998,
- The 2001 Pedestrian Access and Mobility Plan,
- The 1999 Strategic Access Plan, and
- The 1993 Bike Plan.

The Pedestrian Access and Mobility Plan, Strategic Access Plan and Bike Plan provided a schedule of works which set the priorities for the Council in order to continually improve the footpath and cycleway network. Large proportions of the works were completed since the Plan's inception and were supplemented with ad hoc work requests from the community. Some of the works identified in previous plans were out of the control of Council and therefore only partially completed such as on-road routes on RTA controlled roads. Over the past 10 years, the footpath and cycle network has grown at an average rate of 1.8% per annum.

2.2 CHARACTERISTICS OF THE EXISTING NETWORK

2.2.1 Cycleways

There is an extensive network of cycleways within the Bathurst Region which are primarily focused as off-road paths and are also designated as shared paths where pedestrians and cyclists are able to use the paths. There are comparatively few marked on-road routes within the Bathurst Region, although many roads are utilised by cyclists.

The existing paths have a varying width ranging between 2.0m and 3.0m with the majority of the paths typically 2.5m wide. The increased width of the shared paths reflects the multiple user types.

Council has a total of approximately 13.4km of formed cycleways within the Bathurst City. The cycleways have a current asset value of \$3.09 million.

Map 1 in Appendix 1 illustrates the existing network of cycleways and on-road routes within the Bathurst Region. Note that the on-road routes are not necessarily marked.

2.2.2 Footpaths

Council has an extensive network of existing formed footpaths within the CBD and the suburbs of Bathurst. The paths within the CBD are generally 2.5m wide and cater for higher volumes of pedestrian traffic. Within the suburban streets the formed and sealed paths are generally 1.2m wide. There are a small number of formed gravel footpaths which are generally located within the suburbs, although a few exist within the CBD due to their heritage significance. The majority of the suburban areas do not have formed footpaths and the nature strip within the road reserve is utilised as an unformed footpath.

The majority of Council facilities within the CBD area are well connected by the existing footpath networks, although the suburbs have less connectivity. The majority of the schools within the Bathurst Region are connected with footpaths, although there is room for improvement. The rural villages generally do not have any formed footpaths.

Council has a total of 73.3km of paved formed footpaths within the city of Bathurst, together with a small portion of unpaved footpaths. This represents an asset value of approximately \$6.94 million for the footpath network.

Map 2 in Appendix 1 illustrates the existing network of footpaths within Bathurst City.

2.2.3 Use of the Existing Shared Path Network

During April and May 2010, Council installed a radar counter unit adjacent to the cycle paths within Bicentennial Park and adjacent to the Eglinton Bike Path to count the number of users at each location. The results are listed in Table 1 below. The radar unit primarily focused on cyclists, although some pedestrians may have been recorded, especially if they were running. Anecdotally, the users of the off-road cycleways, particularly on weekends, are families with children, rather than people commuting to work.

Location	Total Users	Average users per day
Bicentennial Park	277	40
Eglinton Bike Path (Near Pryce Pde)	213	43

Table 3 - Radar counter results from Bicentennial park and the Eglinton bike path

Note: There is an apparent difference between the average users per day, because the survey periods were different for the two locations.

2.3 SURVEY OF THE EXISTING CYCLEWAY NETWORK

In March 2010 Council officers undertook a saddle survey of the existing cycleway network. The scope of this included the entire off-road cycleway network within the Bathurst City area, including those paths which are identified as shared routes.

The survey highlighted that the existing network, in its current form, is comprehensive and covers a substantial amount of the City. It also highlighted that there are many improvements that could be made to significantly improve the connectivity and usefulness of the network. Some improvements include completing missing links, increase bike parking in parks and the CBD and extend the network to include additional Council facilities.

Further discussion in relation to the results of this survey is at **Appendix 5**.

2.4 SURVEY OF THE EXISTING FOOTPATH NETWORK

In April 2010 Council undertook a survey of the existing footpath network within Bathurst and its suburbs.

The survey highlighted that the existing network covers the majority of the Bathurst City area, although some missing links remain. Footpaths are significantly lacking within the newer suburbs and the village areas. It is considered that the footpaths within the CBD are an appropriate width to cater for the higher foot traffic.

2.5 SUMMARY

Bathurst has a total of approximately 73.3km and 13.4km of footpaths and cycleways respectively with an average age of the paths of 28.9 years. Cycleways are sealed, shared paths generally with a width of 2.5m and are provided as off road routes. A footpath is generally a 1.2m wide sealed path in the suburbs and low traffic areas and generally 2.5m wide in the CBD areas.

A survey to examine the use of the cycleway network was undertaken in April 2010 which showed that approximately 40 cyclists per day used the cycleways in Bicentennial Park and the Eglinton Bike Path. It should be noted that the survey did not include pedestrians, although it is likely that many pedestrians may have used the network.

A saddle survey (a method of assessing the cycleway network by physically riding and using the network) was also undertaken in March 2010 which concluded that the network, in its current form is very good and covers a significant portion of the City. There are comparatively few cycleways or footpaths within the Region's rural villages.

3 COMMUNITY CONSULTATION

3.1 THE PROCESS – WORKSHOPS AND SURVEYS

Council held a series of workshops throughout May 2010 which involved targeted stakeholders within the community. There were a total of 37 workshop participants who attended and provided feedback and information on the future use of the networks. The stakeholders included a combination of pedestrian groups and cycle groups together with the urban and rural village progress associations. Concurrently, an online survey was conducted aimed at the general community's view on improvements to the network and to gauge the existing use levels of the networks. A list of the community groups which were consulted with is located in **Section 3.3**.

3.2 THE SURVEY RESULTS

Council conducted a series of online surveys which were distributed via Council's website, through workshop participants and through the village progress associations. The online surveys were divided into 3 distinct groups; School Principals, Pedestrians and Cyclists. Members of the community were encouraged to fill out surveys that were relevant to them.

Overall, the number of surveys completed is outlined in the Table 4 below.

Survey Type	Number of responses
School Principals	6
Pedestrians	69
Cyclists	96
TOTAL	171

Table 4 - Total survey results by survey groups

Copies of the questionnaires are provided at **Appendix 6**.

Survey result summaries are located at **Appendix 7 and 8**.

3.2.1 School Principals

The school surveys revealed some interesting facts in relation to students cycling to school. With the exception of Eglinton Public School where approximately 10% of the students cycled to school, the other schools had very low numbers of children cycling to school, typically less than 2%. The Principals indicated that cycle education was included in the school curriculum, but interestingly this has not translated into a larger proportion of students cycling to school.

Eglinton Public School had the largest proportion of students cycling to school with approximately 10% of the students riding to and from school. This may be due to the perceived, or actual, safety of allowing the students to cycle to school when compared to the Bathurst CBD. No other schools located in a village responded to the survey, so no other conclusions could be drawn.

An interesting comment made by the Bathurst Regional Youth Council was that many of the schools do not have many, if any, bicycle parking racks on school grounds which are available for students to use. This may be contributing to the low participation rate.

3.2.2 Cyclists

Council received 96 survey responses in relation to the use of the existing cycleway network. The sections below provide details of the cyclist survey results.

Frequency of use

- 76% of respondents use the cycleway network on a weekly or daily basis.
- 79% of respondents use the existing cycleway network.

Top destinations

- 55% of responses related to recreation facilities within Bathurst, including the adventure playground.
- 27% of responses related to employment areas and schools.
- 14% of responses related to shops.
- 4% of responses corresponded with access to health services.

Opportunities for cycle tourism

- 30% of the responses related to the promotion and linking of villages in the Region.
- 26% of responses related to links to recreation areas including Mount Panorama.
- 15% of respondents thought that interpretive signage adjacent to the cycleways would improve cycle tourism.
- 15% of responses related to specialised sites such as heritage or food and wine.
- 14% of responses related to business opportunities in Bathurst with guided cycle tours and hire of bicycles.

Support facilities needed

- Directional signage and directional markers appeared to be popular with 16% and 10% of the responses respectively.
- Water stations and toilets received 14% and 12% of the responses respectively.
- 13% of the responses related to the provision of bike racks.
- Shade trees, seats and shelter received 13%, 6% and 4% of the responses respectively.
- 8% of the responses related to the provision of additional lighting.

Links to Villages

- 94% of the responses wanted links to the villages.
- Perthville, Raglan, Eglinton, Georges Plains and Peel represented 74% of the responses received.

- The outer rural villages generally received 5% or less each.

Bicycle parking

- 87% of responses sought short term bike parking which secures either 1 or 2 wheels.
- The provision of bike racks for long term bike parking represented 40% of the responses.
- Interestingly, there was little difference between free bike lockers versus bike lockers for an annual charge with 29% and 24% respectively as an option for long term bicycle parking.
- 87% of responses stated that bike parking should be provided at major sporting or community events.
- The majority of the responses, (86%), indicated that Council should require bike parking be provided in new major developments.

Difficulties in the existing network

- Missing links in the network was the most popular response with 19% of the responses.
- Not enough on-road or off-road paths represented 16% and 12% of the responses respectively.
- Not enough safe places for bike parking represented 11% of the responses received.
- 13% of responses related to insufficient signage of the cycleways or not enough information about where the paths are located.
- 13% of the responses also related to the poor maintenance of the cycleways and the verges.
- 8% of the responses related to users sharing the cycleways with pedestrians.
- 4% of the responses preferred an asphalt surface to that of a concrete surface.
- Catheads, vehicle bollards and traffic danger represented 3% of the responses.

Key destinations

- 48% of the responses related to commuting to work and school and general riding around.
- Recreation areas including rivers and creeks received 20% of the responses.
- Shopping areas including the CBD received 16% of the responses.
- 7% of the responses related to the aquatic centre.

- Organised cycle tours and specialised cyclists received 4% and 3% of the responses respectively.

Other limitations to the use of the network

- Traffic danger generally and at intersections received 64% of the responses.
- 15% of responses related to the condition of the cycleway e.g. width of the path, poor maintenance, not enough linked paths.
- 9% of the responses related to poor lighting of the paths.
- Lack of driver awareness, lack of bike parking and nothing all received 3% of the responses respectively.
- 2% of the responses related to the climate and distance.

Provision of facilities for young riders

- The majority of the responses did not think there were sufficient provision for young riders receiving 69% of the responses compared to 31% who thought there was.
- 18% of responses recommended additional cycleways would improve the use by young riders.
- 45% of responses related to the provision of bike training facilities, safer places to ride and separate paths.
- Bike parking at schools and within the CBD attracted 10% of the responses.
- Marked on-road routes and specialist cycle facilities e.g. velodrome, received 9% and 7% of the responses respectively.
- Wider roads and improved driver courtesy received 9% of the responses to the question.

There was an even spread of those people who had children accompany them while riding with 47% answering yes and 53% no. Specific comments relating to route suggestions, missing links and identified problem areas are included on **Map 4** of **Appendix 1** and in **Appendix 4**.

3.2.3 Pedestrians

Council received 69 survey responses from those in the community who use the footpath network. The subheadings below provide details of the pedestrian survey results.

Frequency of use

- 88% of respondents use the footpath network on a weekly or daily basis.
- 94% of respondents use the sealed footpath network.

Location of use

- 40% of responses were for recreation and fitness purposes.

- 34% of responses were for running errands, accessing shops or accessing bus stops.
- 26% of responses were for commuting to work or school or socialising with friends and family.

Origins of trips

- 46% of trips originate from home.
- 34% of trips originated within the CBD or from shops.
- 20% of trips originate from workplaces, schools or bus stops.

Top destinations

- 47% of the responses indicated that recreation destinations, such as rivers and creeks, the Bathurst Aquatic Centre, the parks and playgrounds are important destinations.
- 35% of responses included the CBD and local shops.
- Workplaces, schools, Uni/TAFE and bus stops included 16% of responses.
- Interestingly, heritage walks made up 2% of destinations.

Principal routes

- The CBD and Inner Bathurst had 50% of the total responses.
- The Outer Bathurst suburbs had a total of 21% of responses.
- 11% of responses related to parks and open spaces being a principal route.
- 8% of responses were for the urban village areas (e.g. Eglinton, Perthville and Raglan).
- The existing cycleway network and roadways represented 5% of the responses respectively.

Footpath type preference

- 37% of responses were for sealed paths.
- 31% of responses preferred pedestrian only paths.
- 26% of responses are happy to use shared footpaths / cycleways.
- Unsealed footpaths and roads were the least popular choice for pedestrians with 4% and 2% respectively.

Restrictions to the use of the network

- The main restriction of using the network, with 33% of responses, related to uneven surfaces, unsealed or unformed paths and poor footpath maintenance.

- 29% of responses related to not having enough paths in the right places, and missing links in the network.
- 20% of responses stated that there is a lack of signaled or pedestrian crossings, lack of pedestrian refuges, lack of mid-block crossings or incorrectly designed gutter ramps.
- Conflicts with cyclists and mobility scooters and lack of driver awareness rated in 12% of responses.
- 2% of responses stated that there was nothing that restricted the use of the existing network.
- 2% of responses also stated that steep gradients were also a restriction for the use of the network.
- 0.4% of responses respectively stated that no maps were available, no paths in the villages and not feeling safe restricted the use of the footpaths.

Other limitations to the use of the network

- 26% of responses related to traffic danger and danger at intersections.
- 20% of responses stated that there was a lack of lighting.
- 14% of responses related to environmental conditions such as climate.
- 11% of responses related to the lack of paths or that the paths were too narrow.
- 9% of responses were about inaccessible pedestrian button or missing pedestrian phases at traffic lights.
- Vehicles parking across the footpaths also received 9% of the responses.
- 5% of the responses stated that nothing limited the use of the paths.
- Having no or missing Tactile Ground Surface Indicators (TGSi) and a lack of footpaths received 3% of the responses.
- 2% of responses felt that the villages do not have enough paths and there is not enough mid-block access.
- 1% of users felt that there were too many users on the existing network.

Important destinations

- Parks, the adventure playground, the aquatic centre and sporting facilities received 50% of the responses.
- Schools and employment areas received 27% of the responses to this question.
- 11% of responses related to shops.
- 7% of responses related to entertainment facilities.

- 5% of respondents were using the network to access health facilities.

Respondents listed the following as some of the other important destinations:

- The CBD
- Mount Panorama
- Hockey Fields
- Charles Sturt University (CSU)
- Proctor Park
- Hospital
- Trinity Heights Shopping Centre
- Kelso Industrial Estate

Opportunities for walking tourism

- 20% of responses thought that links between parks and recreation areas would be beneficial.
- 17% of responses would like links to heritage sites.
- Links to villages and Mount Panorama each had 16% of the responses respectively.
- Interestingly 14% of responses related to guided walking tours to improve tourism in the Bathurst Region.
- 12% of responses related to interpretive signage adjacent to the paths.
- 1% of responses related to links with other towns in the Region, information boards, links to schools, promotion of the villages, general walking guide and path to the caravan park all rated 1% of the responses.

Support facilities needed

- 17% of responses recommended shade trees.
- 16% of responses recommended additional seats to be provided.
- 14% of responses recommended additional water stations.
- 12% of responses requested additional lighting.
- Distance markers, directional signage and toilets each received 10% of the responses.
- Shelters and exercise equipment received 4% and 3% of the responses respectively.
- More TGSI's and nothing represented 1% of the responses respectively.

- 1% of the responses stated that additional dog tidy bag dispensers should be installed.

Other comments to improve the pedestrian network

There were a number of additional comments which were made by the respondents. The comments made include:

- Pedestrians should be given priority over cars in the CBD.
- Brighter lighting in the CBD areas.
- Wider paths are required.
- Overall, pretty good, but some improvements are needed.

Specific comments relating to route suggestions, missing links and identified problem areas are discussed below in **Sections 4 to 9** of this report and shown on **Map 5** of **Appendix 1** and in **Appendix 4**.

3.3 STAKEHOLDER WORKSHOPS

Council held a series of stakeholder workshops to a targeted audience rather than an open forum. A total of 9 workshops were held with a total of 37 participants. Invitees included the Bathurst Bicycle Users Group, the Bathurst Community Climate Action Network, the Village Progress Associations, the Bathurst Chamber of Commerce and the Bathurst Regional Access Committee. The workshops were structured asking a series of questions based around the content of the discussion paper. This led the conversation to allow for problems, solutions, suggested routes and feedback to be covered, within the allocated workshop.

Throughout the workshops the responses given had common themes which reiterated the desire for additional paths, popular destinations and routes within the community. The number of participants for some community groups varied, but overall a fair representation was received.

The full results from the workshops have been included as **Appendix 9**.

For the purposes of these results, the various groups' results relating to specific route suggestions, missing links and problem locations have been pooled, and where appropriate, included on **Maps 4 to 6** of **Appendix 1**. **Maps 4 to 6** also include route suggestions identified by the survey results. The sections below provide details of key results of the stakeholder workshops and do not represent the recommendations of this Plan. A copy of the flyer used to promote the public exhibition process is located at **Appendix 13**.

Table 5 below lists the community groups which were invited for consultation during the preparation of the Plan. While the groups were invited, they did not necessarily provide comment to the consultation process.

Bathurst Regional Youth Council	Bathurst Business Chamber Inc.
Bathurst Cycling Club	NSW Sport and Recreation
Bathurst PCYC	Bathurst Community Transport Group

Combined Bathurst Bicycle Users Group (CBBUGS) and Bathurst and District Bicycle Users Group (BADBUG)	Raglan Community Hall
Taxi cabs of Bathurst	Eglinton Hall & Park Committee
Jones Bros Busses	Peel Recreation Reserve Trust
Bathurst Community Climate Action Network	Hill End & Tambaroora Progress Association
Bathurst Regional Access Committee	Yetholme Progress Association
Bathurst BMX Club	Sofala Progress Association
CSU Student Association	Rockley & District Community Association
Charles Sturt University	Wattle Flat Progress Association
Skillset	Perthville Development Group Inc.

Table 5 List of community groups consulted with during the public consultation process.

Possible routes

- A number of different groups identified the following as possible routes for investigation and construction:
 - Incorporate the old railway bridge into a route and loop.
 - Bathurst to Perthville, widen the road shoulders and preferred an off road route.

Possible loop routes

- A popular suggestion was to incorporate a circuit around Mount Panorama.
- Mark the Edgell Jog track with appropriate signage or painted road symbols.
- Develop 5km or 10km loops around Bathurst.
- Improve the road shoulders on rural roads for cyclists.

On-road routes

- It was identified in the workshops that the 1993 Bike Plan on-road routes were still appropriate, and need to be implemented.
- Implement more on-road routes within the CBD.

Desired path location

- The majority of the workshop groups identified the need for footpaths within new release subdivisions and drainage reserves.
- Incorporate the cycle routes adjacent to drainage corridors e.g. Sawpit Creek.

- Use the top of the flood levee banks.

Paths within the Villages

- It was identified that within the Villages, the shop is a desired destination for the community.
- It was also identified that paths are desirable within the villages, although paths to each of the villages are not as important.

New route suggestions

- There were many new route suggestions which have been included on the maps accompanying this Plan.
- Generally the suggested routes are building on the existing network and improve the connectivity of the network.

Maintenance issues

- A large proportion of comments related to the regular maintenance of the paths to include sweeping the gravel off, especially after rain and weed control.
- An interesting comment was that Council should have a more proactive approach to the maintenance and repair of the existing network.
- Repair the damaged paths and uneven surfaces.
- A link on Council's website to report hazards on both cycleways and footpaths.

Public transport connections

- Encourage the bus companies to incorporate bicycle racks into the bus fleet.

Funding opportunities

- A number of funding opportunities were suggested in each of the workshop groups including:
 - Council's Road Safety Officer
 - RTA on a 50/50 basis
 - Section 94 Contribution Plans
 - Funding grants
 - LPMA to produce the maps

Promotion / Marketing / Education

- A common theme was an education program for cyclists and drivers alike to share the road.
- Promote the existing network.

- Promote that it is acceptable to cycle.
- Separate budget for promotion and education.
- Produce up-to-date maps including circuits. Make maps available both electronically (via website) and as a hard copy.
- Encourage commuting convenient distances (less than 5km).

Tourism

- Promote Tourism and Regional Routes, including:
 - Ben Chifley
 - Mary MacKillop
 - Sofala to Hill End
 - Bridle Track
 - To O'Connell (to the pub 'n back)
 - Big community bicycle events
 - Guided rides and walks
- Need to explore the opportunities for disability tourism.
- Link into programs associated with B2B or a bicycle festival.
- Explore cycle tourism in the Region:
 - Encourage other cyclists into the Region.
 - Make it easy to navigate.
 - Make longer circuits (60KM+).
- Tourist footpath at the Dam.
- Explorers trail (following the path of heritage).
- Organised walking tours around the city and to complement the race period.
- Tourism opportunities:
 - Heritage
 - Environmental
 - Loops around Bathurst
 - People commuting to work

Missing links

There were many suggestions on the location of missing links within the footpath and cycleway network. Most of the missing links have been identified on the maps accompanying this Plan. The following comments were also made.

- Have access under Rankins Bridge.
- Investigate ways of interconnecting the existing paths.
- Extend the routes which don't go anywhere.
- The footpaths at the Bradwardine Road / Eglinton Road intersection do not meet the bitumen seal resulting in difficulty for access in wheelchair or scooter.

Priority issues

- Put the funding into what is being used.
- Footpaths to bus stops and schools.
- Complete the missing links.
- Improve the continuity of the existing paths.
- Perthville and Raglan to be connected with paths within 5 to 10 years.

Facilities to support the network

- More public toilets in parks, the suburbs and villages.
- TGSI's on the paths.
- Trees and shelters along the paths which are accessible for wheelchairs and scooters.
- Seating adjacent to the paths should have a sealed access to them.

Signage

- On-road cycle and walking loops with signage to warn drivers that pedestrians and cyclists are using the road.
- On-road route signage with line marking and painted bicycle symbol.
- Distance signage for loops and circuits.

Bicycle parking

- Should have lots of different options for parking.
- Have good placement of bicycle parking (ie not down the back).
- Interestingly, most schools do not have any bicycle parking.

General facilities to service the network

- Add facilities to the existing network.
- Support facilities as listed above.

Access issues and problems

- Kings Parade and Machattie Park – the crushed granite is difficult for wheelchair and scooter users.
- Location and design of laybacks should consider the vision impaired.
- Location of pedestrian phase button for traffic lights should consider people with a disability.
- Access to Machattie Park from William Street is a problem.
- The footpath along Gilmour Street is a problem with the camber and undulation.
- Access is required across the Mitchell Highway at Bradwardine Road.
- Logan Street / Hobson Close / Hamilton Street intersection is difficult to negotiate, the footpath ends and there are no gutter ramps.
- Hereford Street / Gilmour Street intersection, the paths do not connect with each other.
- Perthville village is difficult to negotiate.
- Laybacks are often too steep when constructed.

Engineering problems and issues

- Hereford Street path is often flooded after storm events.
- Make the paths start and finish appropriately.
- Construct wider shoulders for those roads designated as on-road routes.
- Paths often have the wrong camber and should be flat.
- Construct wider laybacks.
- Laybacks should be constructed for roll over kerbs, they are not sufficient for access.
- Modify the engineering standards to widen the standard footpath width. Should be at least 1.5m wide.
- Modify the engineering standards to require sealed footpaths to be constructed as part of new subdivisions.
- Refuge islands need to be designed to consider cyclists and enable the whole bicycle to fit within the refuge island.

Planning policy

- Need both on- and off-road routes as they service different parts of the community.
- Paint bicycle symbols on the roads to raise awareness of cyclists.
- Problems of overtaking on shared paths – need to establish standards or line marking to separate the users.
- Aim for safe cycleways to all schools.
- Need better commuter routes from the suburbs to the CBD particularly with services and facilities.
- Incorporate bicycle parking into development standards.
- Increase the number of shared paths within the existing network.
- Contractors and Council staff should be constructing laybacks to the approved plans and engineering standards. Council should not accept sub-standard ones.

3.4 WRITTEN SUBMISSIONS

During the public consultation process, Council also received a small number of written submissions which identified problems and issues within the existing network. Some of the key points are outlined below.

- Paths need to be accessible with appropriate gutter ramps and the correct camber.
- The width of the paths in the CBD are too narrow. Consider widening and changing the standards.
- Mark the Boundary Road Reserve walking track on the maps.
- Enhance existing bicycle parking facilities to encourage commuting to work.
- Report back to the community every 2 to 3 years on the progress of the plan.

3.5 SUMMARY

Council conducted a series of workshops throughout May 2010 to which 37 participants attended. Council also received 117 survey responses and 3 written submissions from the Bathurst community. Many of the submissions and surveys focused on new routes within the City and connecting the rural villages and localities. A large number of missing links were identified together with access issues for people with a disability. A high proportion of responses related to the requirement for support facilities such as bicycle racks, water stations and signage. The village progress associations were consulted and Council received suggested routes to be included into the Plan.

4 PLANNING RESPONSE

This section relates to the matters that require planning policy amendments such as amending a development standard or a Section 94 Contribution Plan. A summary of the key findings from surveys, workshops and written submissions are repeated within each section below followed by key recommendations. **Section 4.4** is further divided into subsections where the key findings have not been repeated, although key recommendations are made for each of the relevant subsections.

The key recommendations will be the future guiding actions for the Council and other agencies, groups and organisations in relation to new footpaths, cycleways and support facilities. It should be noted that Council may not be the responsible organisation in all instances.

For the purposes of the responses, the following definitions apply:

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

footpath means a sealed path for use by pedestrians only. The width of the footpath is generally 1.2m (existing paths) in low traffic areas and generally 3.8m wide in the CBD.

on-road route means a route adjacent to the traffic carriageways, and may form part of the road shoulders for use by cyclists only. The on-road route may be linemarked, may have the bicycle symbol painted on the road surface and signposted as appropriate.

4.1 LINKING FACILITIES

- All schools and employment areas should be linked with footpaths and cycleways.
- Recreation areas should be linked and accessible with the future network.
- Shops within the villages are to be linked.
- The CSU / LPMA / TAFE precinct is to be linked with an on-road route.
- Urban villages to be connected with routes.

Key Recommendations

- | | |
|----|--|
| a) | See Appendix 1 to 4 for specific recommended routes for linking existing locations and destinations. |
|----|--|

4.2 NEW RELEASE SUBDIVISIONS AND DEVELOPMENTS

- Footpaths are required in new subdivisions.
- Use the existing drainage reserves.
- Equitable access for the general community.

Key Recommendations

- a) See **Appendix 1 to 3** and **Maps 4 to 6** for specific recommended routes in new release areas.
- b) Council to amend its relevant Development Control Plan maps to identify the footpaths and cycleways to be constructed.
- c) The Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to be amended to require gutter ramps to be installed within roll-over kerbs for the identified strategic routes.
- d) Council to amend its relevant Development Control Plans to require the construction of a footpath for the full frontage of dual occupancy or residential unit developments.
- e) Council to require the construction of the footpath or cycleway prior to subdivision release or seek funding for the construction of the path under a relevant Section 94 Contribution Plan.
- f) Alter Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to alter the road width standards for new subdivisions where a DCP map shows a new cycleway, to increase the footpath width from 4.5 metres to 6 metres on the cycleway side and reduce the footpath width from 4.5 metres to 3 metres (ie the carriageway will be not centrally located).

4.3 MAINTENANCE OF FOOTPATHS AND CYCLEWAYS

- Footpaths and cycleways are to be regularly maintained.
- Hazard Report Forms to be available for the public.
- Catheads and vegetation to be maintained.

Key Recommendations

- a) Develop a policy for the maintenance of the footpath and cycleway networks.
- b) Develop a Hazard Report Form and make it available on Council's website. An example of a Hazard Report Form is provided at **Appendix 10**.
- c) Council investigate the options for a spray program for selective control of catheads adjacent to the cycleway network. Information on caltropes is provided at **Appendix 11**. If a viable option is found, include the cost as part of its annual Management Plan as a line item.
- d) Include maintenance of the network as a budget line item.

4.4 THE NETWORK ENVIRONMENT

- Not enough bicycle racks in the CBD.

- Long term and short term parking options for bicycles.
- Bicycle racks required throughout the network.
- Bicycle parking at community events.
- Directional signage to be installed at points of interest and suburbs.
- Support facilities (e.g. seats, toilets, water stations and/or lighting) to be included in the network design.
- Problems overtaking other users on cycleways.
- Current maps are not readily available for the community.

4.4.1 Engineering Standards

Key Recommendations

- a) The Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to be amended to include the following support facilities, where appropriate, for new cycleway construction:
 - i) Seats
 - ii) Directional and distance signs
 - iii) Lighting
 - iv) Shade trees
 - v) Toilets
 - vi) Water stations
 - vii) Dog tidy bag dispensers
- b) Signage to be located and designed in accordance with the Austroads Guidelines and the RTA Guidelines.
- c) Support facilities to be funded and installed at the time of cycleway construction where possible.
- d) Path obstructions (such as vehicle bollards etc) to be designed or located at a height to minimise the obstruction to the user.
- e) Amend Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to increase the width of key strategic footpaths from 1.2m wide to 1.5m wide. The key strategic routes are identified on **Map 5** at **Appendix 1**.

4.4.2 Network Information

Key Recommendations

- a) Update the mapping of the new paths as constructed.
- b) Update the online version of the map quarterly.
- c) Print new cycleway maps bi-annually to ensure that the maps are current and reflect any path construction
- d) Improve the availability of the maps to the community.

4.4.3 Bicycle Parking

Key Recommendations

- a) Council and developers to signpost the existing and future bicycle racks within the Bathurst Region. (see **Appendix 14** for an example).
- b) Council to install bicycle parking at Council owned facilities and within the footpath environment or in prominent locations within the CBD, see **Section 5.3** below.
- c) Council to incorporate bicycle parking standards into the Development Control Plans for new commercial and business developments where appropriate.
- d) Council to investigate options for temporary bicycle parking at community events.
- e) Bicycle racks to be co-located with all existing and future public toilets, particularly those located in recreation reserves along existing cycleways.

4.4.4 Signage in the Network

Key Recommendations

- a) Directional signage to be installed at the start, end and at intersections of the cycleway network. Signage should also include time to destination (CBD) information on key commuter routes from the urban villages and suburban areas.
- b) On-road routes to be signposted, linemarked (where appropriate) and a bicycle symbol painted on the road surface.
- c) Where footpaths are an appropriate width (e.g. 1.5m wide strategic paths), or have a low volume of users, signpost the path as a cycleway, where required.
- d) Distance markers to be placed every 1km on loop routes. Refer to **Appendix 12** for the initial key loop routes that should be marked with distance markers.

4.4.5 Lighting

Key Recommendations

- a) Lighting to be provided at intersections and where adequate surveillance is not available (e.g. away from a public road, isolated location).
- b) Council to consult with Essential Energy to investigate options, including solar lights and/or motion sensors, for installing lighting on the cycleway network. As funding becomes available, install the selected lighting on paths which are considered appropriate.

4.4.6 Seating and Shade

Key Recommendations

- a) Seating and shade should be co-located adjacent to the cycleway network as Council budgets allow.
- b) Seating should be located at points of interest. (e.g. scenic views, near interpretive signage, and heritage locations)
- c) Provide a sealed area from the path to the seat, as Council budgets allow.
- d) Provide a sealed apron adjacent to seats for prams, wheelchairs or mobility scooters, as Council budgets allow.

4.4.7 Toilets and Water Stations

Key Recommendations

- a) Provide public toilets at key recreation areas and parks, where appropriate.
- b) Provide water stations at the beginning and end of loop routes, where Council's water infrastructure allows a connection. (see **Appendix 12**)

4.4.8 Footpath Specific Matters

Key Recommendations

- a) Amend Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to include the following items within the footpath environment:
 - i) provide Tactile Ground Surface Indicators within the existing footpath network,
 - ii) the pedestrian button at traffic lights in an appropriate location,
 - iii) appropriately designed gutter ramps which are less steep, and
 - iv) ensure that the camber of footpaths is appropriate.
- b) Council develop a Policy for receiving and dealing with ad hoc requests for works to the footpath and cycleway environment (e.g. requests for additional gutter ramps, repairs etc) which are not programmed or form part of this Plan.

4.5 ROAD SAFETY

- Danger at roundabouts and intersections limit the use of the footpaths and cycleways.
- Increase awareness for vehicles, pedestrians and cyclists of each other's responsibilities.
- Make the on-road environment a safer place to walk and ride.

Key Recommendations

- a) Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to be amended to reflect that if intersection works are being completed (e.g. a new roundabout), the existing footpath and cycleway connectivity is to be considered in the design.
- b) Develop a community education program for drivers and cyclists highlighting each others responsibilities (e.g. Share the Road type campaigns).
- c) Link into cycle events for major education programs.
- d) Implement parts of the 'Sharing the Road' program produced by VicRoads to assist the education of cyclists and motorists alike of their respective obligations while using public roads.
- e) Encourage the acceptance of the Code of Conduct for cyclists.

4.6 FOOTPATHS AND CYCLEWAYS IN THE VILLAGE ENVIRONMENT

The Region's Village Progress Associations made submissions in relation to potential footpath and cycleway routes within each of the rural villages. Council considered the appropriateness of the suggested routes and have included many into the Plan for construction. In respect of Hill End and Sofala, these two villages have very special heritage significance. The issue of footpaths and cycleways was referred to Council's Heritage Advisor who considered that footpaths and cycleways in these two locations may be intrusive to their heritage significance.

Both these villages have a relatively low traffic volume and part of the visitor experience of both villages is being able to walk along the main streets. For these reasons, no specific pathways are recommended at Hill End and Sofala at this time.

It should be noted that the provision of footpaths, cycleways and on-road routes within the village of Rockley will need to be delayed until such time that road speed through the village has been satisfactorily addressed. This issue was raised by a number of residents during the exhibition process.

Key Recommendations

- a) Council investigate the signposting of Hill End and Sofala as a shared road environment for vehicles, pedestrians and cyclists. Appropriate signage to be installed as Council budgets allow.

Note: In Hill End, the Department of Environment, Climate Change and Water (DECCW) will ultimately be responsible for the signposting, as DECCW is the Roads Authority in Hill End.

4.7 PERIODIC REPORTS TO THE COMMUNITY

Council should report to its ordinary meetings on a periodic basis as to the progress of the plan's implementation. Details of the report will generally include information on path construction works and the like.

Key Recommendations

- a) Council report to its ordinary meetings on a periodic basis on the amounts of footpaths and cycleways being constructed for the previous period and other progress on the Plan's recommendations.

4.8 BICYCLE USAGE WITHIN THE BATHURST REGION

In order for Council to determine the overall usage rates of the cycleway and footpath networks, Council has the ability to install a radar counter unit over various sections of the paths. This data will be useful in determining whether paths are being used and will assist in providing actual figures when applying for funding grants. Council's annual community survey could also be used to gather data on a local basis as to bicycle usage.

Key Recommendations

- a) Council undertake monitoring of the cycleway network using the radar counter unit on an annual basis.
- b) Council consider the inclusion of questions on bicycle usage within its annual community survey.

4.9 SUMMARY

Areas where tasks are required to be completed which require amended policies or regulatory documents have been identified above. Some of the important key recommendations are:

- Develop a policy for the maintenance of the footpath and cycleway networks.
- The Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to be amended to require gutter ramps to be installed within roll-over kerbs for the identified strategic routes and to include the following support facilities, where appropriate, for new cycleway construction:
 - Seats
 - Directional and distance signs
 - Lighting
 - Shade trees
 - Toilets

- Water stations
- Dog tidy bag dispenser
- Council to investigate options for temporary bicycle parking at community events.
- Council to consult with Essential Energy to investigate options for installing lighting on the existing network.
- Implement parts of the 'Sharing the Road' program produced by VicRoads to assist the education of cyclists and motorists alike of their respective obligations while using public roads.
- Provide a sealed apron adjacent to seats for prams, wheelchairs or mobility scooters, as Council budgets allow.
- Increase the width of footpaths on key strategic access routes from 1.2m to 1.5m wide as shown on **Map 5** in **Appendix 1**

5 ENGINEERING RESPONSE

This section relates to the matters that require physical works to be completed such as the construction of a footpath or cycleway or the erection of signage. The works will generally be completed by Council, although other organisations may also be responsible for works, such as the RTA for linemarking on an RTA controlled road. A summary of the key findings from surveys, workshops and written submissions are repeated within each section followed by key recommendations for each section.

The key recommendations will be the future guiding actions for the Council and other responsible agencies in relation to new footpaths and cycleways.

For the purposes of the responses the following definitions apply:

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

footpath means a sealed path for use by pedestrians only. The width of the footpath is generally 1.2m (existing paths) in low traffic areas and generally 3.8m wide in the CBD.

on-road route means a route adjacent to the traffic carriageways, and may form part of the road shoulders for use by cyclists only. The on-road route may be linemarked, may have the bicycle symbol painted on the road surface and signposted as appropriate.

5.1 KEY LOCAL ROUTE SUGGESTIONS

- The urban villages to be linked with cycleways.
- Council facilities to be connected with sealed footpaths and cycleways.
- Appropriateness of works not completed associated with the 1993 Bike Plan, 1999 Strategic Access Plan and the 2001 Pedestrian Access and Mobility Plan.
- Complete missing links.

Key Recommendations

- | | |
|----|--|
| a) | Footpaths and cycleways to be constructed as illustrated on Maps 4 to 6 in Appendix 1 and as described in Appendix 2 and 3 . |
|----|--|

It should be noted that the maps are for illustrative purposes only. The final, constructed location of the cycleways and footpaths will be determined by Council's Engineering Department taking into consideration the location of existing services, camber of the land, physical obstructions and general suitability of the site during the design phase.

5.2 KEY REGIONAL ROUTE SUGGESTIONS

Develop longer routes within the Bathurst Region which may connect with other villages, localities or LGA's.

Key Recommendations

- a) Develop Regional loops as illustrated on **Map 7**, in terms of directional and interpretive signage, distance markers, linemarking (where required) and ongoing tourism development. (See also **Section 6.0**)
- b) Develop and enhance the Lithgow / Oberon / Bathurst (LOB) alliance for additional regional cycle route development.

5.3 BICYCLE PARKING

- Bicycle parking in prominent locations within the CBD.
- Provision of bicycle parking within the CBD.

Key Recommendations

- a) Bicycle racks to be provided at the following locations:
 - i) Council Chambers
 - ii) Aquatic Centre (relocate the existing racks closer to the entrance to the centre, or provide gutter ramp and pathway to the existing racks).
 - iii) Bathurst Indoor Sports Stadium
 - iv) Outside the courthouse
 - v) Pedrottas Lane
 - vi) The RSL car park
 - vii) The Australian Fossil and Mineral Museum
- b) Signpost the existing and future bicycle parking within the CBD.
- c) Encourage existing major businesses to install onsite bicycle parking for their employees. (e.g. Government Office building, Bathurst Regional Council, Reliance Credit Union, Bathurst Panthers, Bathurst RSL, existing shopping centres, neighbourhood shopping centres)
- d) Provide bicycle parking at or near all existing and future public toilet blocks in recreation areas and along cycleways.

5.4 SUPPORT FACILITIES FOR THE NETWORK

- Provide support facilities on the route at the time of construction.
- Additional public toilets for isolated routes.

Key Recommendations

- a) Investigate potential locations and options for the provision of public toilets at Perthville.

- | | |
|----|--|
| b) | Install the support facilities, identified in Section 4.4 , in conjunction with, or at the completion of a project, as Council budgets allow. |
|----|--|

5.5 ACCESS FACILITIES FOR FOOTPATHS

- Provide adequate access for the Bathurst community.

Key Recommendations

- | | |
|----|---|
| a) | Design and construct the identified access issues as described in Appendix 4 . |
| b) | Construct gutter ramps at all intersections identified on Maps 4 and 5 as part of the strategic access routes. |
| c) | Council install correctly designed gutter ramps and replace inappropriate gutter ramps as they are identified by the community. |

5.6 OTHER IDENTIFIED ISSUES WITHIN THE NETWORK

- Flooding of the Hereford Street cycleway.
- Refuge islands to wholly contain cyclists.

Key Recommendations

- | | |
|----|---|
| a) | Council investigate options to reduce the flooding of the Hereford Street cycleway. |
| b) | Amend the Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to allow cyclists to be contained wholly within refuge islands, wherever possible. |
| c) | Clearly mark all vehicle bollards within the network to improve their visibility to the various users. |

5.7 SUMMARY

Section 5 outlines the physical works that are required to be completed. Some of the important key findings are:

- Footpaths and cycleways to be constructed as illustrated on **Maps 4 to 6** of **Appendix 1** and described in **Appendix 2, 3 and 4**.
- Signpost the existing and future bicycle parking within the CBD.
- Provide bicycle parking at all public toilet blocks in recreation areas and along cycleways.
- Council to investigate options to reduce the flooding of the Hereford Street cycleway.
- Encourage cycling tourism opportunities through the development of regional cycling loops.

6 TOURISM, PROMOTION AND MARKETING

This section relates to promotion and marketing of cycling and walking within the Bathurst Region. A summary of the key findings from surveys, workshops and written submissions are repeated within each section followed by key recommendations for each section. The recommendations listed in the various sections below can only be achieved if community and business sectors also play a significant role in their implementation.

The key recommendations will be the future guiding actions for the Council, community and business sectors in relation to tourism, marketing and promotion.

For the purposes of the responses the following definitions apply:

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

footpath means a sealed path for use by pedestrians only. The width of the footpath is generally 1.2m (existing paths) in low traffic areas and generally 3.8m wide in the CBD.

on-road route means a route adjacent to the traffic carriageways, and may form part of the road shoulders for use by cyclists only. The on-road route may be linemarked, may have the bicycle symbol painted on the road surface and signposted as appropriate.

6.1 PEDESTRIAN ACTIVITIES

- Participate in and promote pedestrian activities.
- Mark the Edgell Jog route.

Key Recommendations

- a) Promote and encourage participation in 'National Walk to Work Day', 'National Ride to Work Day' and 'National Ride 2 School Days' held annually.
- b) Develop guided walking trails, associated maps and interpretive signage for the Bathurst Region in relation to:
 - i) Heritage. (e.g. Ben Chifley, Mary MacKillop, or significant buildings)
 - ii) Mount Panorama and motor racing.
- c) Investigate opportunities for disability tourism within the Bathurst Region. Suitable options to be promoted especially the promotion of accessible routes and facilities identified in this Plan.
- d) Signpost or mark and provide permanent distance markers for the Edgell Jog route.
- e) Provide distance markers and interpretive signage around the Mount Panorama Circuit.

6.2 CYCLE TOURISM

- Promote the Region's cycle facilities and attractions.
- Develop cycle tours with different genres. (e.g. food and wine, heritage or general)
- Encourage the use of the existing and future networks by tourists.

Key Recommendations

- a) Develop trails, associated maps and interpretive signage within the Bathurst Region for tourist loops or with a specific theme. For example
 - i) The O'Connell pub 'n back.
 - ii) Motor Racing (Mount Panorama / Vale Circuit).
 - iii) key Bathurst sites.
 - iv) key Heritage sites.
 - v) the regional route suggestions identified in Section 5.2.
- b) Encourage the development of a bicycle hire business for the Bathurst Region.
- c) Encourage cycling tourism opportunities through the development of the Lithgow / Oberon / Bathurst (LOB) tourism alliance.

6.3 PROMOTING CYCLING

- Encourage cycling as an alternative for commuting.
- Promote cycle activities within the Bathurst Region. (e.g. B2B (Bathurst to Blayney) and Bike week)

Key Recommendations

- a) Footpaths and cycleways to be constructed as illustrated on **Maps 4 and 5 of Appendix 1** and as described in **Appendix 2 and 3** as a means to promote and encourage cycling as an alternative for commuting with a focus on fun and fitness.
- b) Promote the existing bicycle activities associated with B2B, Bike Week and other cycling events.
- c) Investigate and promote the opportunities for a bicycle event similar to Mudgee's 'Bike Muster'.
- d) Encourage participation in the RTA's Sydney to the Gong event or the 'Spring Cycle' event in Sydney annually.
- e) Create an eye catching brochure display for businesses to use. For example a bike wheel or set of handle bars.

6.4 MARKETING THE REGION

- Promote Bathurst as a cycle friendly town.
- Encourage visitors to enter in the local Bathurst cycle events.

Key Recommendations

- a) Promote the Bathurst Region as a cycle friendly town through brochure development.
- b) Make the Bathurst Region cycle maps available for visitors and residents via Council's corporate and tourism websites, Visitor Information Centre, Library, bicycle shops, commercial accommodation establishments, aquatic centre and service stations.
- c) Promote the existing and future cycle events.
- d) Encourage cycling tourism opportunities through the development of the Lithgow / Oberon / Bathurst (LOB) tourism alliance.
- e) Work with Cycling NSW to participate in their events and utilise their marketing tools.
- f) Promote the Bathurst region at other major cycling events through either:
 - * Team gear / participation,
 - * Display stand or
 - * Banners
- g) Organise specific media groups to the region to participate in our cycle or pedestrian friendly activities. For example Cycling magazines.
- h) Promote cycle trails to other Bicycle User Groups throughout the state.

6.5 SUMMARY

Section 6 focused on promoting cycling and tourism in the Bathurst Region. Some of the important key recommendations are:

- Signpost or mark and provide permanent distance markers for the Edgell Jog route.
- Encourage the development of a bicycle hire business for the Bathurst Region.
- Promote the existing bicycle activities associated with Bathurst to Blayney, Bike Week and other cycling events.
- Promote the Bathurst Region as a cycle friendly town through brochure development.
- Encourage cycling tourism opportunities through the development of the Lithgow / Oberon / Bathurst (LOB) tourism alliance.

7 CYCLING FACILITIES AND YOUNG RIDER EDUCATION AND DEVELOPMENT

This section examines the needs to develop young rider education and the facilities which may be able to support young riders.

As indicated in **Sections 1.6** and **3.2.1** there appears to be very few young people who ride to school. Eglinton Public School has the highest percentage of students who ride to and from school. Eglinton Public School also runs an annual pedal push day requiring all students to attend school with their bicycles for specific cycling training and development. There may be opportunities to support this school as an example for other localities into the future. It should be noted that the Bicycle Education Facility is independent of any facilities proposed at the Bike Park on Vale Road.

7.1 YOUNG RIDER EDUCATION

- Provide additional facilities for young riders.

Key Recommendations

- a) Investigate the construction of a free public bicycle education facility for children and cyclists in road behaviour, bicycle skills and pedestrian safety, including a road circuit simulating road conditions. Similar to the Campbelltown Bicycle Education Centre as illustrated on the following page. Other initiatives worth researching include the C.A.R.E.S program run in St Ives and Bass Hill. It should be noted that the Bicycle Education Facility is independent of any facilities proposed at the Bike Park on Vale Road.
(<http://www.campbelltown.nsw.gov.au/default.asp?iNavCatID=278&iSubCatID=346>)

This facility should aim to complement the rider education facilities proposed at the bicycle park on Vale Road, but offer free, year round, access to the general community as an additional recreation facility within the City particularly for younger children. Suggested locations include:
 - i) Centennial Park
 - ii) George Park
 - iii) Ralph Cameron Park (Raglan)
 - iv) adjoining the Adventure Playground in Victoria Park
 - v) Cubis Park (Eglinton)
 - vi) O'Keefe Park (adjacent to the Eglinton Cycleway)
- b) Investigate the construction of additional cycleway routes around and through Cubis Park at Eglinton to support Eglinton Public School's cycling programs, including additional facilities that might simulate road conditions. (e.g. street signs, pedestrian crossings, roundabouts etc).
- c) Encourage schools to actively run cycle education programs and continue to investigate new opportunities to provide support facilities for successful schools such as Eglinton Public School.

- | | |
|----|--|
| d) | Develop specific 'Young Rider Friendly' routes and maps that identify safe, low traffic volume on-road routes and cycleways. |
| e) | Encourage the schools within the Bathurst Region to provide bicycle parking facilities. |

Images of the Campbelltown Bicycle Education Centre



Figure 16 - Aerial image of the Campbelltown Bicycle Education Centre (Google Maps, 2010)



Figure 17 - Aerial image of the Campbelltown Bicycle Education Centre (Google Maps, 2010)

7.2 EXISTING CYCLING FACILITIES

The Bathurst Region has several cycle orientated facilities such as the velodrome and BMX track. The velodrome facility is well utilised by the cycling community.

The Bathurst Cycling Club holds training and club events on the track, and has advised that there are constraints limiting the intensification of events on the facility. Constraints include, cracks within the pavement, the shape of the facility and little or no banking on the curves. Notwithstanding the constraints, the popularity of the facility continues to grow.

7.3 FUTURE CYCLING FACILITIES

Council commissioned a feasibility study in 2009 for the establishment of a combined bicycle facility catering for the expanding and diverse needs in the community.

It is proposed that the facility includes:

- Provision of an outdoor velodrome
- Criterium short course
- Criterium long course
- BMX Track
- Downhill course
- Junior Education Course

Other facilities required at such a precinct would include:

- Club House and Amenities building
- Sealed car parking

Council has lodged an application for development consent to construct the facility, and at the time of writing the Plan, it is undetermined. Council has also applied for funding through the Regional Development Australia Grant program. At the time of writing Council's success upon gaining the grant was unknown.

7.4 INTERNATIONAL CYCLING GRAND PRIX SERIES

In December 2010, Bathurst hosted a round of the International Cycling Grand Prix. The event consisted of two races the Honda Women's International Grand Prix and Men's International Grand Prix. Both races featured World and Olympic Games stars and some of the gold medalists from the recent Commonwealth Games. Approximately 60 cyclists participated in the women's field and 80 in the men's event.

7.5 SUMMARY

Section 7 identified the existing and future cycling facilities as well as the need for young rider facilities and education. Some of the important key recommendations are to encourage the schools within the Bathurst Region to provide bicycle parking facilities, to develop specific 'Young Rider Friendly' routes and maps that identify safe, low traffic volume on-road routes and cycleways, and to investigate the construction of a free public bicycle education facility as an additional recreation facility within the City.

The Bathurst Region has existing cycle facilities such as the velodrome and BMX tracks which cater for the existing needs of the community. Bathurst Regional Council is also in the process of obtaining consent for the construction of a combined bicycle facility located on the Vale Road. This facility is proposed to include several different facilities on the one site.

8 FUNDING

This section relates to the identification of funding opportunities that exist for both the construction of infrastructure and hosting events within NSW.

The key recommendations will be the future guiding actions for the Council in relation to funding the expansion of the footpath and cycleway networks.

Appendix 2 contains an estimated cost for the construction of the footpaths and cycleways based on costs provided by Council's Engineering Department in November 2010. It should be noted that the estimated costs for footpath construction is based on the higher end cost of the recommended width of 1.5m for strategic routes, as opposed to the current standard width of 1.2m, and cycleways are based on a 2.5m wide path. The final value of the works identified may be different from that stated in **Appendix 2** as the Plan ages and the actual site preparation works that are required are determined. Additionally, the estimated cost does not include support facilities such as seats, directional signage and the like, or additional infrastructure such as creek or railway crossings.

8.1 RTA FUNDING

- Explore the opportunities for funding from the RTA.

Key Recommendations

- a) Council apply for funding through the RTA for projects which improve the existing cycleway network. Some of the funding opportunities include:
 - i) Major Works Program Infrastructure for cycling is considered in all major works programs.
 - ii) RTA-Council Co-Funding Programs Infrastructure projects which are funded by both Council and the RTA.
 - iii) Cycleway Co-funds design and construction of on- and off-road cycleways by local councils in line with the NSW Bike Plan 2010.
 - iv) Bicycle Facilities Grants Program Co-funds council improvements to the operation of existing cycleways.
 - v) Bike Week Funding Grants Program This web page provides guidelines on applying for NSW Bike Week funding from the NSW RTA. Funding is not for a fixed amount and is only provided for the promotion and advertising component of an event's budget.
 - vi) Bicycle User Support Grants Program This program funds the increased use of cycling through research, training and promotion, including the preparation of maps.

8.2 NSW GOVERNMENT FUNDING

- NSW Health's Non-Government Organisations Program.
- NSW Sport and Recreation Grants.

Key Recommendations

- Explore opportunities for funding from NSW Health which has a variety of capacity building and other grant programs.
- Explore opportunities for funding from NSW Sport and Recreation which has a variety of relevant resources on running clubs, training and grants. Of particular relevance to funding cycling projects are grants and financial assistance, fundraising and sponsorship.

NSW Premiers Council on Active Living aims to build and strengthen the physical and social environments in which communities engage in active living. It is however, yet to release its work program, so has been included in this Plan for information only.

8.3 COUNCIL BUDGETS

Council allocate funds for the construction, repair and maintenance of footpaths and cycleways.

Key Recommendations

That Council consider:

- increasing the funding allocated to the construction of cycleways and footpaths and the associated support facilities.
- the establishment of a separate line item in the general budget to construct the footpaths and cycleways within the rural villages.
- the budgetary allocations for specific major footpath or cycleway projects as it prepares its 5 year management Plan to ensure funds become available for major projects. See **Appendix 2** and **3** for a list of likely major projects.
- the allocation of a separate budget line item for the maintenance of the footpaths and cycleways, including a control program of caltropes (Catheads).
- the allocation of funds for promotion and education programs for the network.
- the allocation of unspent funds within any financial year to reserves for future years.

8.4 SECTION 94 CONTRIBUTION PLANS, SECTION 94A CONTRIBUTION PLANS AND VOLUNTARY PLANNING AGREEMENTS

- Include the construction of cycleways, footpaths and support facilities into future Section 94 contribution plans.

Key Recommendations

- a) Include cycleways and footpaths as part of specific Section 94 Contribution Plan.
- b) Council require developers to install footpaths and/or cycleways as required.
- c) Review Section 94 Contribution Plans to include those paths and strategic access routes identified in this Plan.
- d) Council accept the construction of Footpaths and Cycleways as part of any proposed Voluntary Planning Agreement.

8.5 OTHER SOURCES OF FUNDING

- Local businesses to sponsor the production of the route maps.
- Local business sponsorship of the route maps.

Key Recommendations

- a) Explore opportunities for external funding for footpaths and cycleways, additional facilities and promotion and marketing within the Bathurst Region.
- b) Investigate opportunities for local businesses to produce the route maps.

8.6 SUMMARY

Section 8 identified potential sources of external and internal funding that Council could utilise to fund the construction of footpaths and cycleways in the Region. Some of the important key recommendations include:

- Council apply for funding of projects through the RTA for projects which improves the existing cycleway network. Some of the funding opportunities include:
 - Major Works Program
 - RTA-Council Co-Funding Programs
 - Cycleway
 - Bicycle Facilities Grants Program
 - Bike Week Funding Grants Program
 - Bicycle User Support Grants Program
- That Council consider increasing the funding allocated to the construction of cycleways and footpaths and the associated support facilities.

- Include cycleways and footpaths as part of specific Section 94 contribution Plans.
- Council consider the establishment of specific reserves for major projects.

9 PRIORITIES

This section seeks to assign a general priority for the construction works shown on **Maps 4 to 6** in **Appendix 1** and listed in the tables of **Appendix 2** and **3**. For ease of recording the assigned priority, it has been included as a column in the table. The following factors have been considered in assigning a priority for the schedule of works:

- a) Will the project connect to the existing or future cycleway or footpath network?
- b) Will the project rectify a connectivity issue or complete a missing link?
- c) Will the project service a large section of the community?
- d) Is there an alternate or safer route available?
- e) Will the project directly improve the recreation network?
- f) Can the project be appropriately funded?

The priorities are listed with a scale between 1 and 4, with an additional category of Special Projects. The priority ratings have been briefly described below.

A rating of **1** means the project has been assessed as having the highest priority and should be completed at the first opportunity as funding and opportunity arises.

A rating of **2** means the project has been assessed as having a moderate priority and should be completed as appropriate funding and demand arises.

A rating of **3** means the project has been assessed as having a low priority and should be completed when funding is available or the opportunity arises.

A rating of **4** means the project is reliant on other factors occurring or other works being completed first, such as the subdivision of the land. The works should be completed as opportunities arise, e.g. as part of subdivision works, and should form part of any future development consent.

special project means the project should be completed when a funding source (other than the normal cycleway and footpath budget) is available. e.g. Section 94 funds, grants or special Council reserves.

Priority 1 projects have been identified as including the provision of sealed footpaths within all streets within the inner city area (residential precinct 1 of Council's DCP) to improve connectivity to the CBD. Residential precinct 1 is identified in the Bathurst Regional Development Control Plan and has the objective of having higher density living including a higher proportion of dual occupancy developments and residential units within close proximity to the CBD. This area is likely to cater for an ageing population and is more likely to suit those with a disability.

This is followed by providing access along key strategic access routes and to important community facilities such as the Bathurst Base Hospital, Council facilities and recreation areas.

There are a number of important strategic access routes which have been identified for inclusion in Council's DCP maps and by the community which are reliant on the subdivision

of the land before the network can be expanded into those areas. These projects, whilst identified as priority 4 increase in importance when subdivision actually occurs.

9.1 SUMMARY

Section 9 outlines the process used for assigning priorities to the works outlined in the Plan. Council has focused on providing sealed footpaths within all streets within the inner city area to improve connectivity to the CBD. This is followed by providing access along its identified strategic access routes and to important community facilities such as the Bathurst Base Hospital, Council facilities and recreation areas.

10 KEY RECOMMENDATIONS

This section provides an overall summary of the recommendations under this Plan worthy of consideration by Council.

Proposed Footpaths and Cycleways

1. Footpaths and cycleways to be constructed as illustrated on **Maps 4, 5, 6 and 10 of Appendix 1** and described in **Appendix 2 and 3**.
2. Design and construct identified access issues as described in **Appendix 4**.

Mapping the Network and Map Availability

3. Make the Bathurst Region cycle maps available for visitors and residents via Council's corporate and tourism websites, Visitor Information Centre, Library, bicycle shops, commercial accommodation establishments, aquatic centre and service stations.
4. Update the mapping of the new paths as constructed.
5. Update the online version of the map quarterly.
6. Print new cycleway maps bi-annually to ensure that the maps are current and reflect any path construction.
7. Improve the availability of the maps to the community.
8. Investigate opportunities for local businesses to produce the route maps.
9. Create an eye catching brochure display for businesses to use. For example a bike wheel or set of handle bars.

Funding and Grants

10. Council apply for funding projects through the RTA for projects which improves the existing cycleway network. Some of the funding opportunities include:
 - Major Works Program. Infrastructure for cycling is considered in all major works programs.
 - RTA-Council Co-Funding Programs Infrastructure projects which are funded by both Council and the RTA.
 - Cycleways: Co-funds design and construction of on- and off-road cycleways by local councils in line with the NSW Bike Plan 2010.
 - Bicycle Facilities Grants Program Co-funds council improvements to the operation of existing cycleways.
 - Bike Week Funding Grants Program. This web page provides guidelines on applying for NSW Bike Week funding from the NSW RTA. Funding is not for a fixed amount and is only provided for the promotion and advertising component of an event's budget.

- Bicycle User Support grants program. This program funds the increased use of cycling through research, training and promotion (including preparation of maps).
11. Explore opportunities for funding from NSW Health which has a variety of capacity building and other grant programs.
 12. Explore opportunities for funding from NSW Sport and Recreation which has a variety of relevant resources on running clubs, training and grants. Of particular relevance to funding cycling projects are Grants and financial assistance, fundraising and sponsorship.
 13. That Council consider:
 - a) increasing the funding allocated to the construction of cycleways and footpaths and the associated support facilities.
 - b) The establishment of a separate line item in the general budget to construct the footpaths and cycleways within the rural villages.
 - c) the budgetary allocations for specific major footpath or cycleway projects as it prepares its 5 year management Plan to ensure funds become available for major projects. See **Appendix 2** and **3** for a list of likely major projects.
 - d) the allocation of a separate budget line item for the maintenance of the footpaths and cycleways, including a control program of caltropes (Catheads).
 - e) the allocation of funds for promotion and education programs for the network.
 - f) the allocation of unspent funds within any financial year to reserves for future years.
 14. Investigate opportunities for external funding for footpaths, cycleways, additional facilities and promotion and marketing within the Bathurst Region, and apply for appropriate grants as they become available.

New Subdivisions

15. Include cycleways and footpaths as part of specific Section 94 contribution areas.
16. Council require the construction of the footpath or cycleway prior to subdivision release or seek funding for the construction of the path under a relevant Section 94 Contribution Plan.

Policy Development

17. Council develop a Policy for receiving and dealing with ad hoc requests for works to the footpath and cycleway environment. (e.g. requests for additional gutter ramps, repairs etc) which are not programmed or form part of this Plan.
18. Develop a policy for the maintenance of the footpath and cycleway networks.
19. Council investigate options for a spray program for selective control of catheads adjacent to the cycleway network. Information on Caltropes is provided at **Appendix 11**.

Young Rider Education

20. Investigate the construction of a free public bicycle education facility for children and cyclists in road behaviour, bicycle skills and pedestrian safety, including a road circuit simulating road conditions. Similar to the Campbelltown Bicycle Education Centre. Other initiatives worth researching include the C.A.R.E.S program run in St Ives and Bass Hill. It should be noted that the Bicycle Education Facility is independent of any facilities proposed at the Bike Park on Vale Road. (<http://www.campbelltown.nsw.gov.au/default.asp?iNavCatID=278&iSubCatID=346>)

This facility is to complement the rider education facilities proposed at the bicycle park on Vale Road, but offer free, year round, access to the general community as an additional recreation facility within the City. Suggested locations include:

- Centennial Park
 - George Park
 - Ralph Cameron Park (Raglan)
 - adjoining the Adventure Playground in Victoria Park
 - Cubis Park (Eglinton) or
 - O'Keefe Park (adjacent to Eglinton cycleway)
21. Investigate the construction of additional cycleway routes around and through Cubis Park at Eglinton to support Eglinton Public School's cycling programs, including additional facilities that might simulate road conditions (e.g. street signs, pedestrian crossings, roundabouts and the like).
22. Encourage schools to actively run cycle education programs and continue to investigate new opportunities to provide support facilities for successful schools such as Eglinton Public School.
23. Develop specific 'Young Rider Friendly' routes and maps that identify safe, low traffic volume on-road routes and cycleways.

Bicycle Racks

24. Council and developers to signpost the existing and future bicycle racks within the Bathurst Region. (see **Appendix 14** for an example of a sign)
25. Council to install bicycle parking at Council owned facilities and within the footpath environment or in prominent locations within the CBD, see **Section 5.3** above.
26. Council to incorporate bicycle parking requirements into its Development Control Plans for new commercial and business developments where appropriate.
27. Council to investigate options for temporary bicycle parking at community events.
28. Bicycle racks to be co-located with all existing and future public toilets, particularly those located in recreation reserves along cycleways.
29. Bicycle racks to be provided at the following locations:

- Council Chambers
 - The aquatic centre (closer to the entrance to the centre, or provide gutter ramps and a path to the existing racks).
 - Bathurst Indoor Sports Stadium
 - Post Office building
 - Outside the Courthouse
 - Pedroffs Lane
 - The RSL car park
 - The Australian Fossil and Mineral Museum
30. Encourage existing major businesses to install onsite bicycle parking for their employees. (e.g. Government Office building, Bathurst Regional Council, Reliance Credit Union, Bathurst Panthers, Bathurst RSL, existing shopping centres, neighbourhood shopping centres)
31. Encourage the schools within the Bathurst Region to provide bicycle parking facilities.

Tourism Opportunities

32. Develop guided walking trails, associated maps and interpretive signage for the Bathurst Region in relation to:
- Heritage (e.g. Ben Chifley, Mary MacKillop, significant buildings)
 - Mount Panorama and motor racing.
33. Investigate opportunities for disability tourism within the Bathurst Region. Suitable options to be promoted especially the promotion of accessible routes and facilities identified in this Plan.
34. Develop trails, associated maps and interpretive signage within the Bathurst Region for tourist loops or with a specific theme. For example
- to the O'Connell pub 'n back.
 - motor racing (Mount Panorama / Vale Circuit).
 - key Bathurst sites.
 - key heritage sites.
35. Encourage the development of a bicycle hire business for the Bathurst Region.
36. Promote the existing bicycle activities associated with B2B, Bike Week and other cycling events.
37. Investigate and promote the opportunities for a bicycle event similar to Mudgee's 'Bike Muster'.

38. Promote the Bathurst Region as a cycle friendly town through brochure development.
39. Promote the existing and future cycle events.
40. Encourage the Bathurst Community's participation in the RTA Sydney to the Gong event or the 'Spring Cycle' event in Sydney annually.
41. Develop and enhance the Lithgow / Oberon / Bathurst (LOB) alliance for additional regional cycle route development.
42. Encourage cycle tourism through the development of regional cycling loops.
43. Organise specific media groups to the region to participate in our cycle or pedestrian friendly activities. For example Cycling magazines.
44. Work with Cycling NSW to participate in their events and utilise their marketing tools.
45. Promote the Bathurst region at other major cycling events through either
 - Team gear / participation,
 - Display stand or
 - Banners.
46. Promote cycle trails to other Bicycle User Groups throughout the state.

Education Program

47. Develop a community education program for drivers and cyclists highlighting each others responsibilities (e.g. Share the Road type campaigns).
48. Link into cycle events for major education programs.
49. Implement parts of the 'Sharing the Road' program produced by VicRoads to assist the education of cyclists and motorists alike of their respective obligations while using public roads.
50. Encourage the acceptance of the Code of Conduct for cyclists.
51. Promote and encourage participation in 'National Walk to Work Day', 'National Ride to Work Day' and 'National Ride 2 School Days' held annually.

Support Facilities

52. Path obstructions (such as vehicle bollards etc) to be designed or located at a height to minimise the obstruction to the user.
53. Directional signage to be installed at the start, end and at intersections of the cycleway network.
54. On-road routes to be linemarked and have either a bicycle symbol painted on the road surface or be signposted, where appropriate.

55. Where footpaths are an appropriate width (e.g. 1.5 m wide strategic path), or have a low volume of users, signpost as a cycleway.
56. Distance markers to be placed every 1km on loop routes. Refer to **Appendix 4** for key loop routes that should be marked.
57. Signage to be located and designed in accordance with the Austroads Guidelines and the RTA Guidelines.
58. Council to consult with Essential Energy to investigate options, including solar lights and/or motion sensors, for installing lighting on the cycleway network. As funding becomes available, install the selected lighting on paths which are considered appropriate.
59. Lighting to be provided at intersections and where adequate surveillance is not available (e.g. away from a public road, isolated location).
60. Seating and shade should be co-located adjacent to the cycleway network.
61. Seating should be located at points of interest (e.g. scenic views, near interpretive signage, heritage locations).
62. Provide a sealed area from the path to the seat.
63. Provide a sealed apron adjacent to seats for prams, wheelchairs or mobility scooters.
64. Provide public toilets at key recreation areas and parks, where appropriate.
65. Provide water stations at the beginning of loop routes, where Council's existing water infrastructure allows.
66. Investigate the provision of public toilets at Perthville.
67. Investigate the need for lighting and/or additional lighting within the footpath and cycleway networks.
68. Install the support facilities at the completion of a project.
69. Signpost or mark and provide permanent distance markers for the Edgell Jog route.
70. Provide distance markers and interpretive signage around the Mount Panorama Circuit.
71. Council install correctly designed gutter ramps and replace inappropriate gutter ramps as they are identified by the community.
72. Clearly mark all vehicle bollards within the network to improve their visibility to the various users.

Engineering Guidelines

73. The Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to be amended to require gutter ramps to be installed within roll-over kerbs for the identified strategic routes.
74. The Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to be amended to include the following support facilities, where appropriate, for new cycleway construction:
- Seats
 - Directional and distance signs
 - Lighting
 - Shade trees
 - Toilets
 - Water stations
 - Dog tidy bag dispenser
75. Amend the Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to include the following items within the footpath environment:
- provide Tactile Ground Surface Indicators within the existing footpath network,
 - position the pedestrian button at traffic lights in an appropriate location,
 - appropriately designed gutter ramps which are less steep, and
 - ensure that the camber of footpaths is appropriate.
76. Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to be amended to reflect that if intersection works are being completed (e.g. a new roundabout), the existing footpath and cycleway connectivity is to be considered in the design.
77. Amend the Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to allow cyclists to be contained wholly within refuge islands.
78. Alter Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to alter the road width standards for new subdivisions where a DCP map shows a new cycleway, to increase the footpath width from 4.5 metres to 6 metres on the cycleway side and reduce the footpath width from 4.5 metres to 3 metres (ie the carriageway will be not centrally located).
79. Amend Council's Guidelines for Engineering Works and Civil Engineering Construction Guidelines to increase the width of key strategic footpaths from 1.2m wide to 1.5m wide. The key strategic routes are identified on **Map 5 at Appendix 1**.

Other

80. Council to require the construction of the footpath or cycleway prior to subdivision release or seek funding for the construction of the path under a relevant Section 94 Contribution Plan.
81. Develop a Hazard Report Form and make it available on Council's website.
82. Support facilities to be funded and installed at the time of cycleway construction where possible.
83. Council investigate options to reduce the flooding of the Hereford Street cycleway.
84. Council to amend its relevant Development Control Plans to require the construction of a footpath for the full frontage of dual occupancy or residential unit developments.
85. Council report to its ordinary meetings on a periodic basis on the amounts of footpaths and cycleways being constructed for the previous period and other progress on the Plan's recommendations.
86. Council undertake monitoring of the cycleway network using the radar counter unit on an annual basis.
87. Council consider the inclusion of questions on bicycle usage within its annual community survey.

11 CONCLUSION

Following a review of the previous key Access Plans, community consultation and a review of key strategic routes, Council has developed a comprehensive and expanded network of both cycleways and footpaths within the Bathurst Region.

Resulting from the consultation process a number of issues relating to the available support facilities for the cycleway and footpath network were raised which have been addressed within the scope of this Plan.

Council has included a wide range of key recommendations within the Plan which will guide Council in scheduling and prioritising construction works to expand the networks.

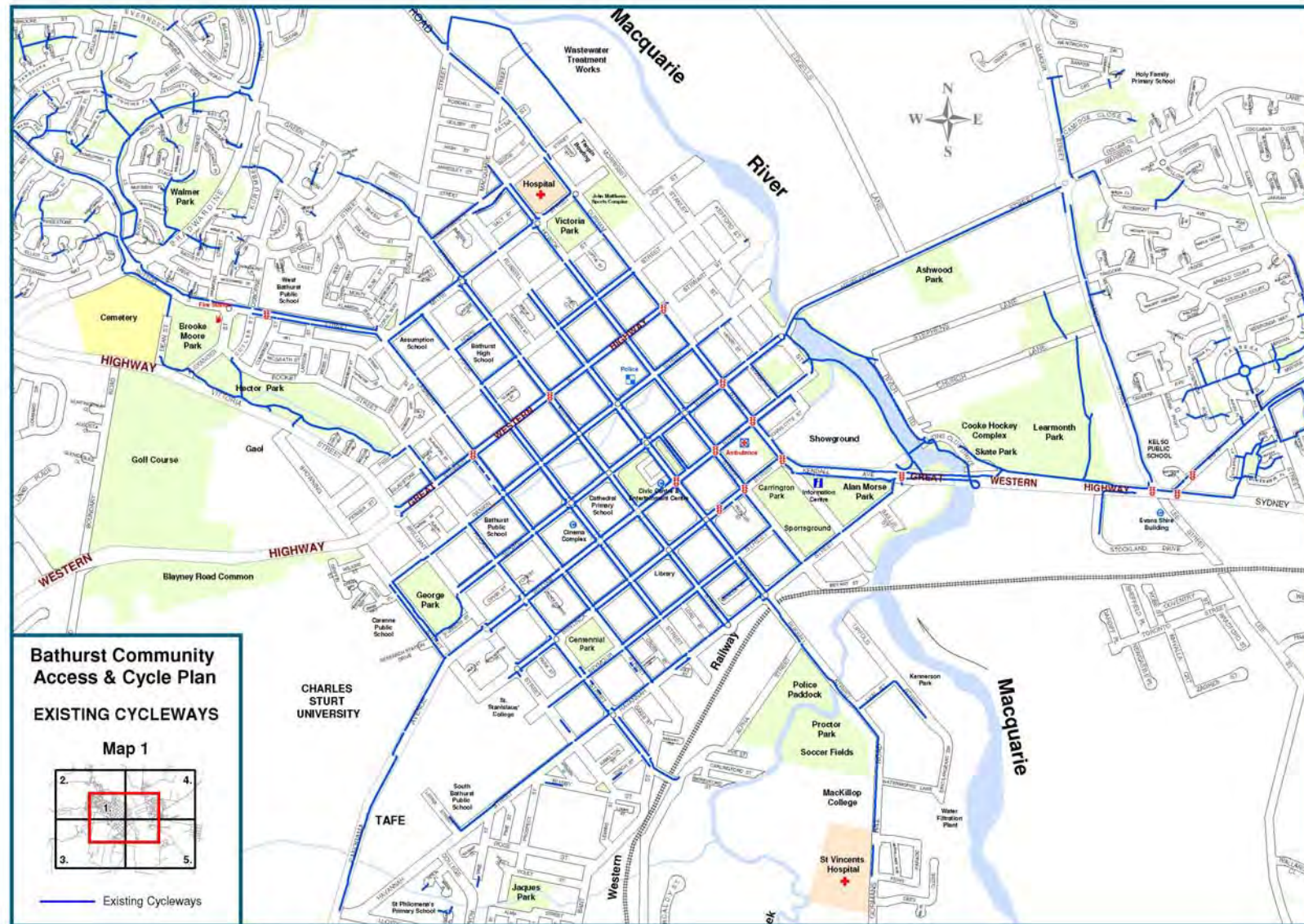
12 REFERENCES

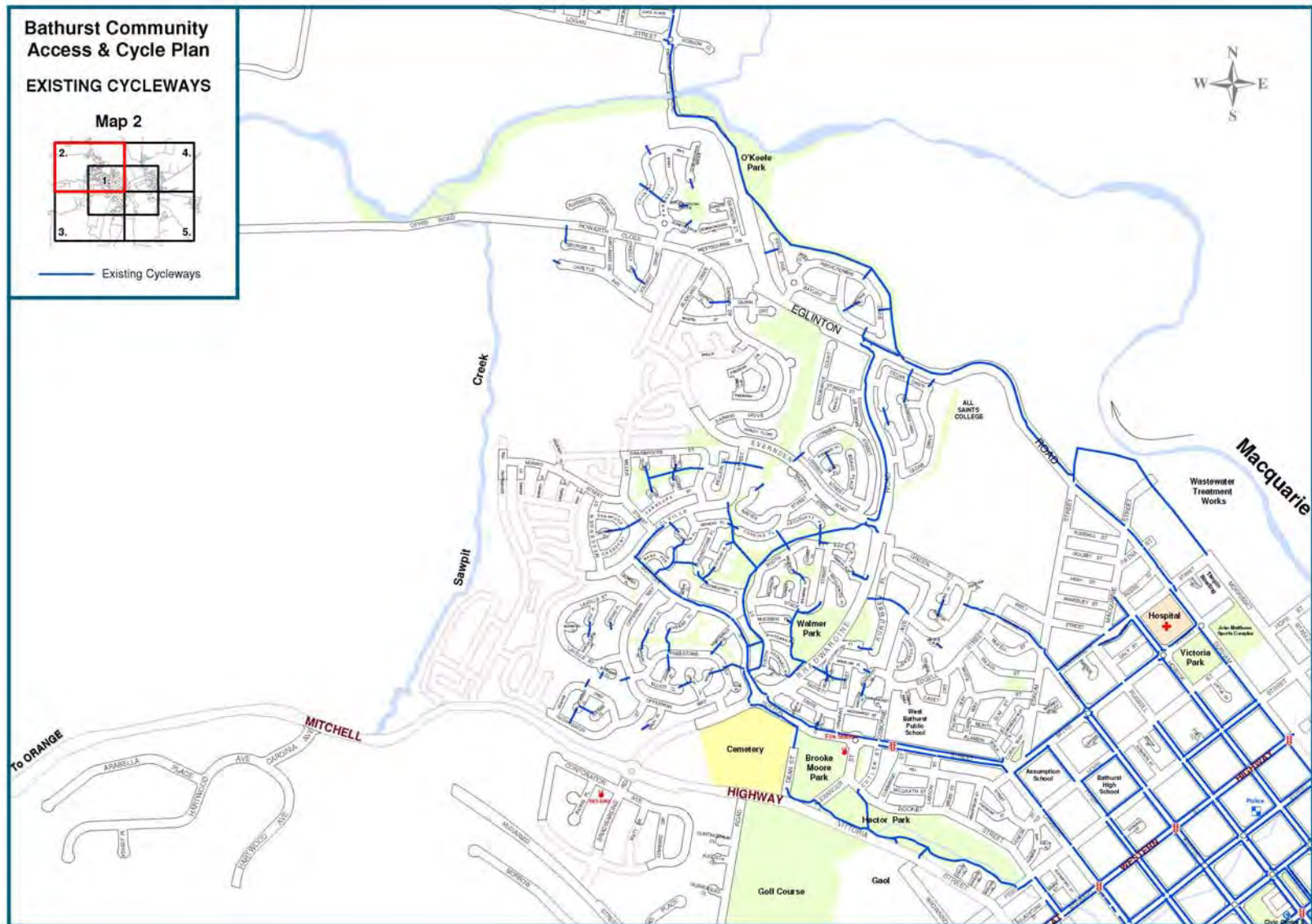
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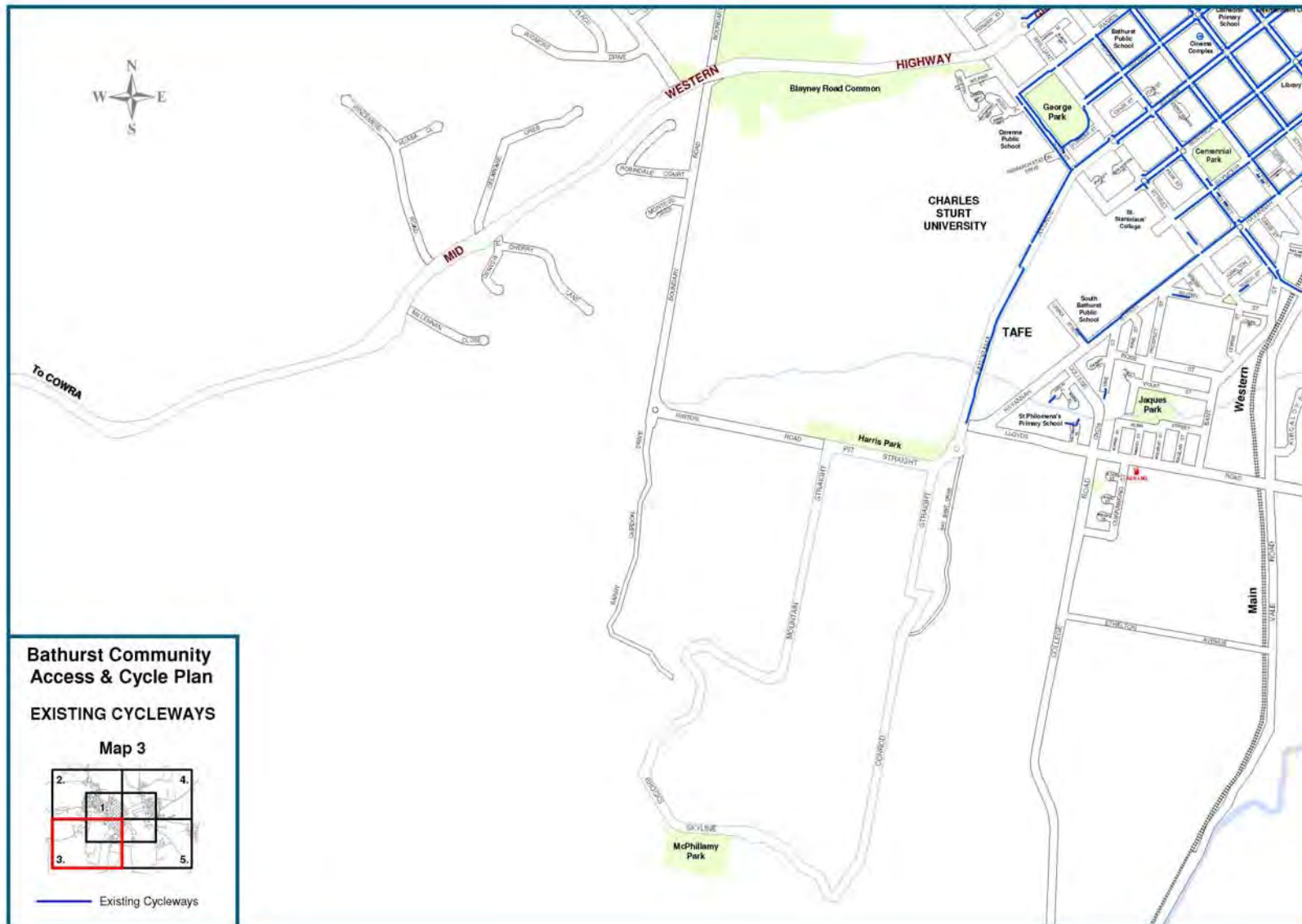
APPENDICES

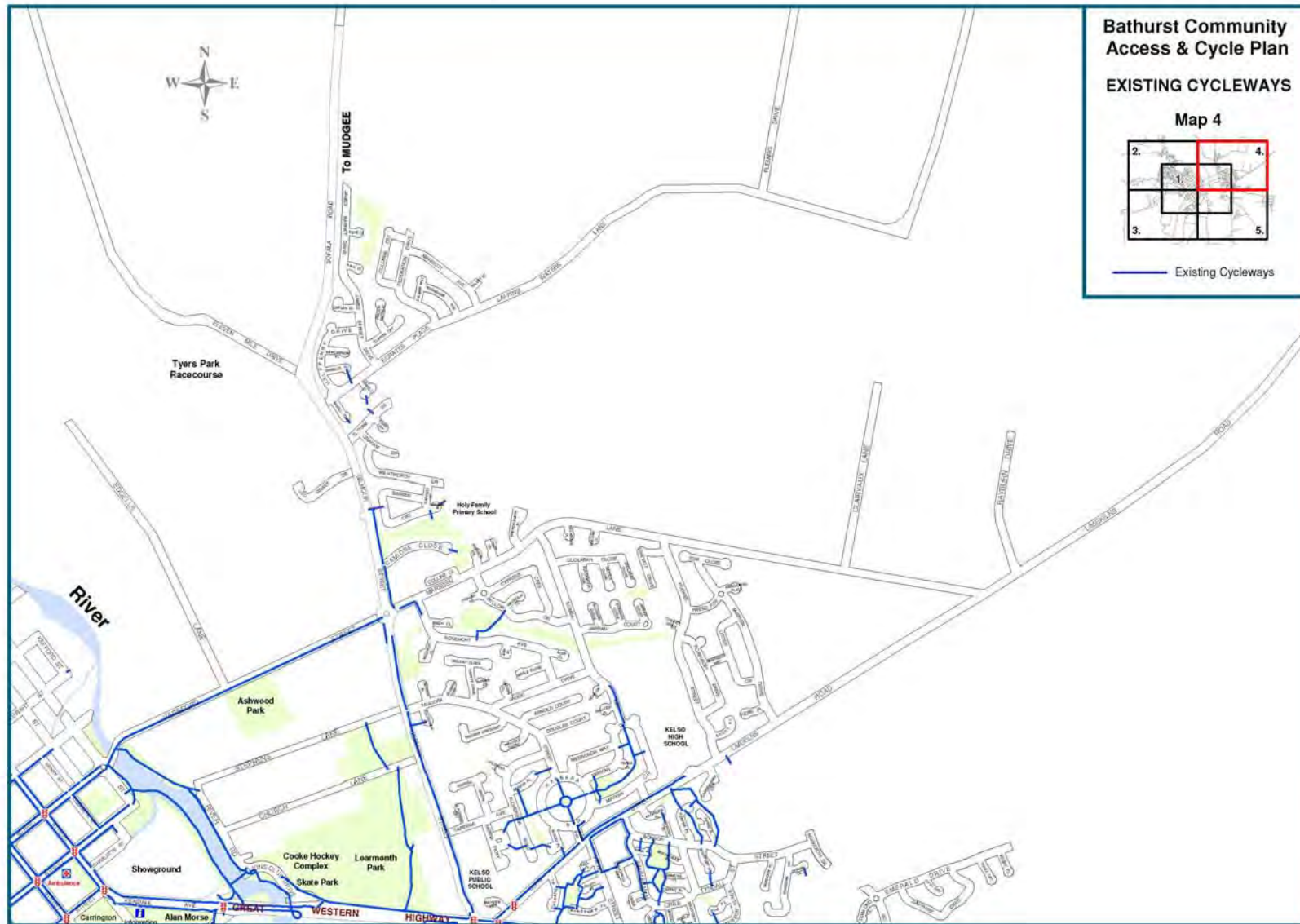
APPENDIX 1 MAPS OF NETWORK

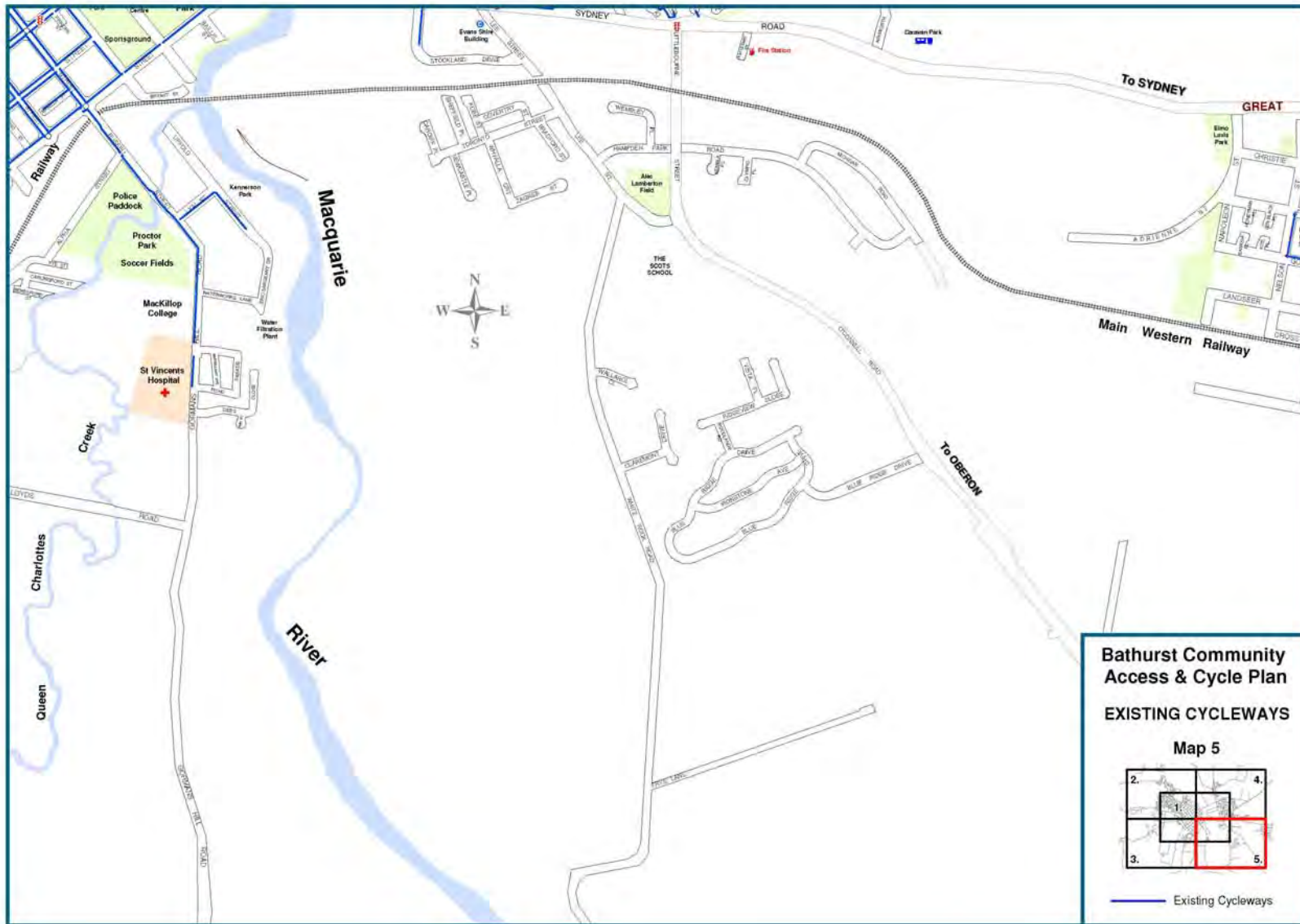
Map 1 Existing cycleways and on-road routes



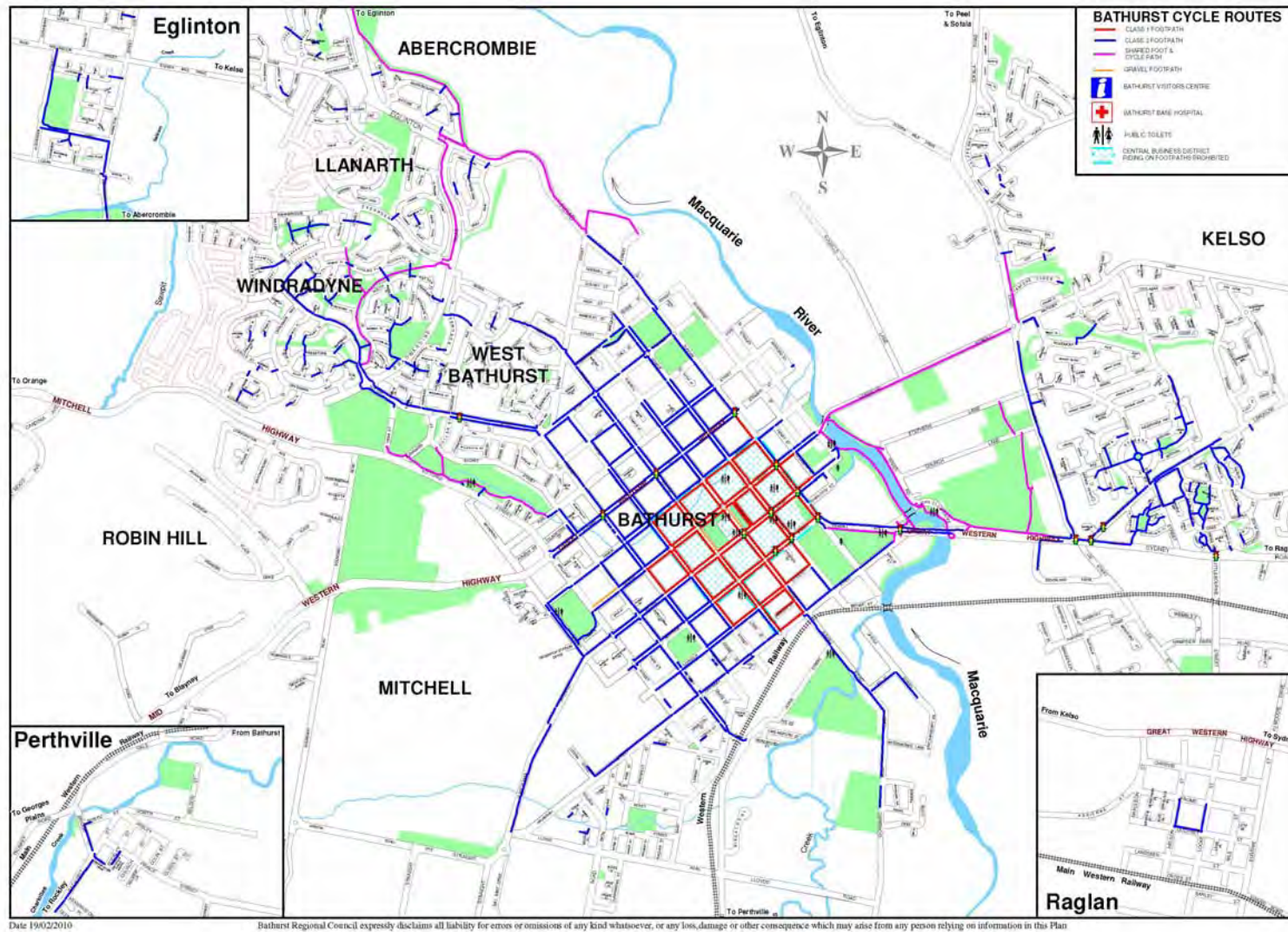




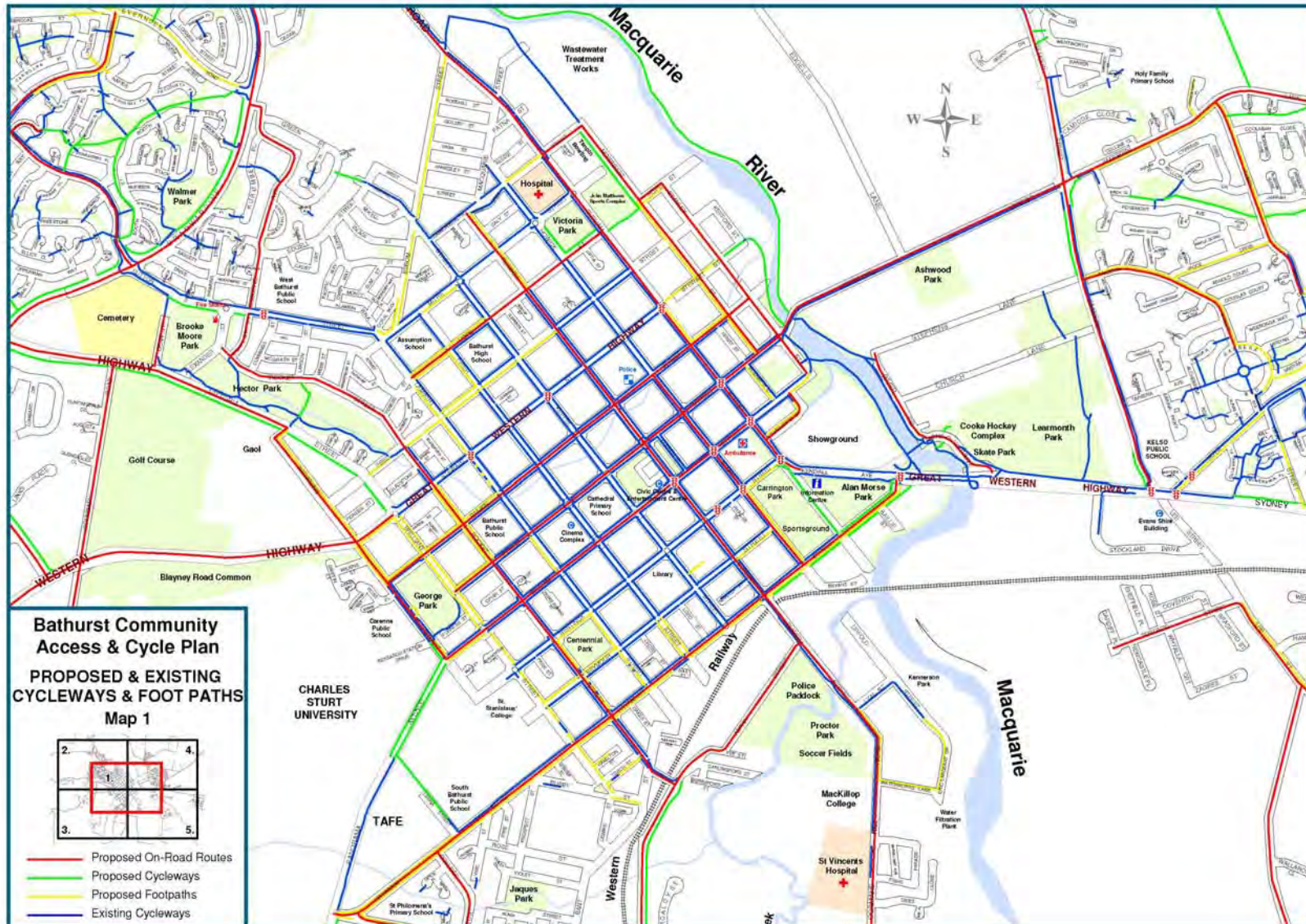


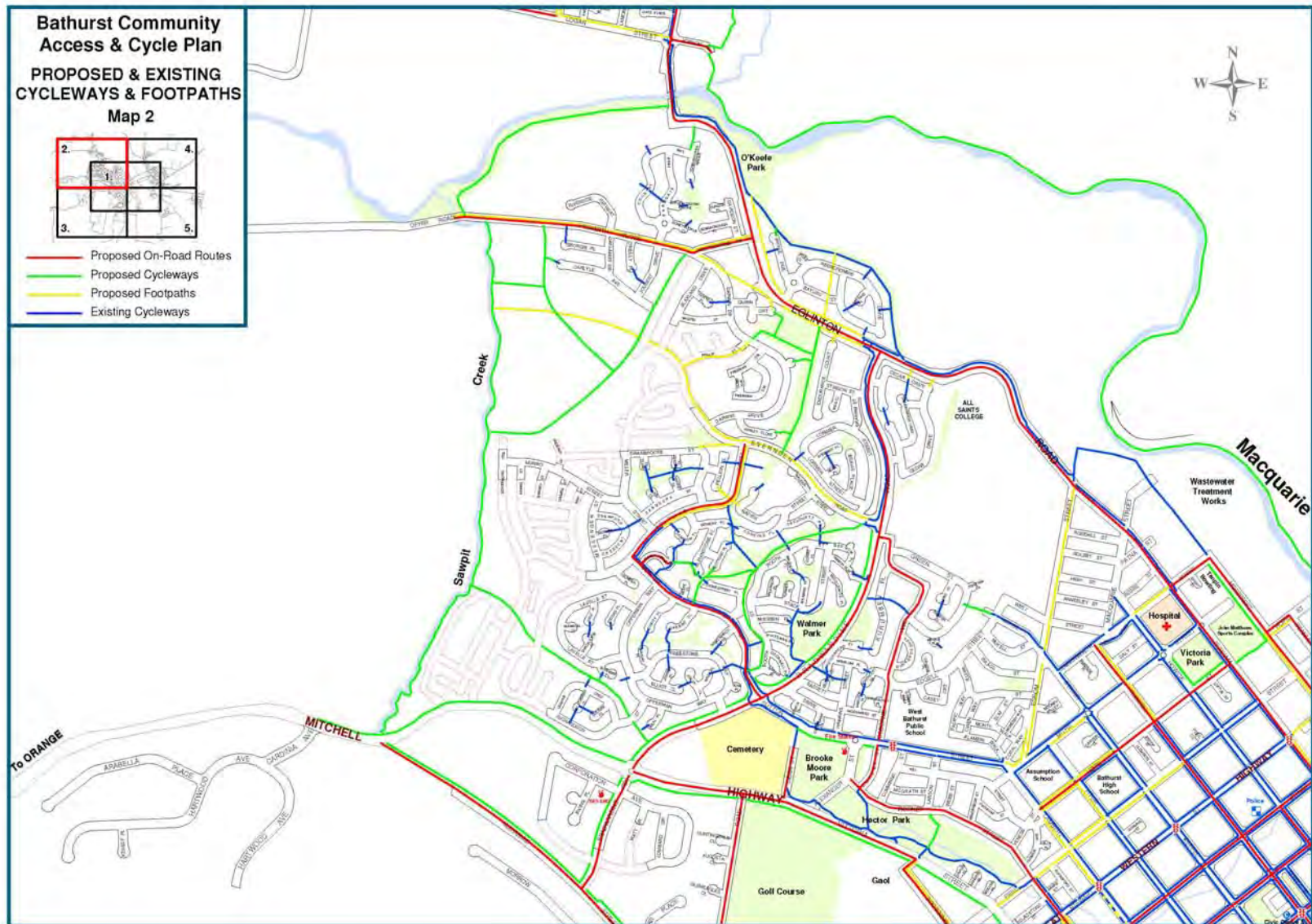


Map 2 Existing footpath network

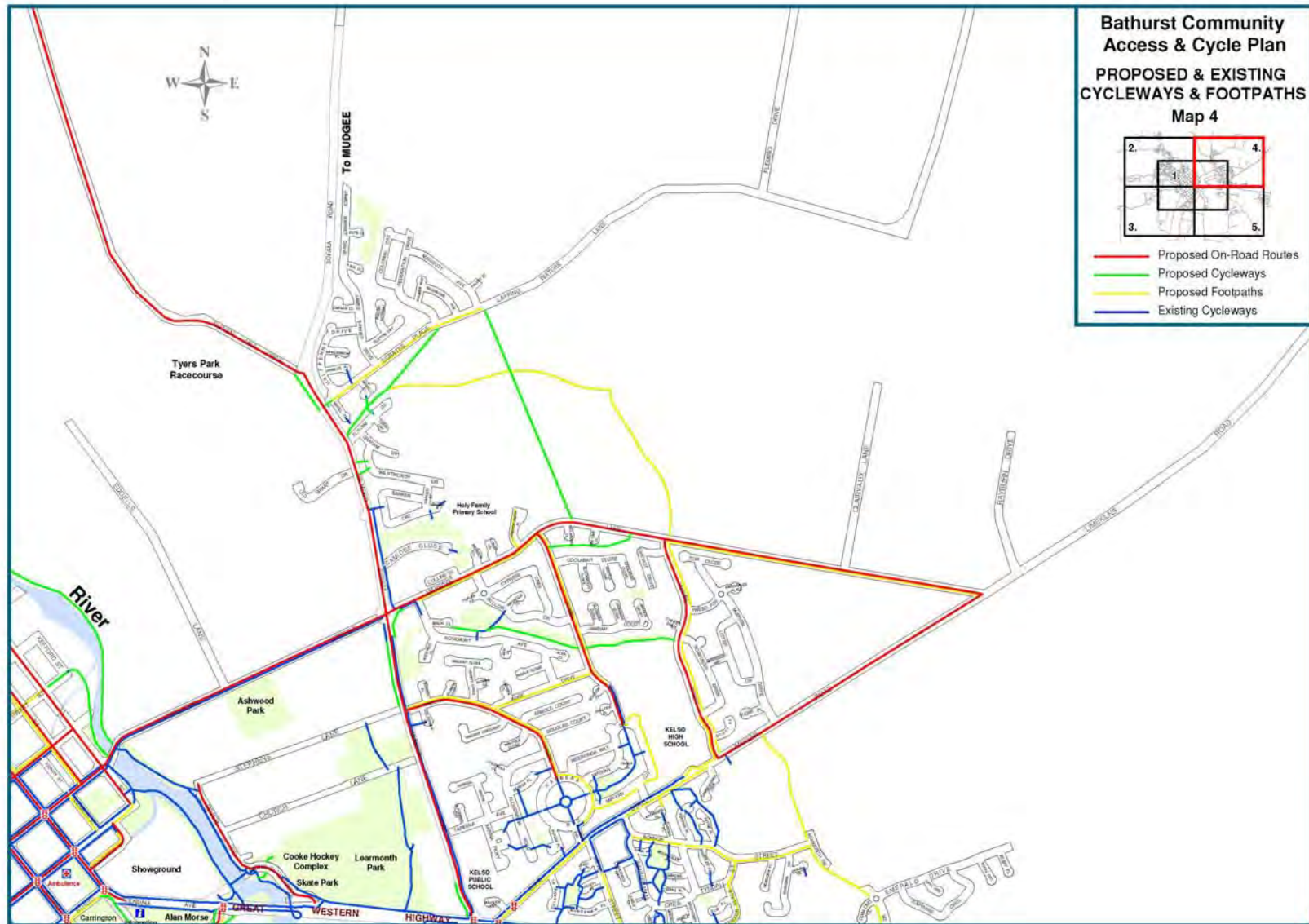


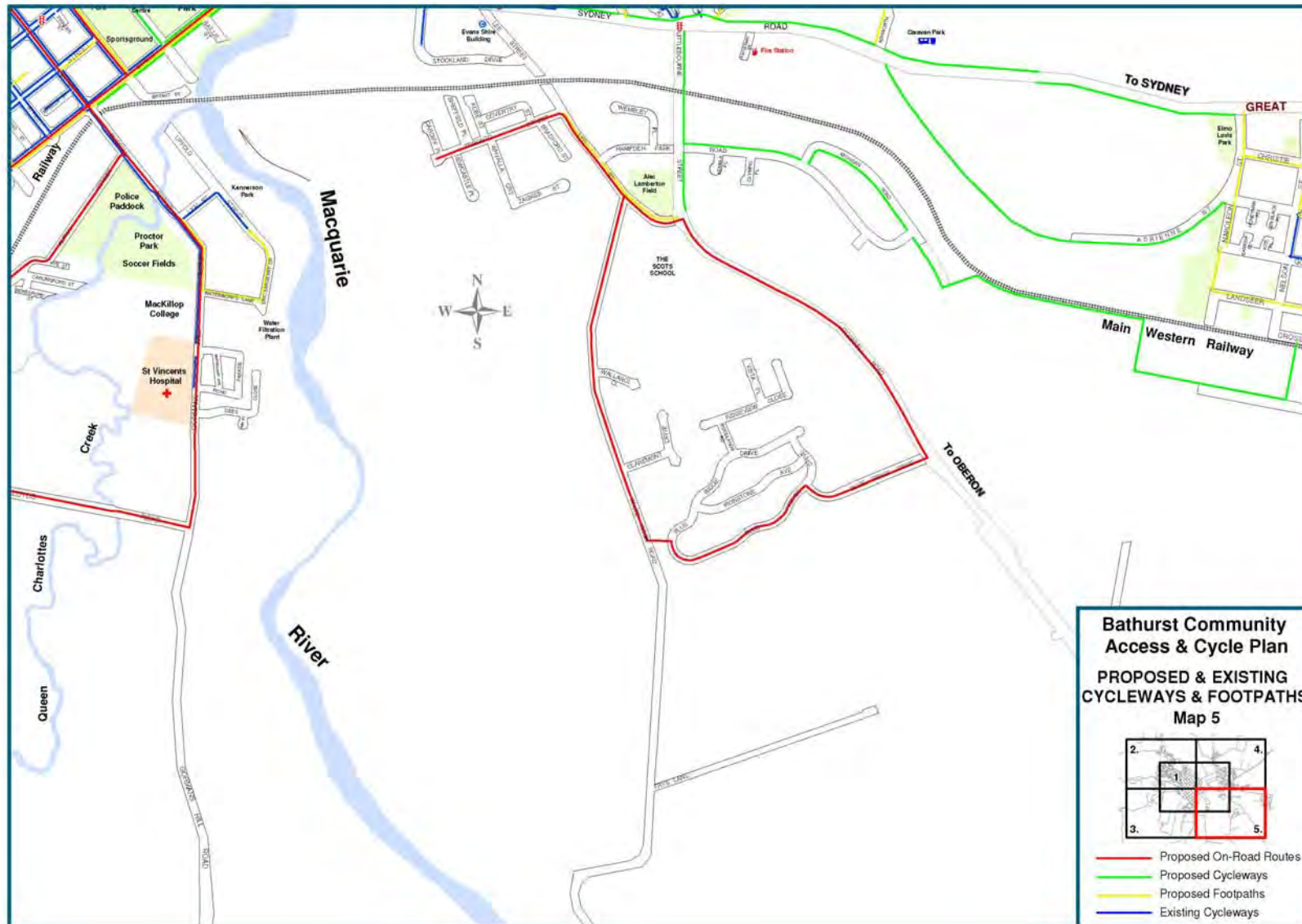
Map 3 Proposed footpath, cycleway and on-road network. (Incorporates the existing network and proposed works)

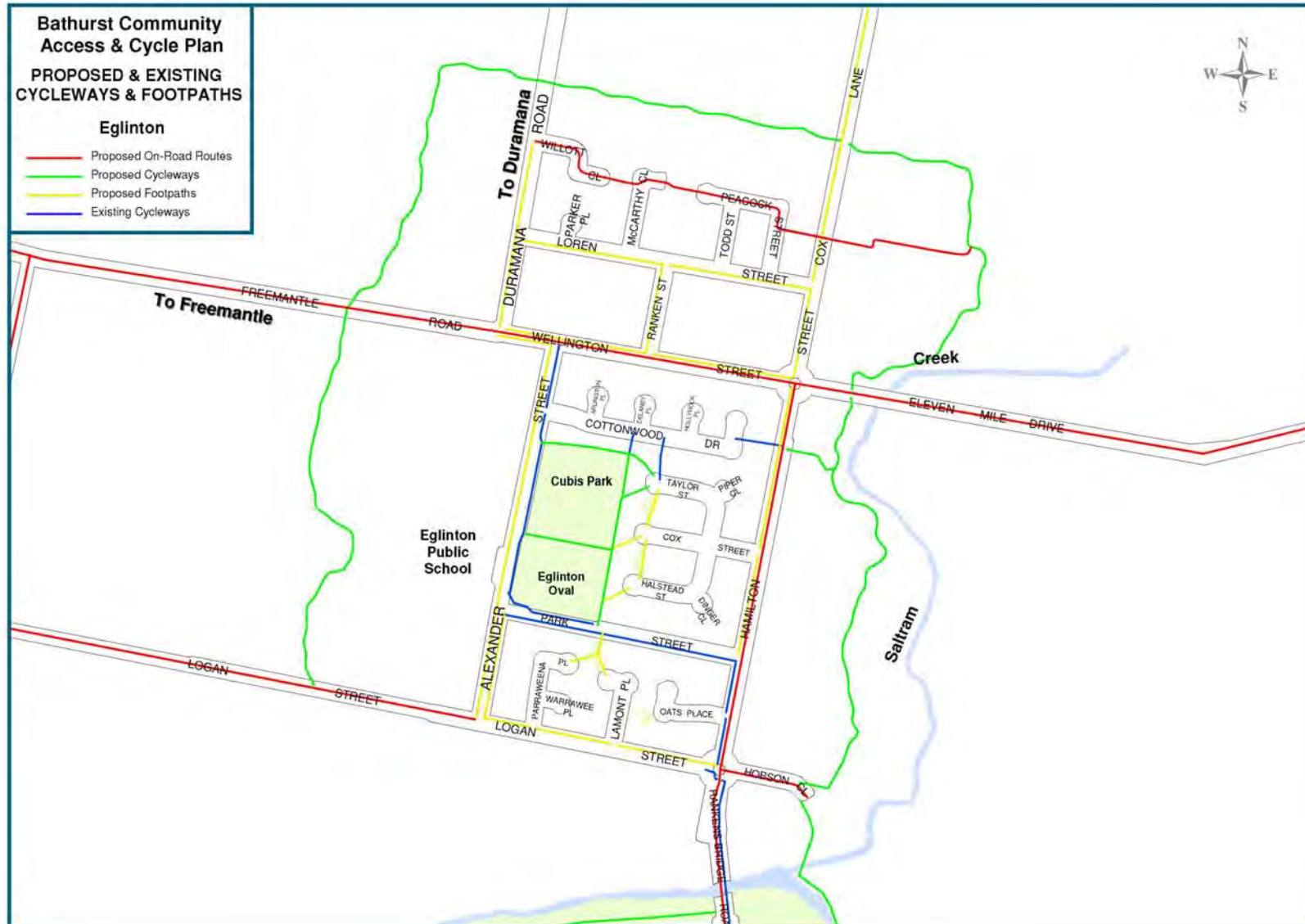


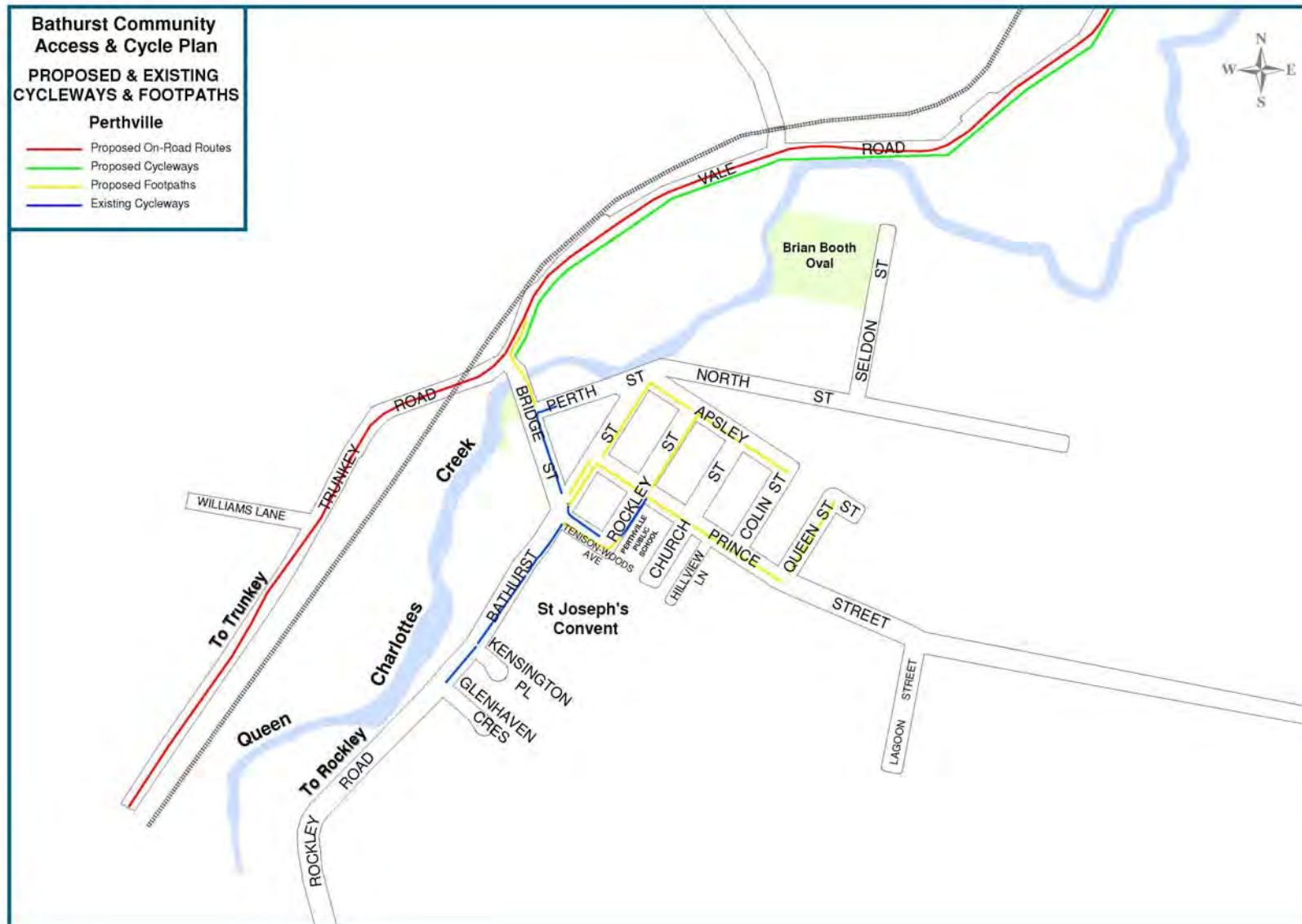


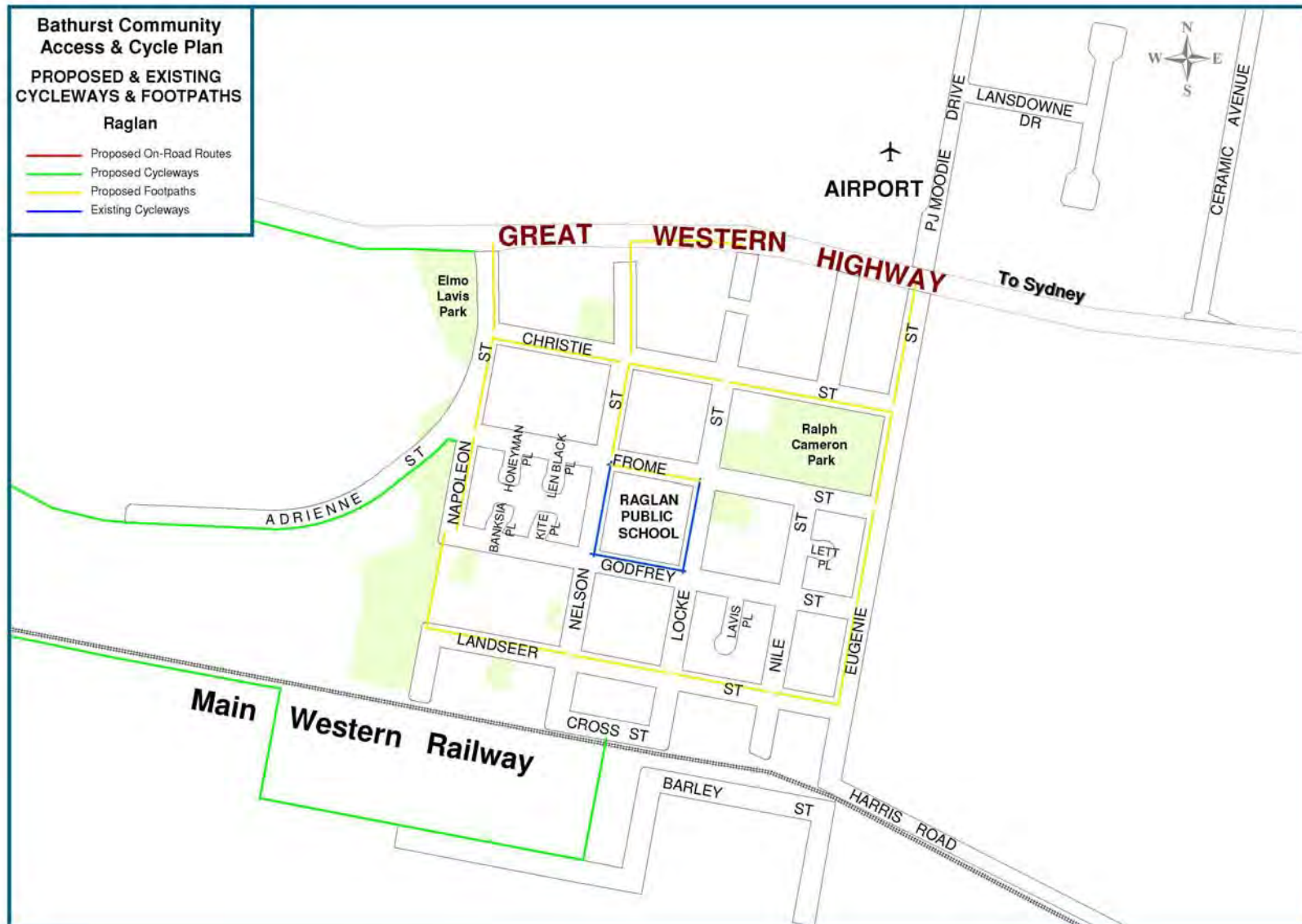




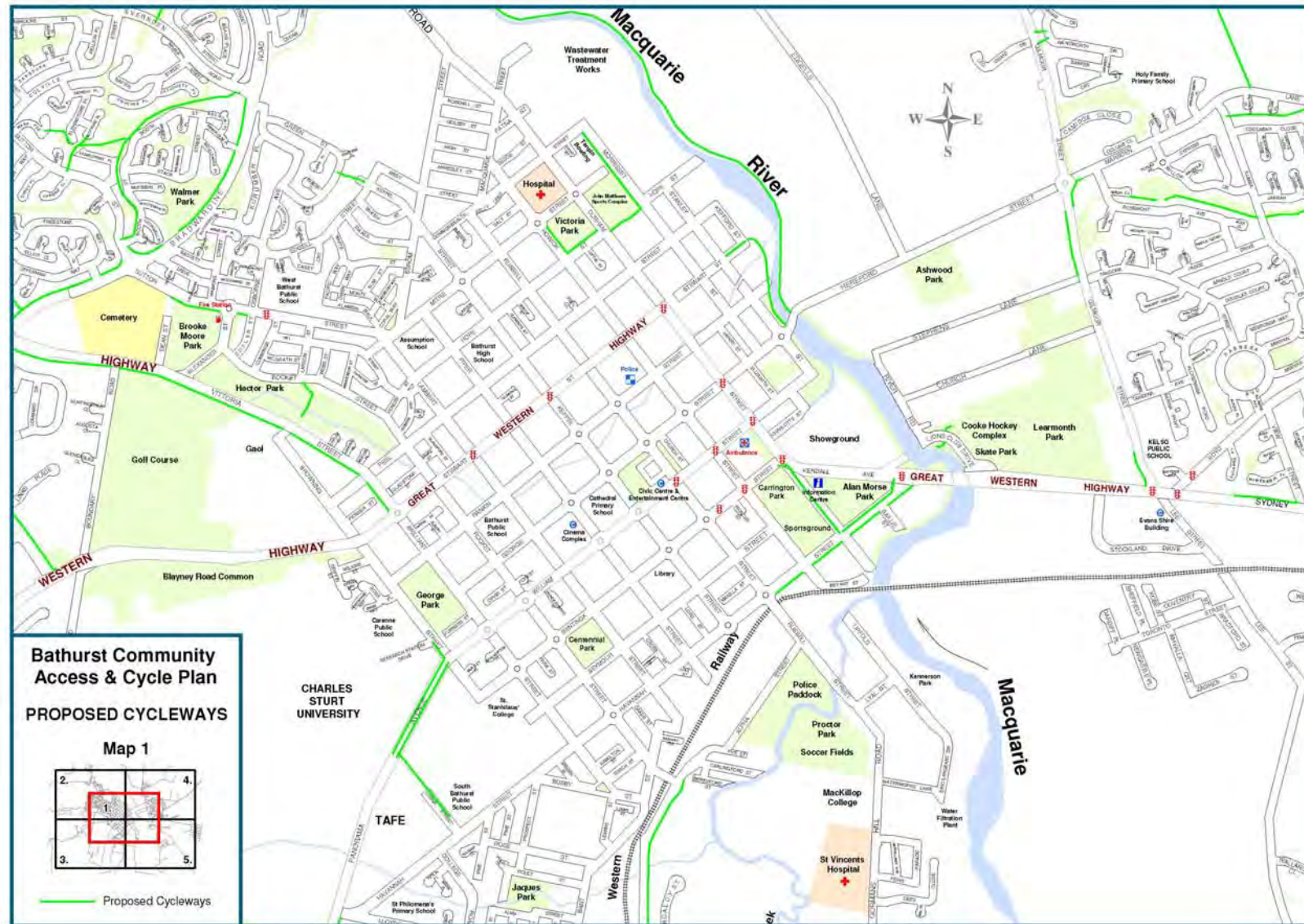


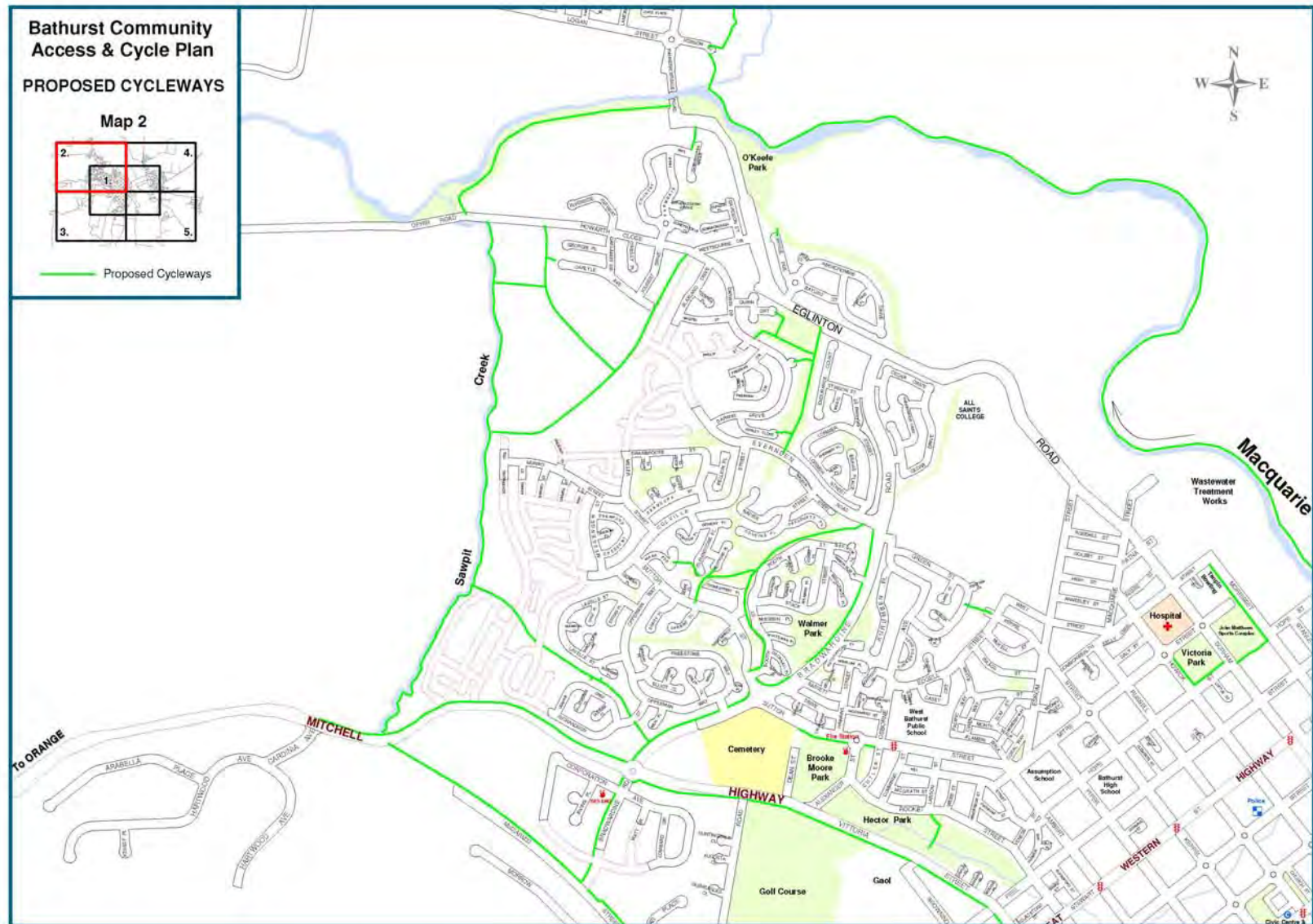


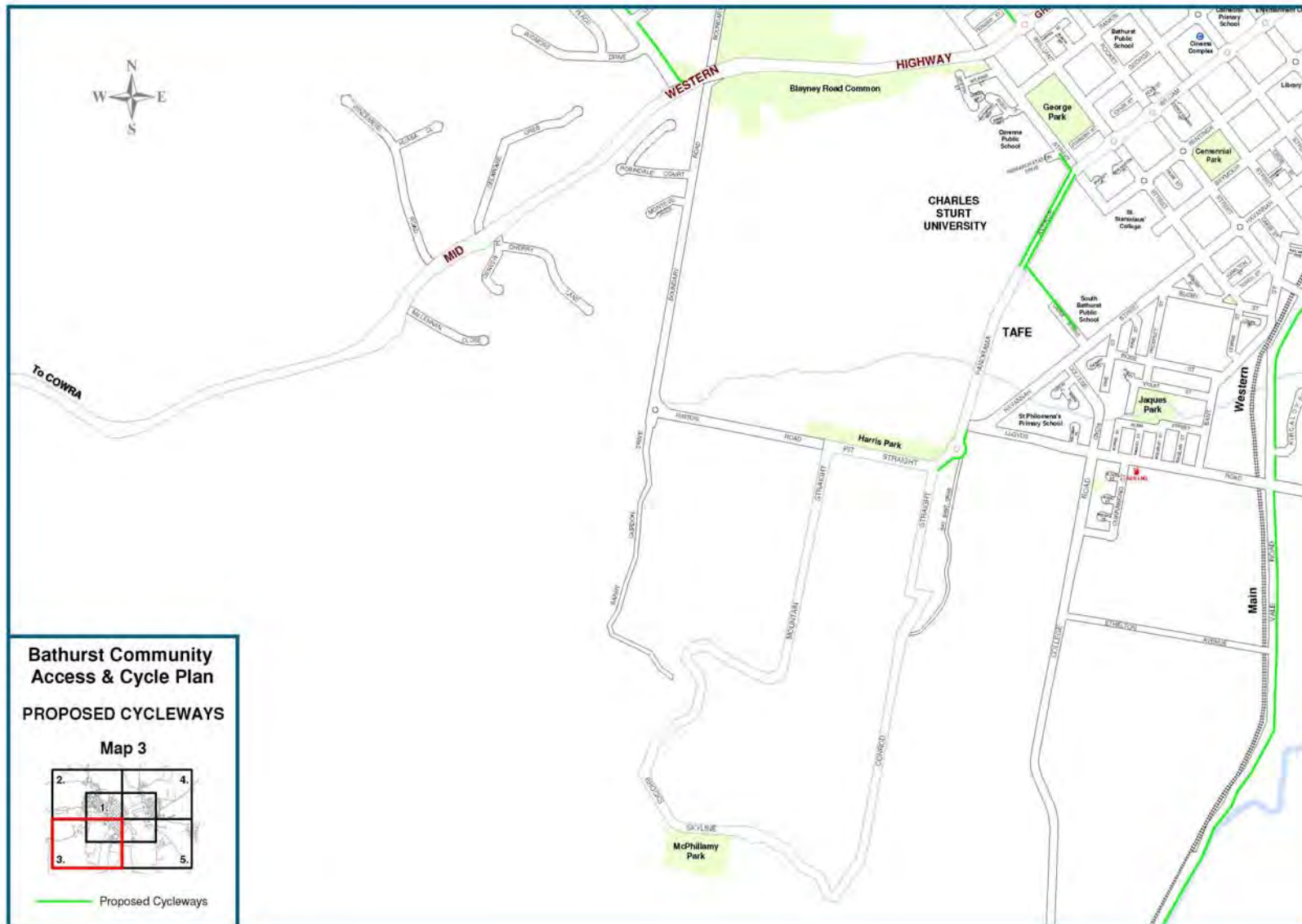




Map 4 Proposed cycleway network



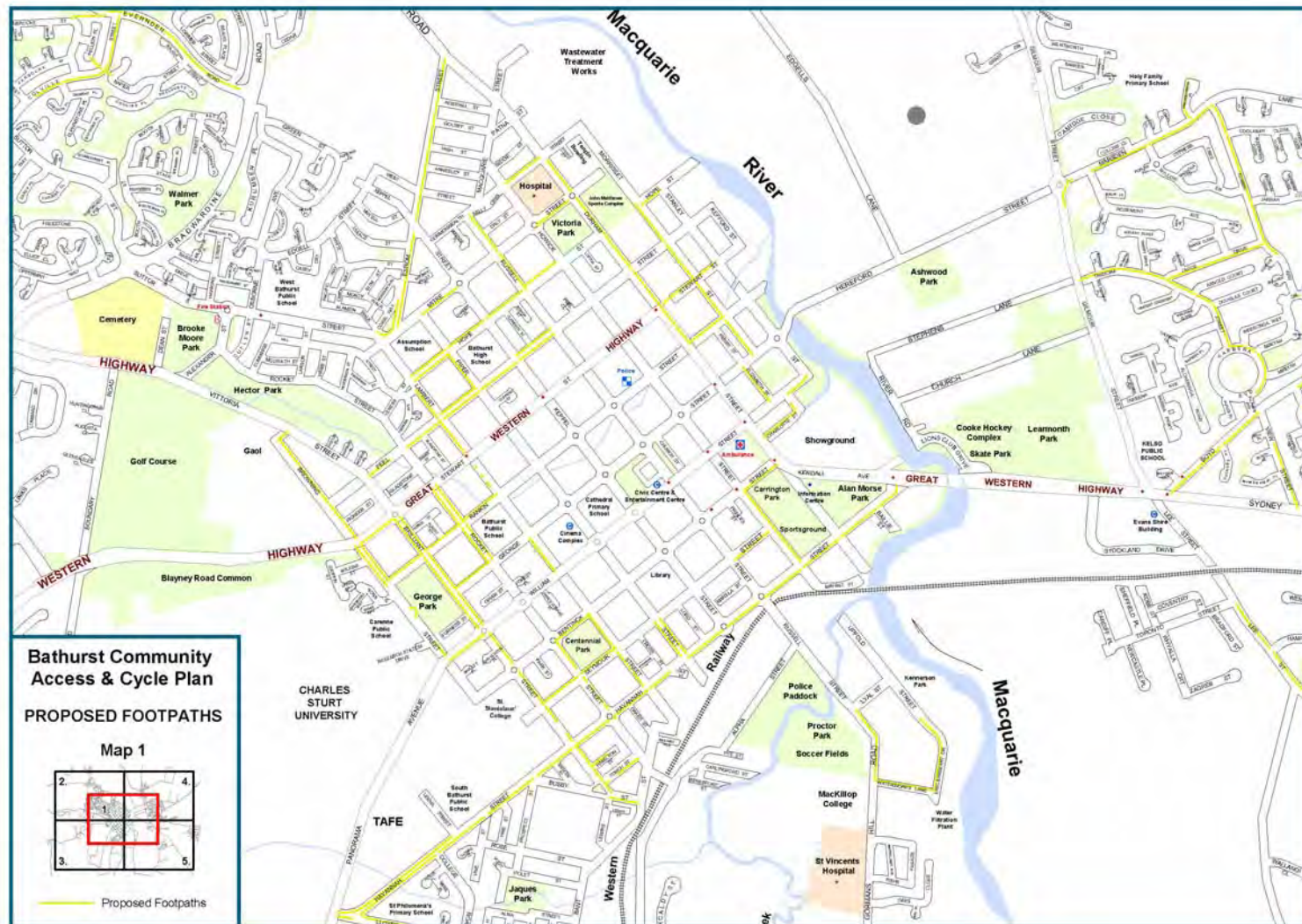


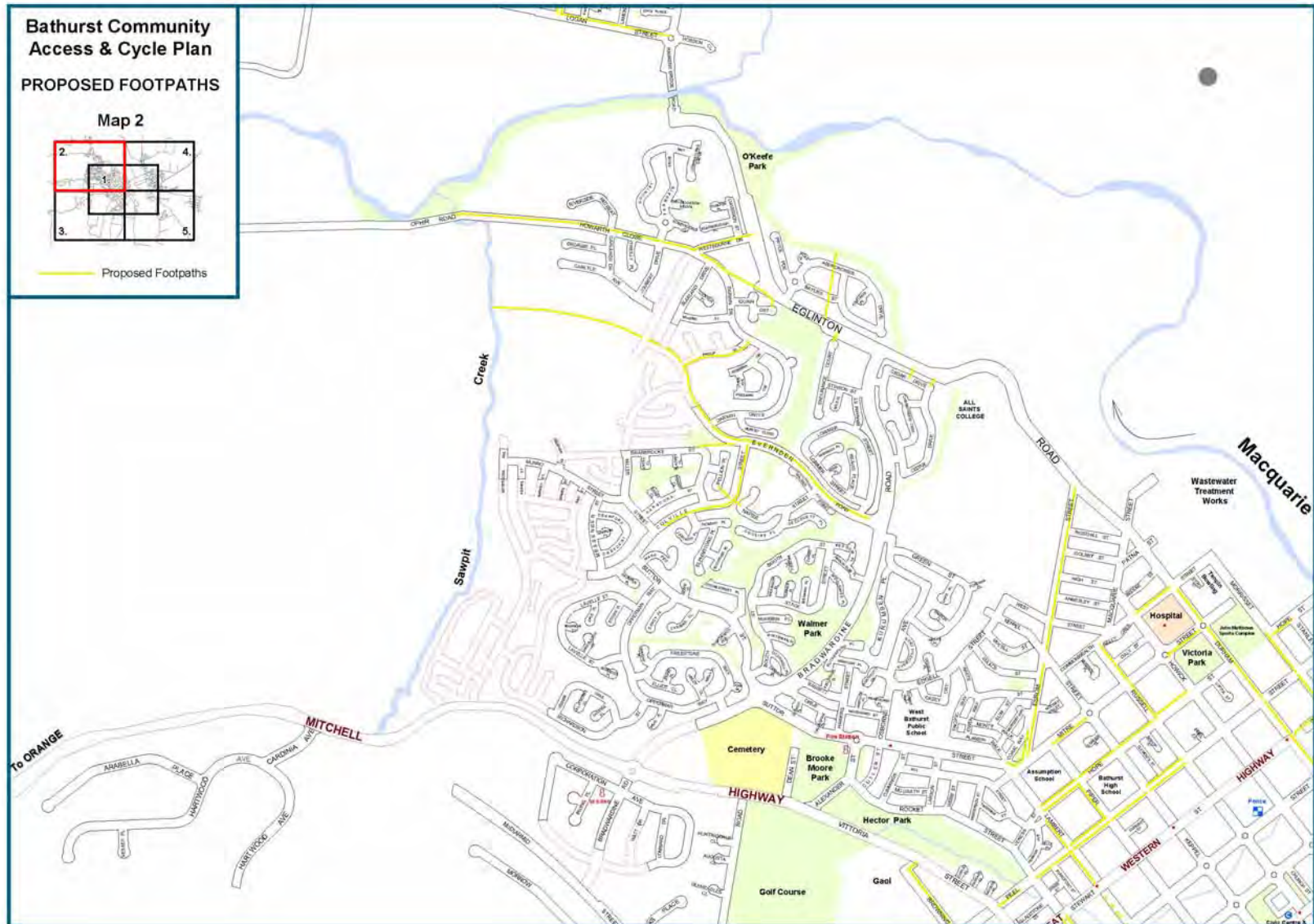


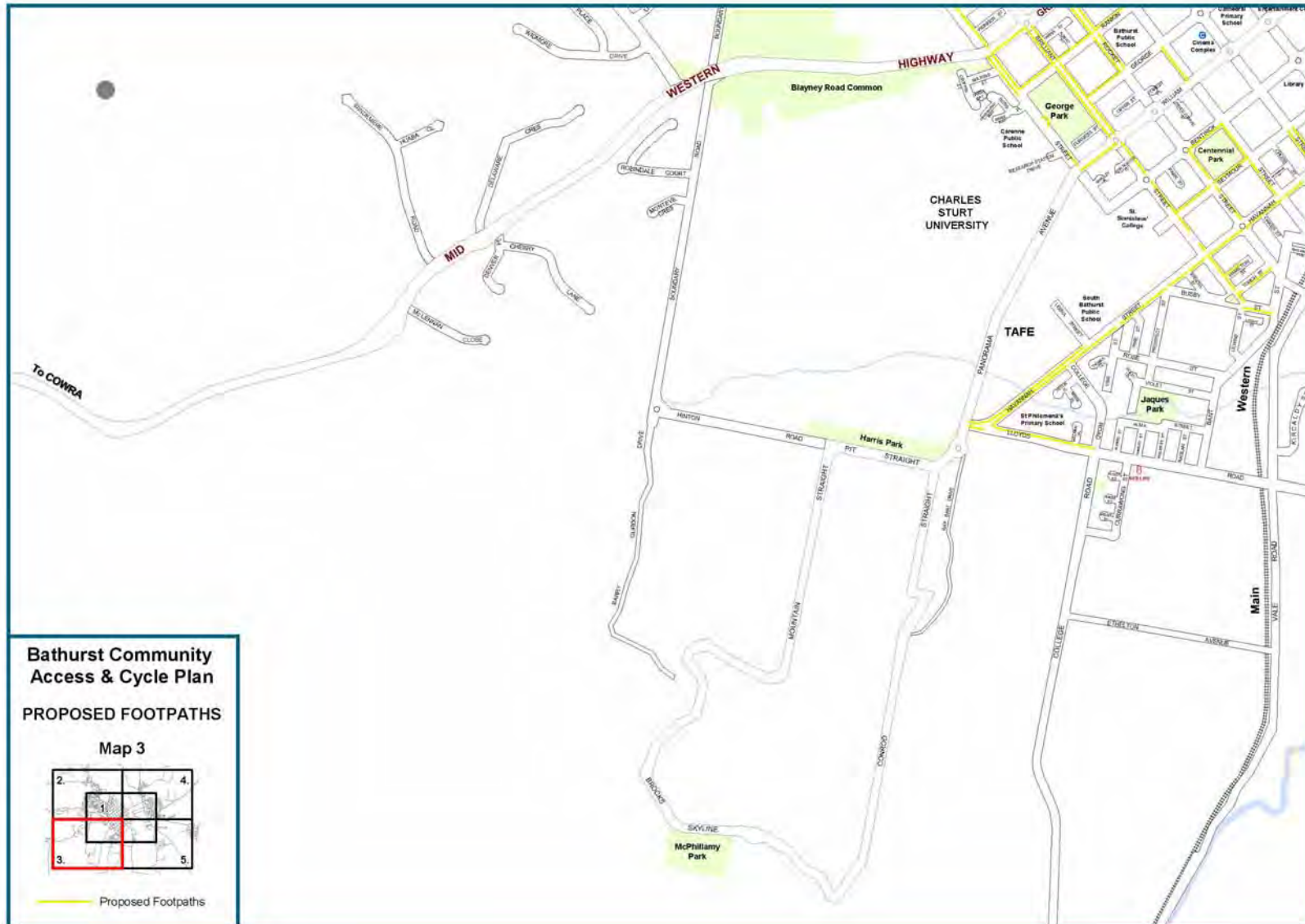




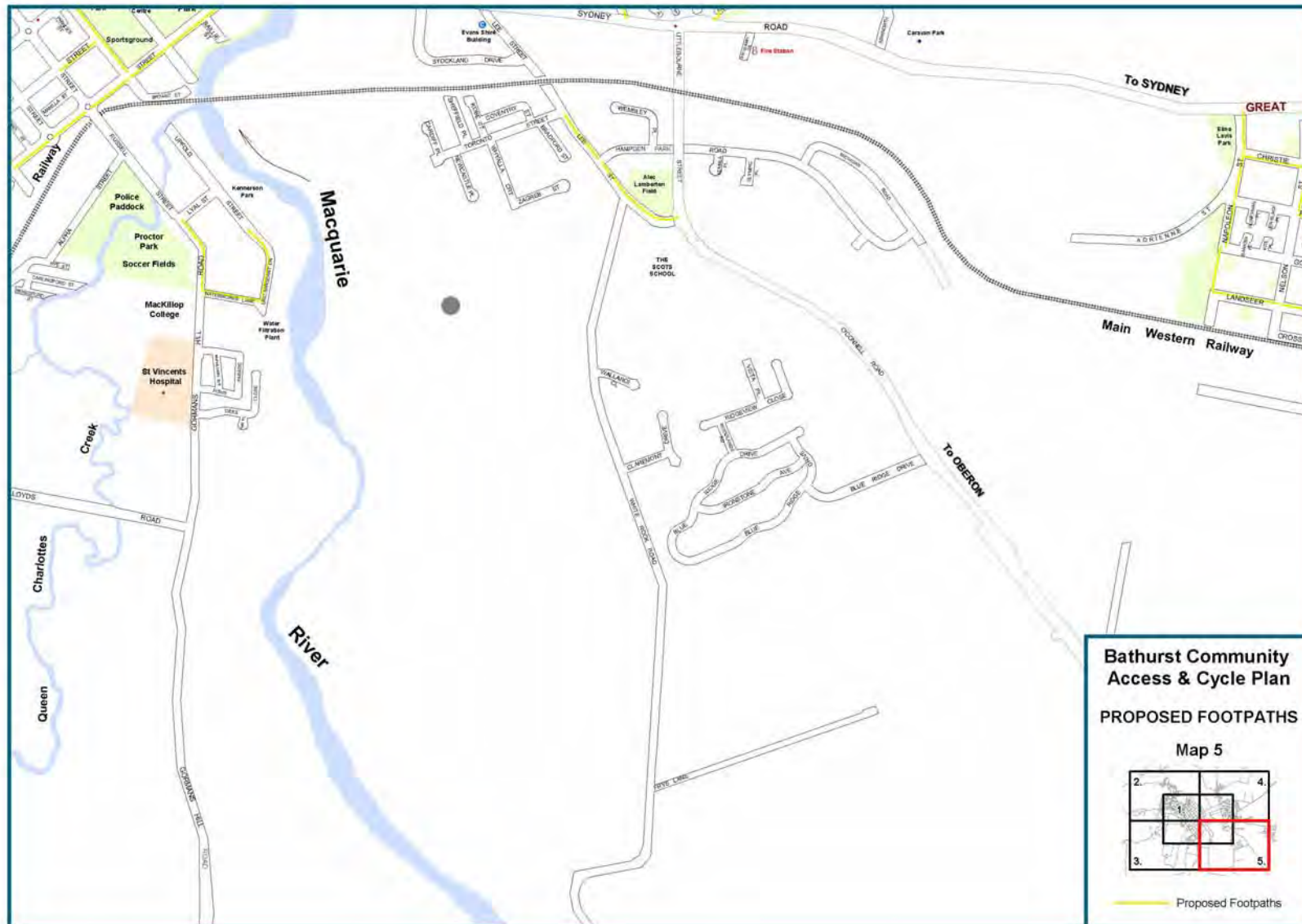
Map 5 Proposed footpath network

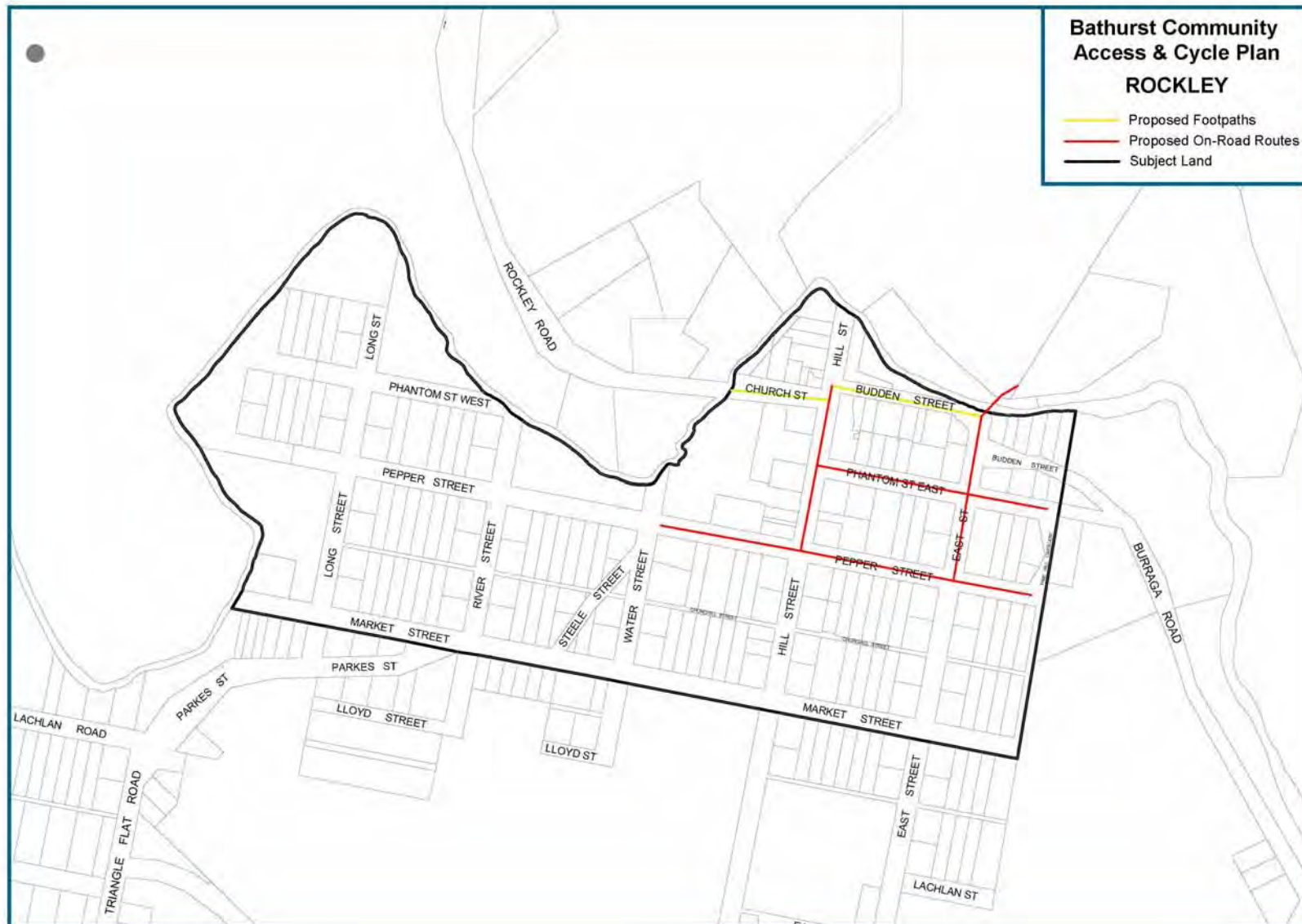


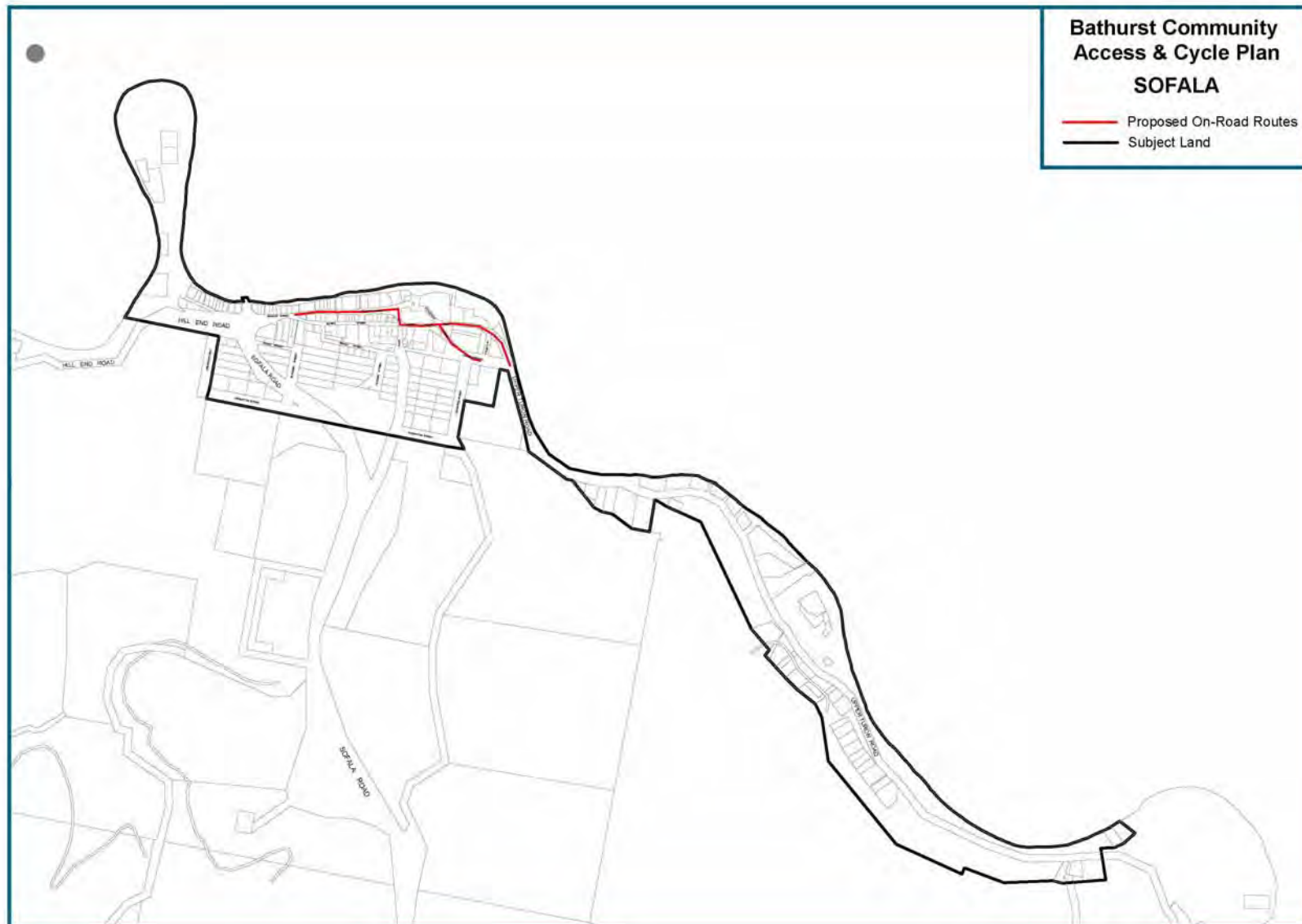




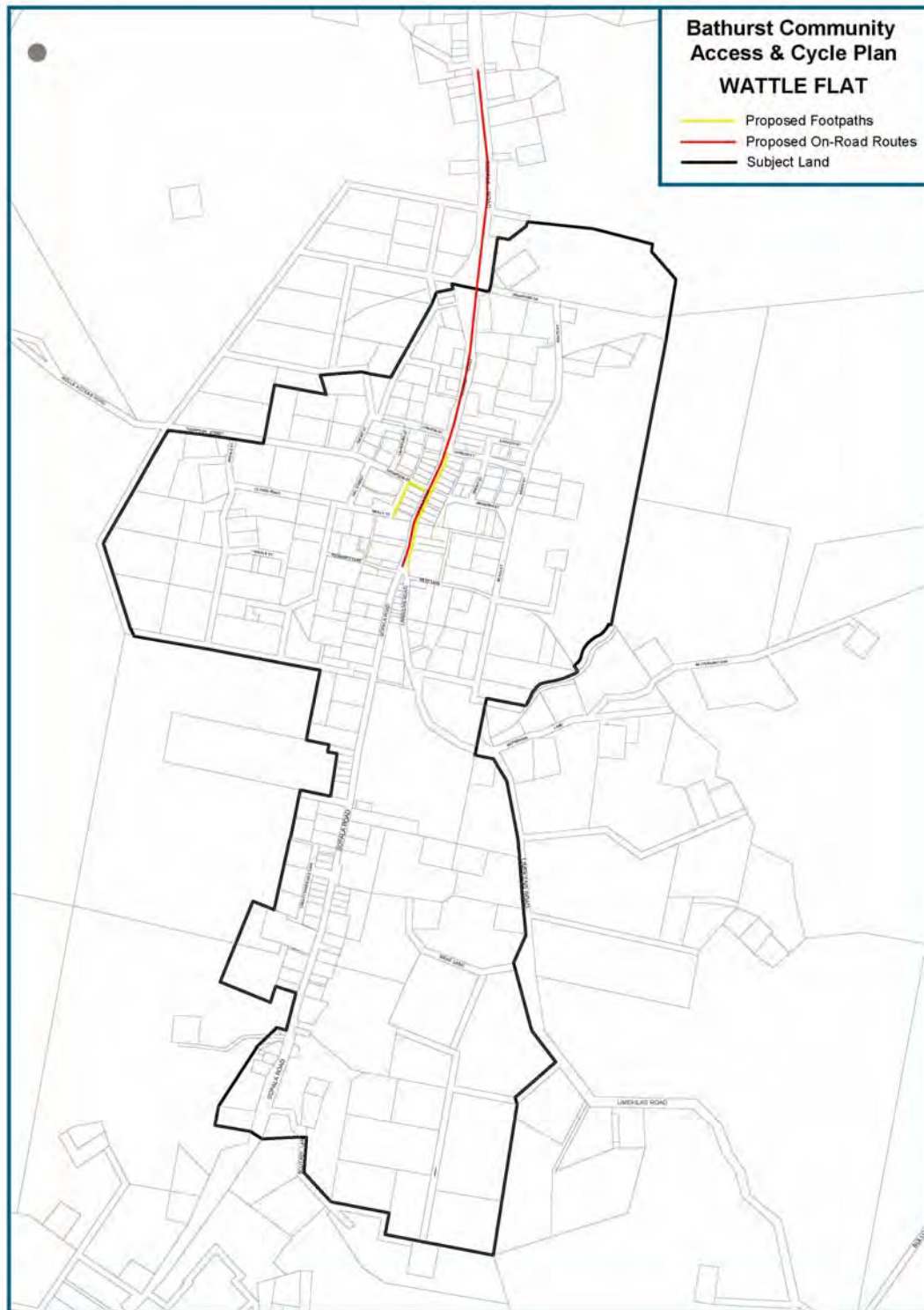


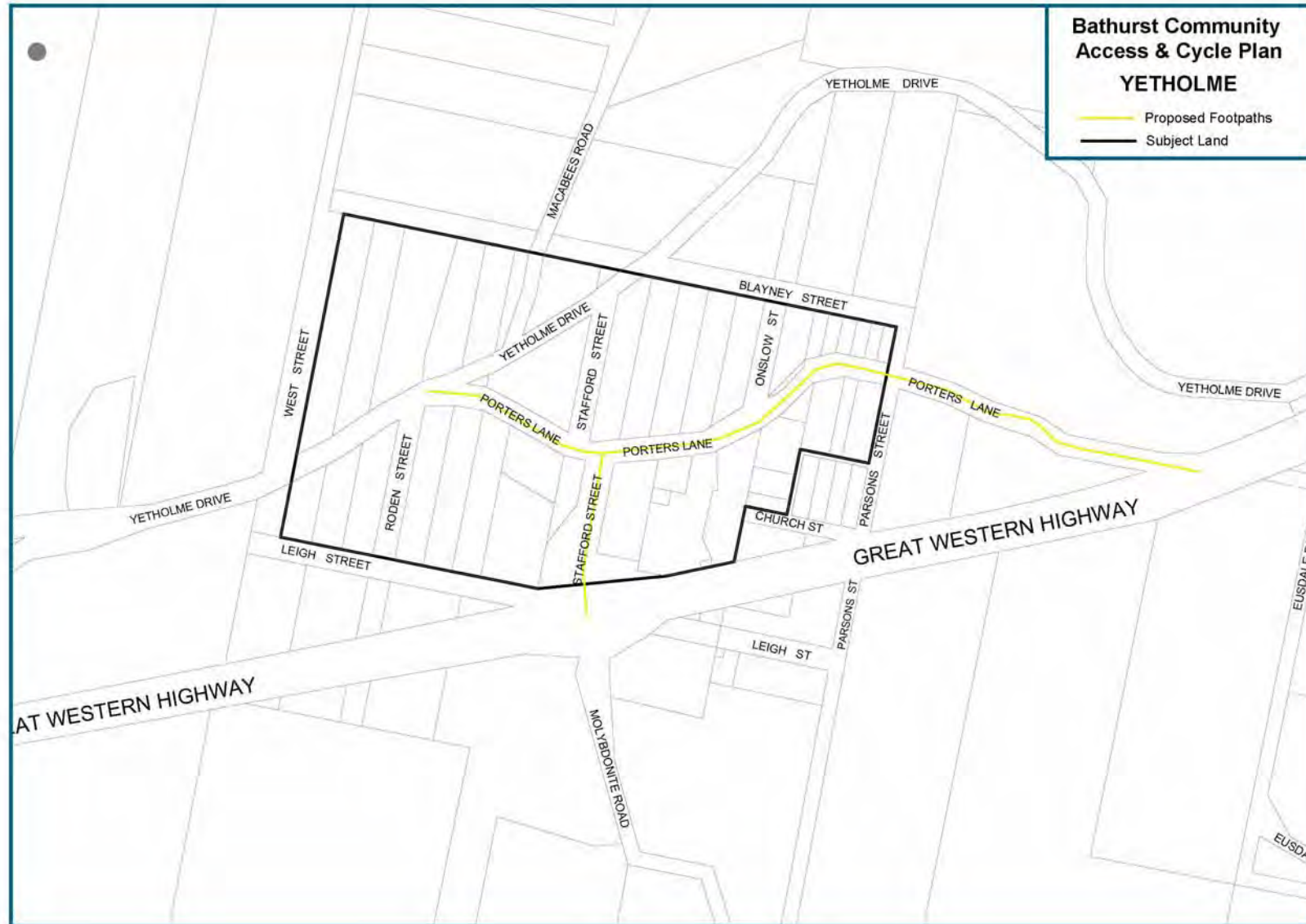




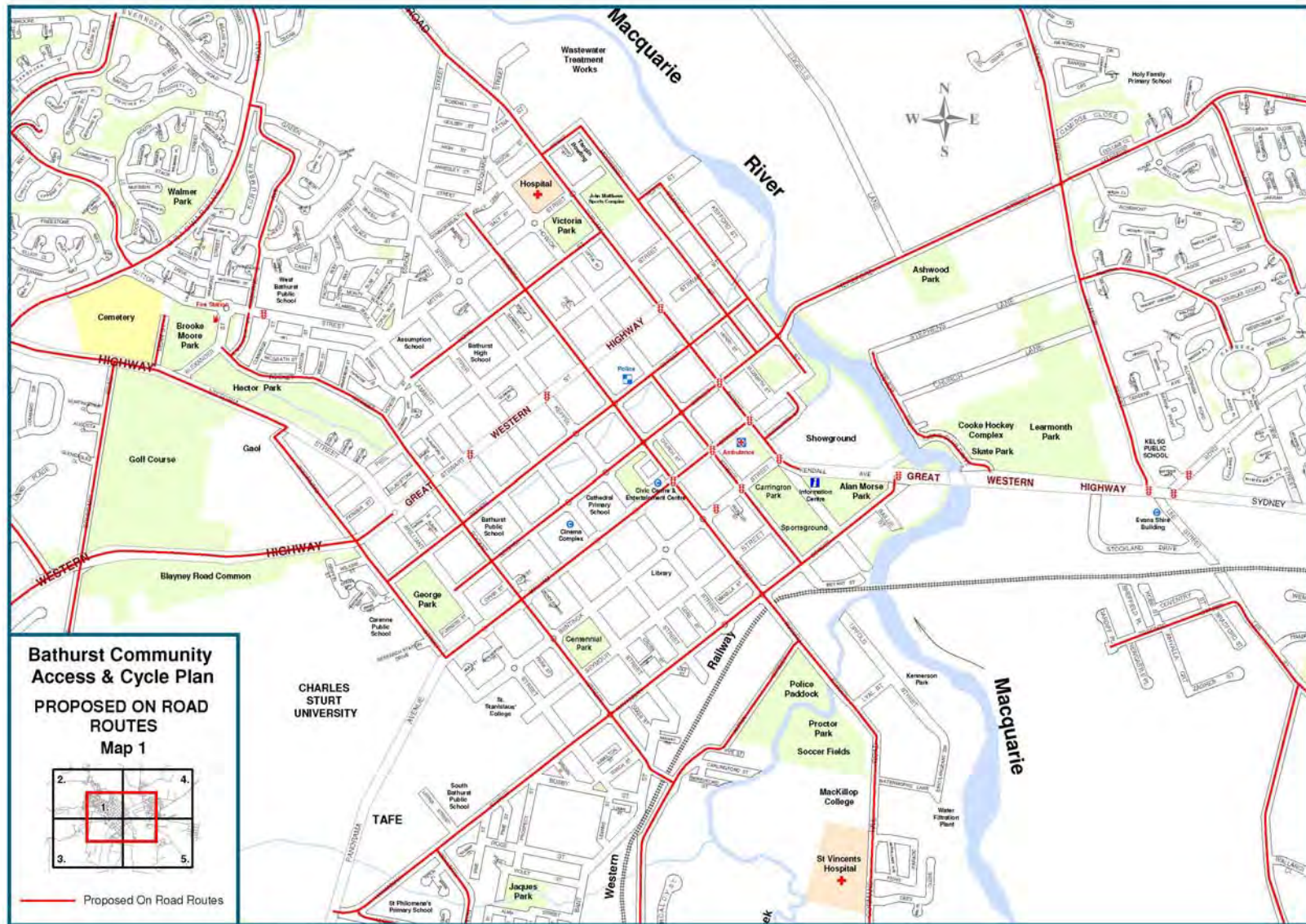


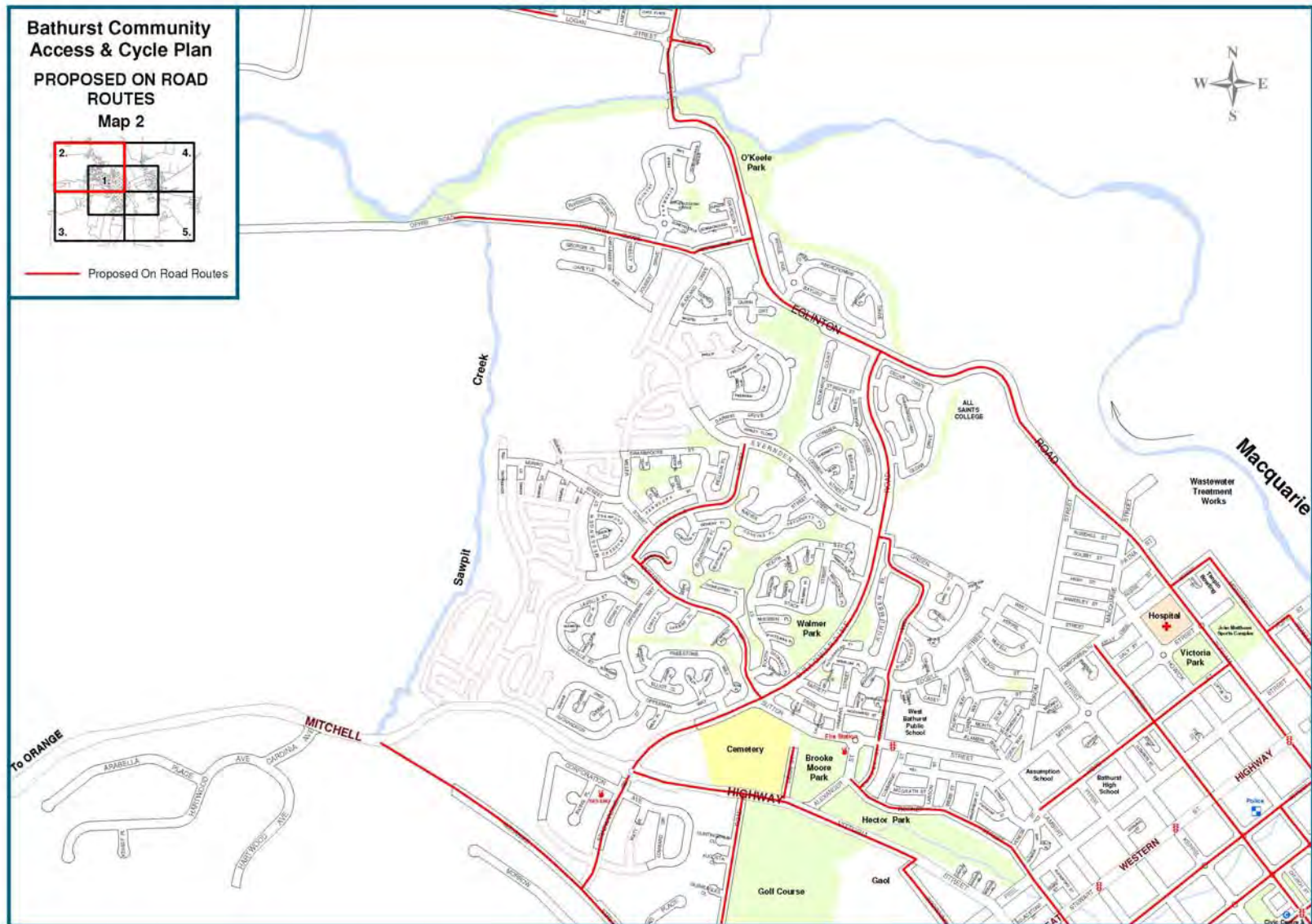


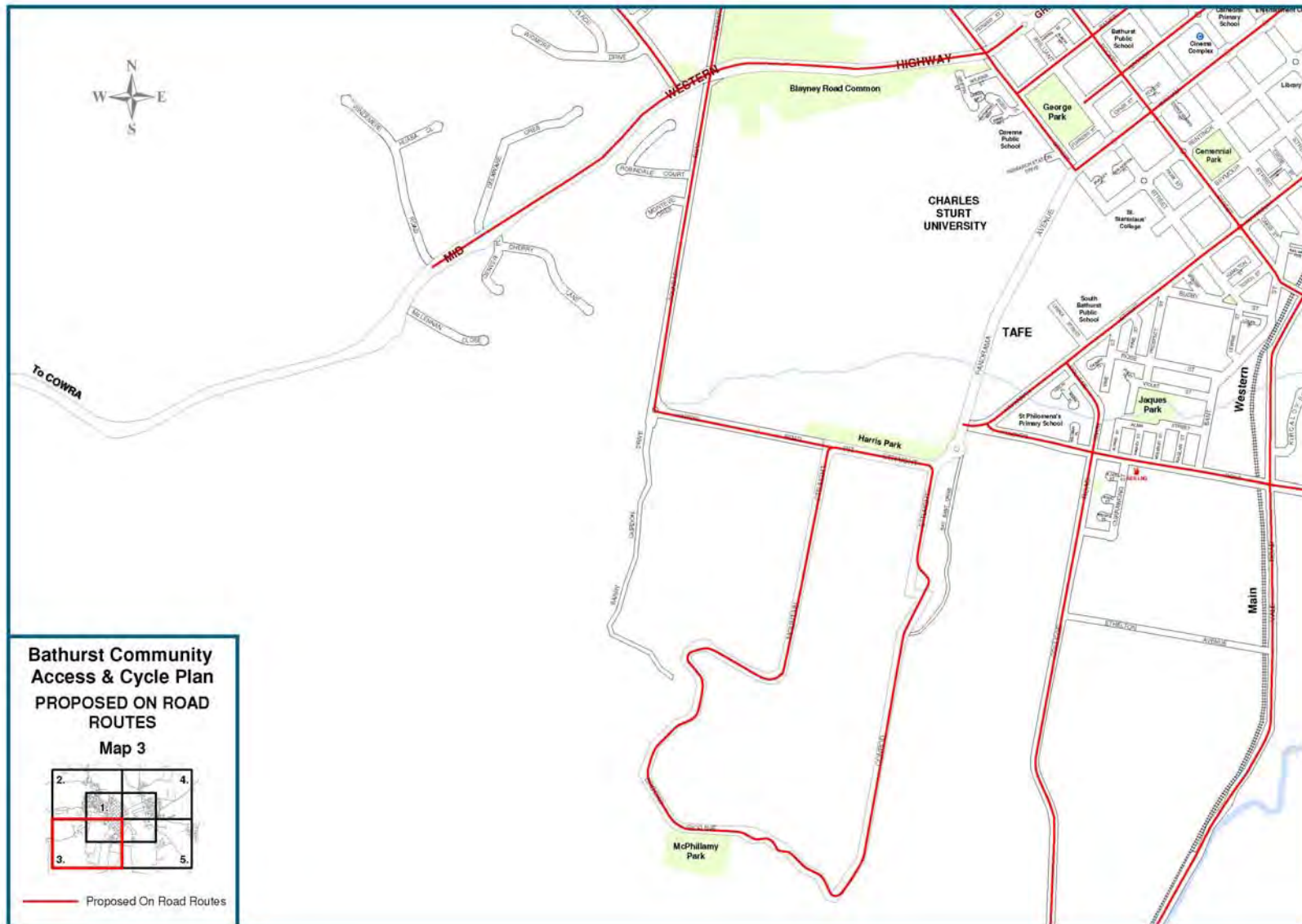


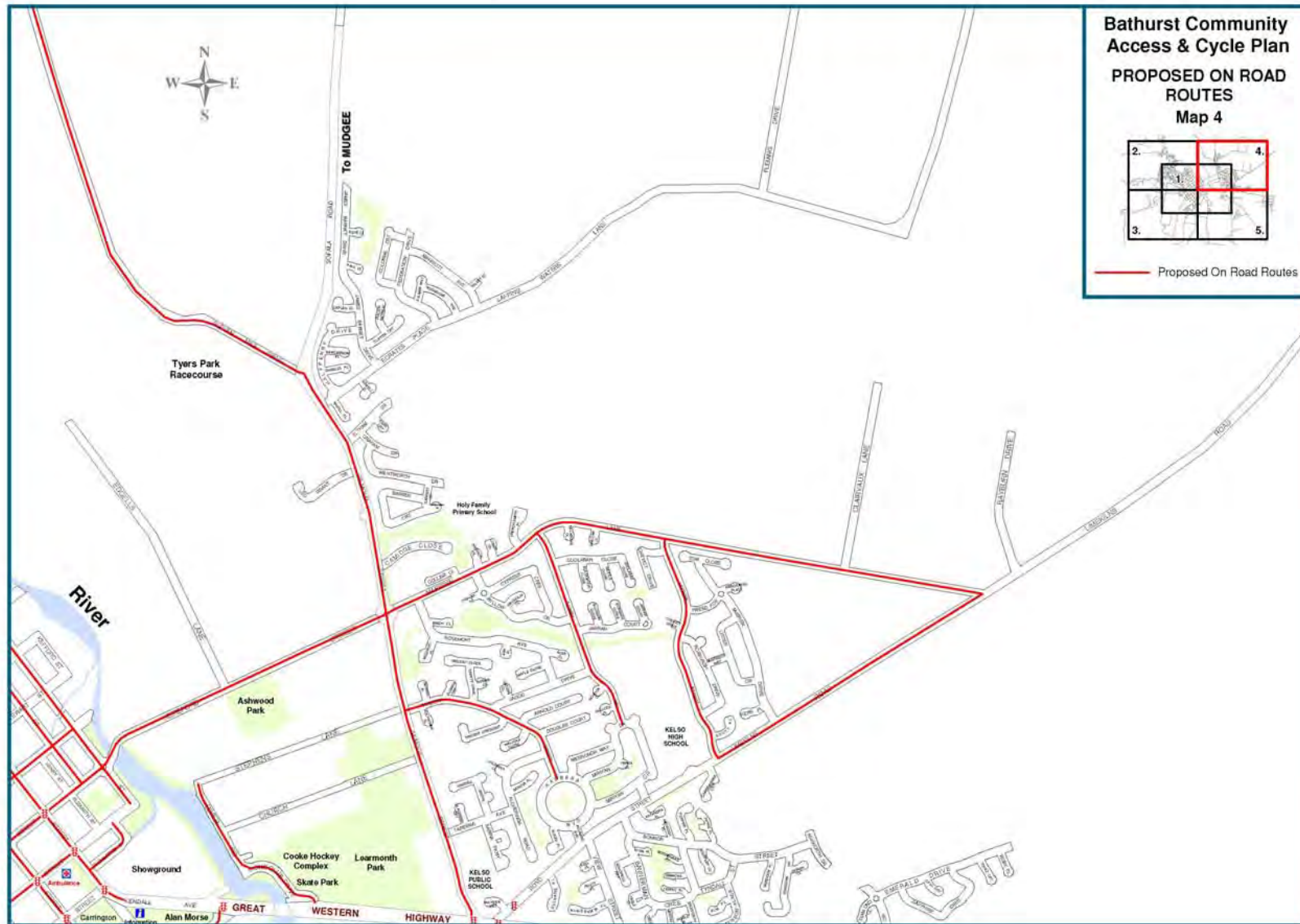


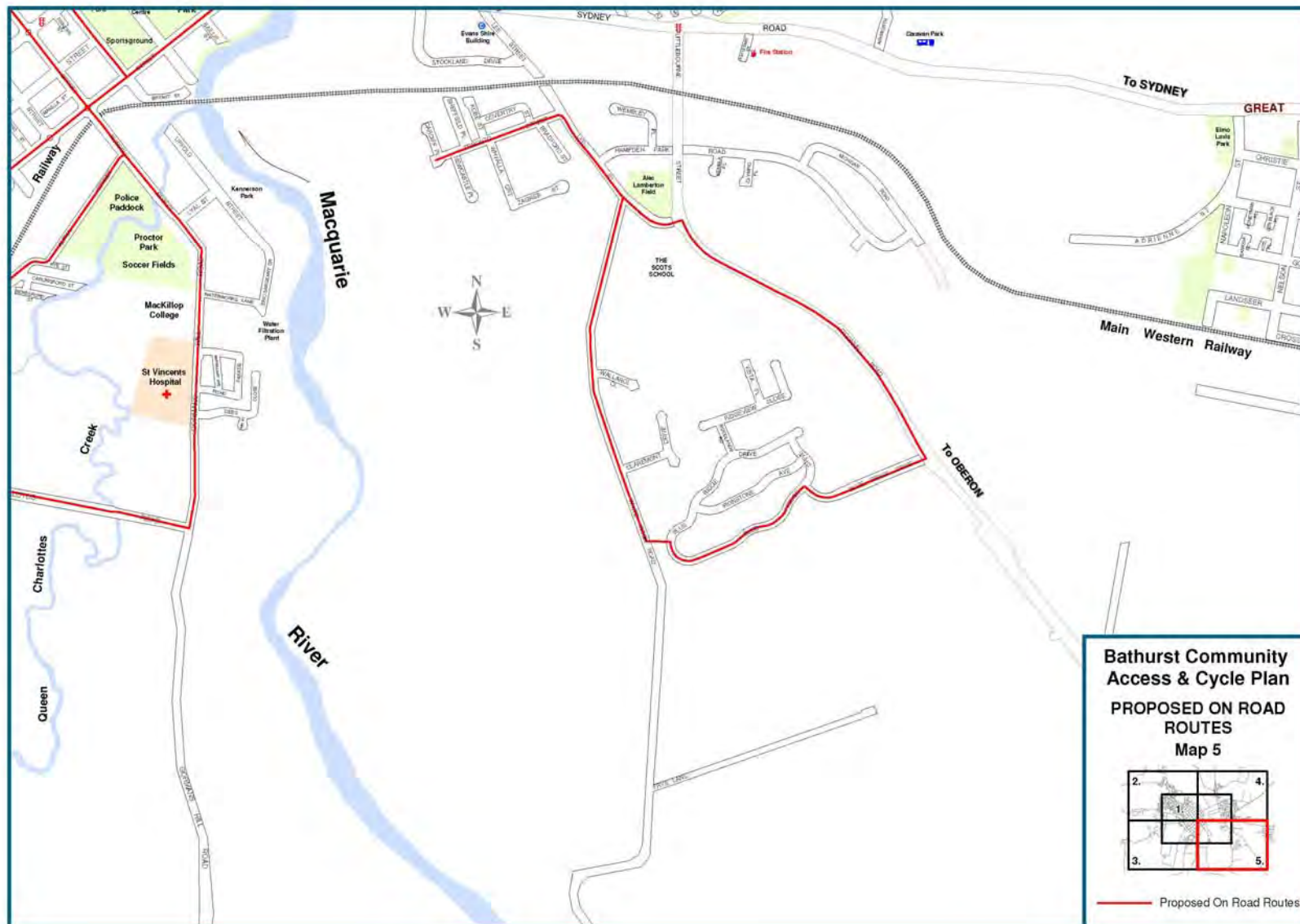
Map 6 Proposed on-road routes







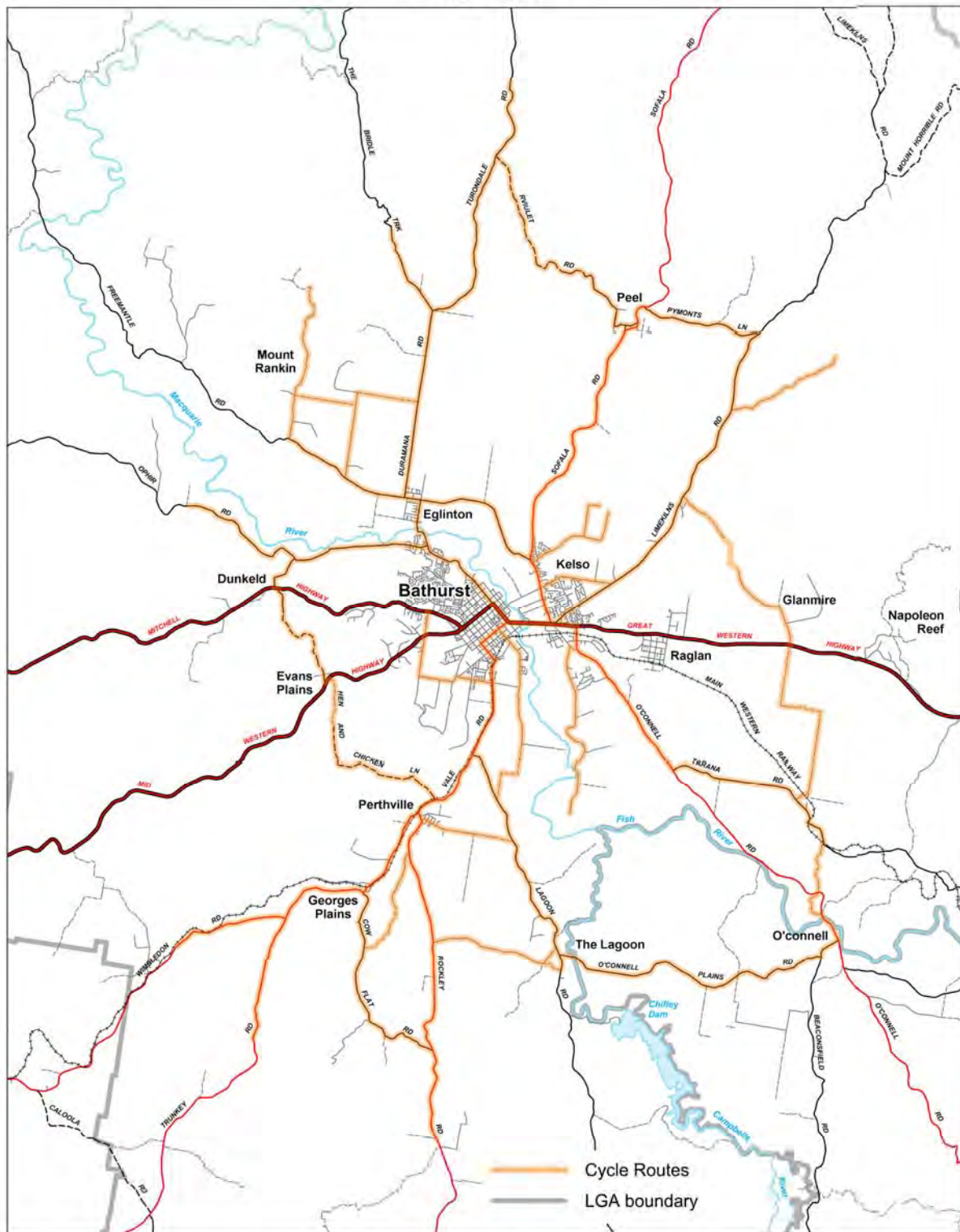




Map 7

Regional route maps

Popular Recreational Cycle Routes Close to Bathurst May 2010



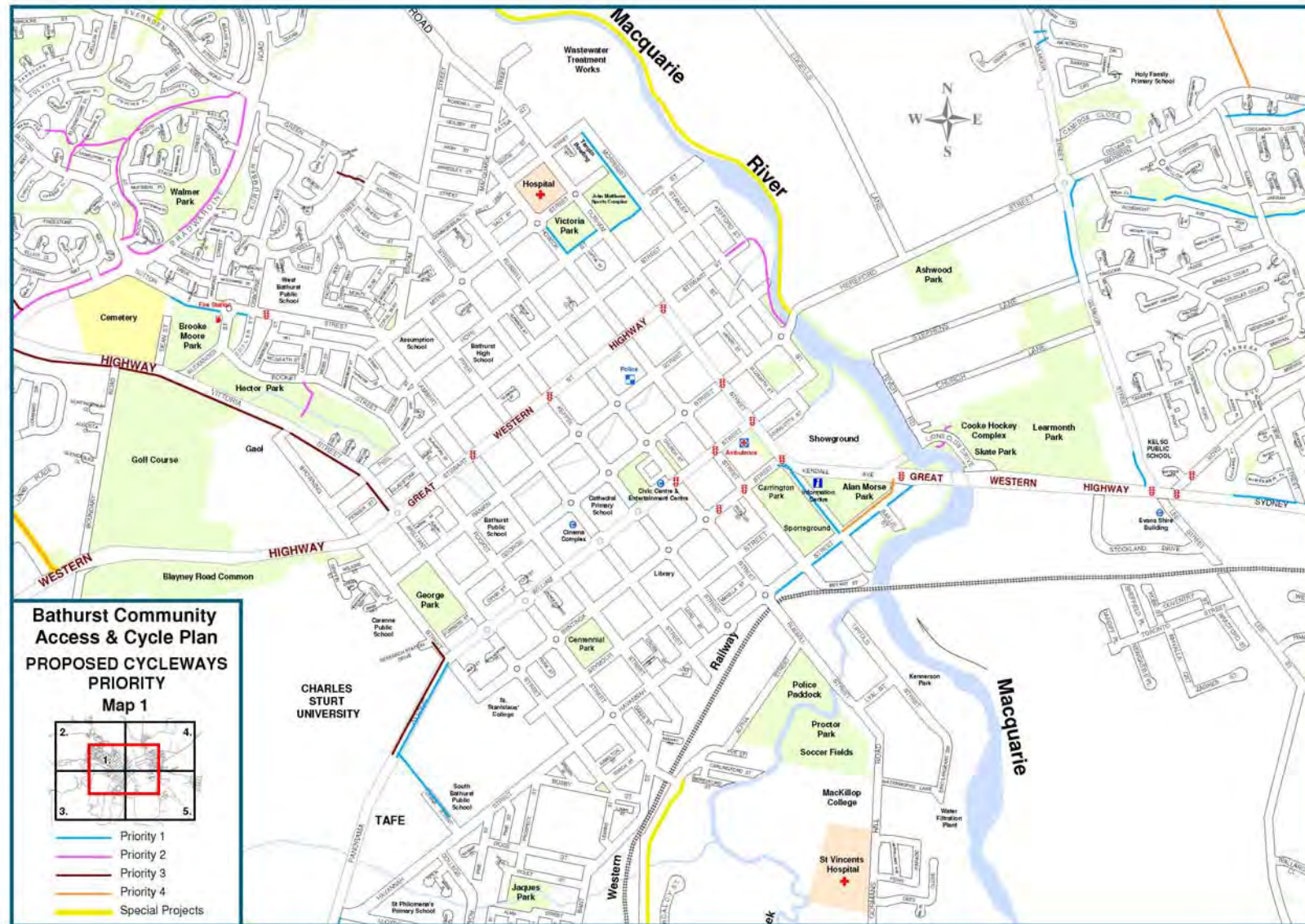
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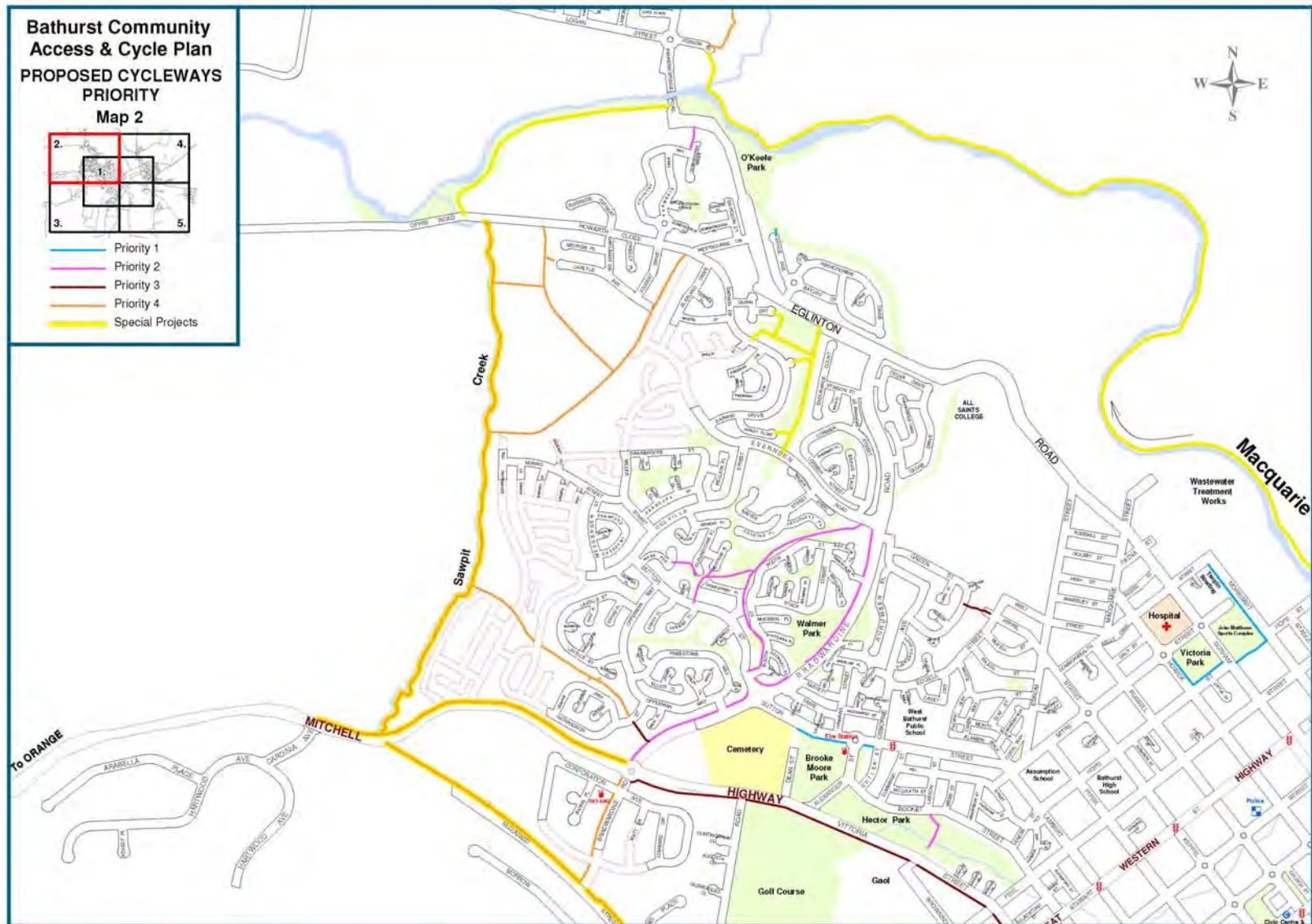
Bathurst Regional Council expressly disclaims all liability for errors or omissions of any kind whatsoever, or any loss, damage or other consequence which may arise from any person relying on information in this Plan.

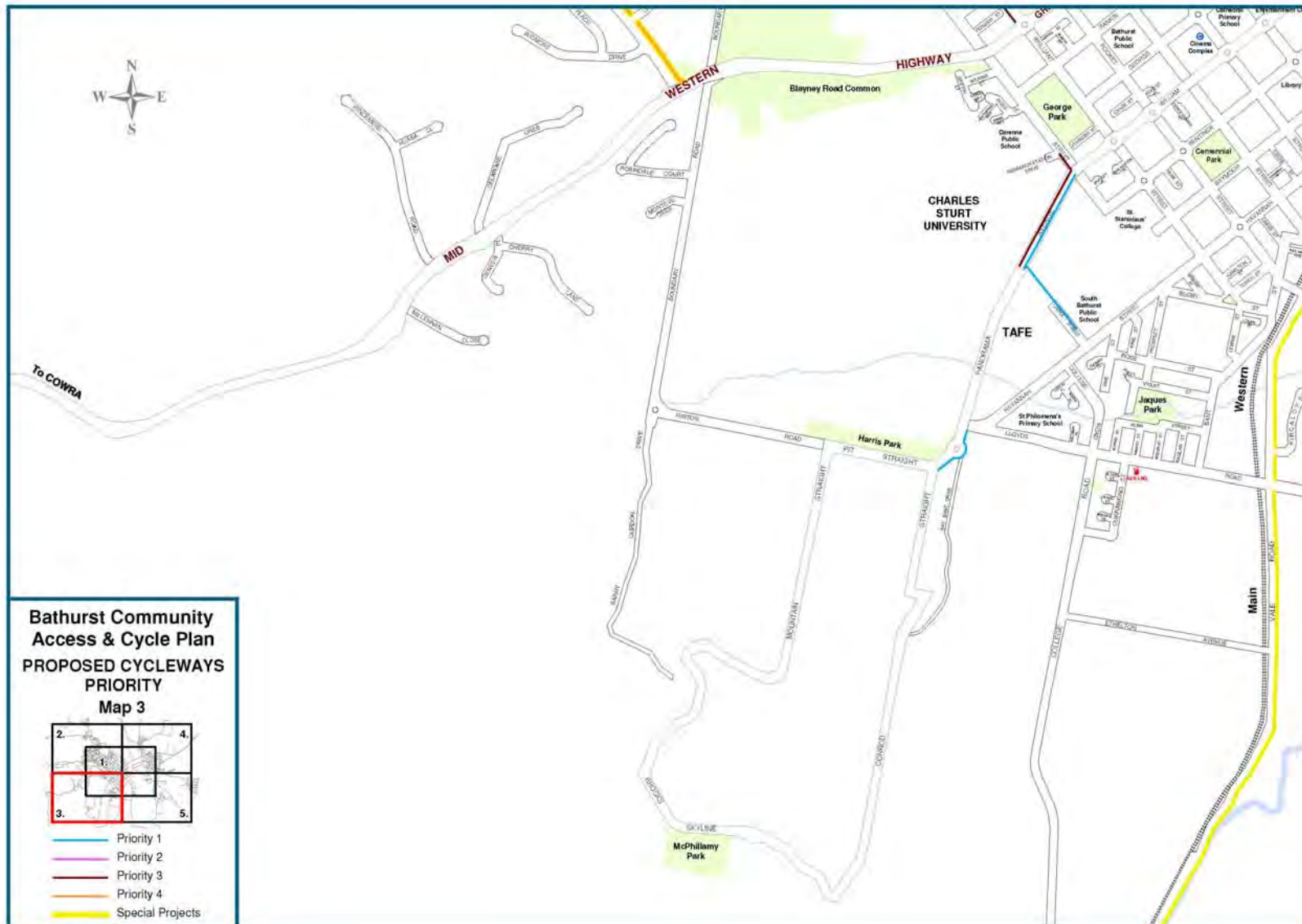
Note: The colours on this Plan do not indicate landuse zones under the Bathurst Regional (Interim) Local Environment Plan 2005.

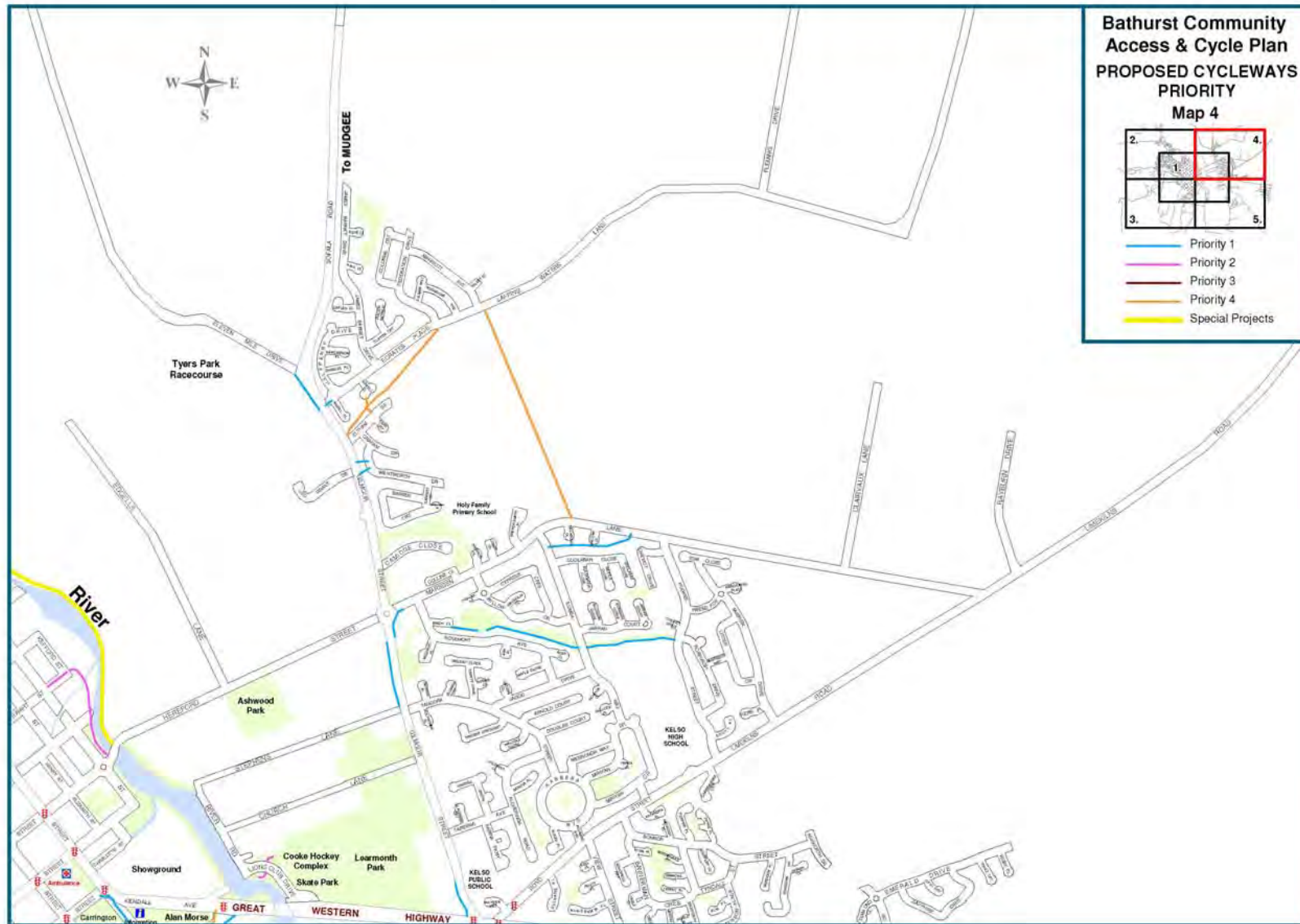
"Base Maps: © Department of Lands 2006"

Map 8 Priority mapping of works to be completed for the cycleway network

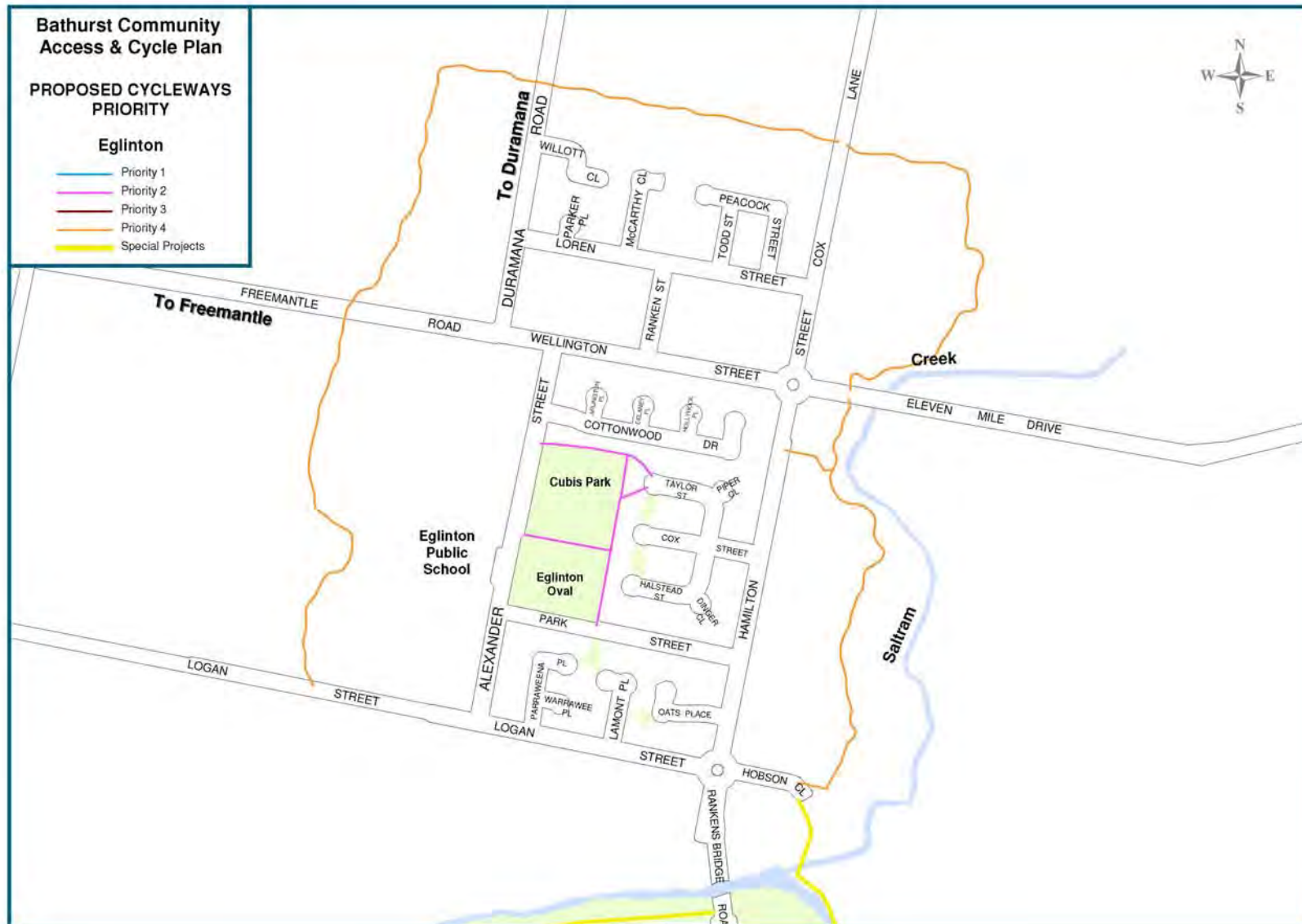


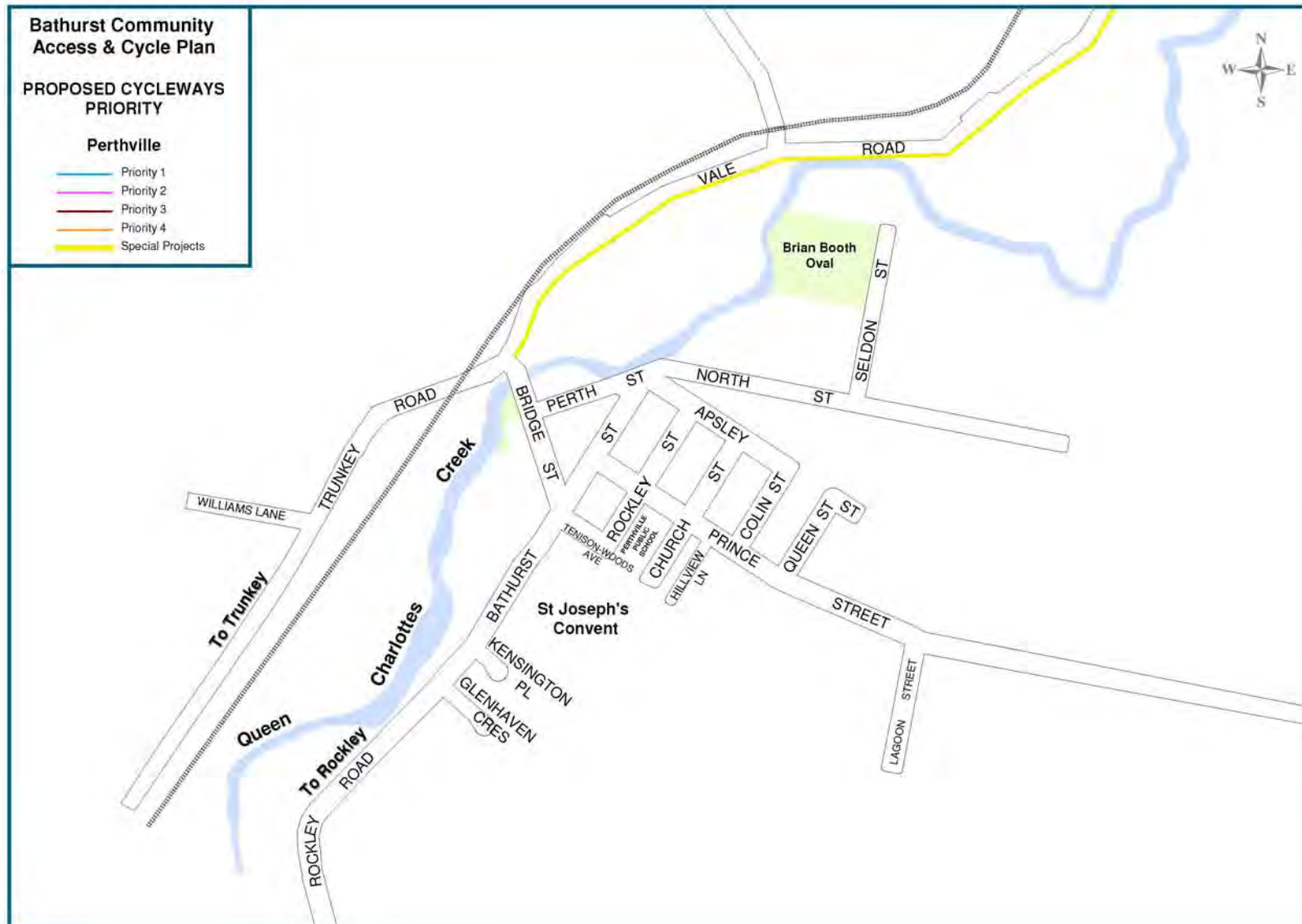


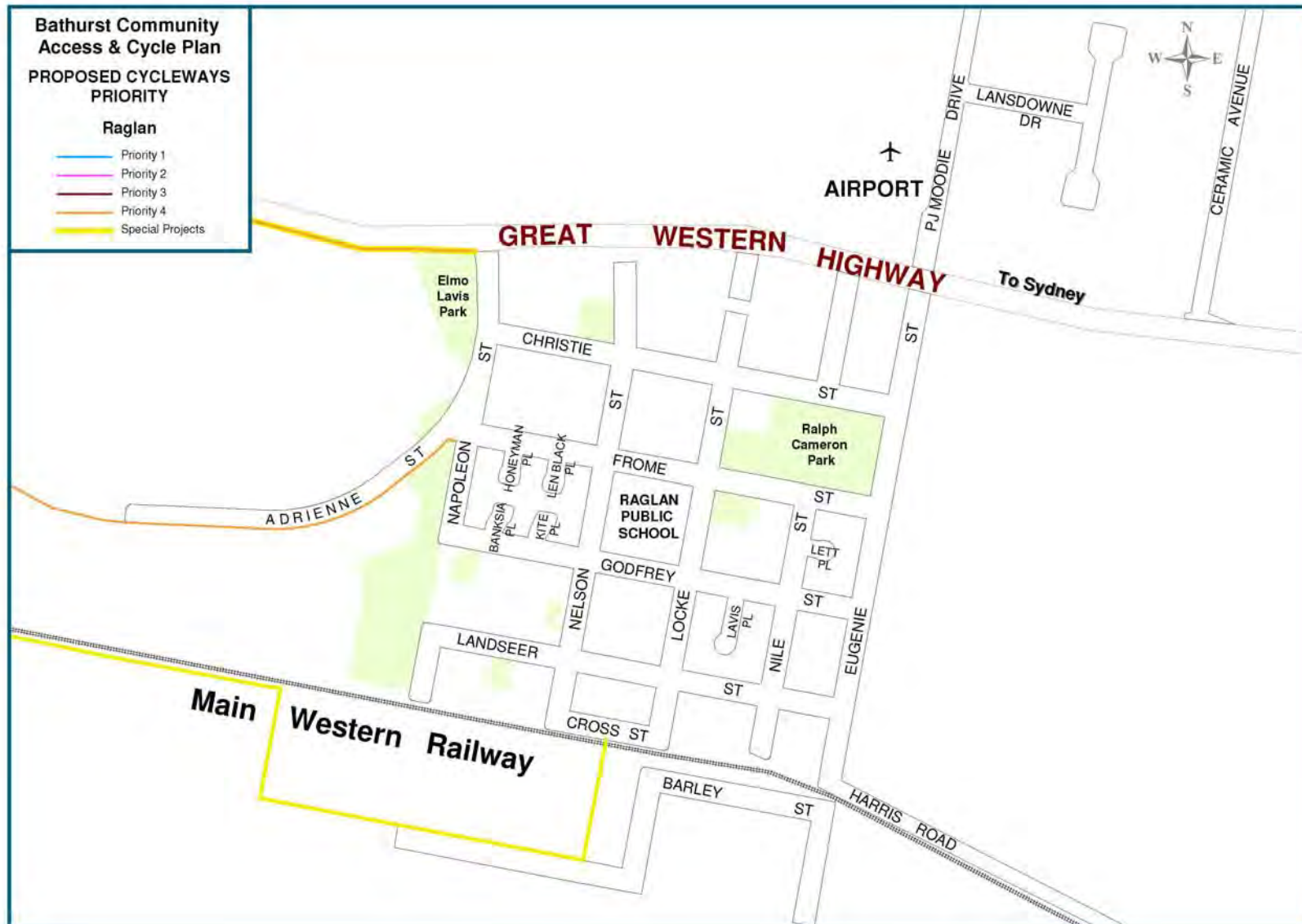




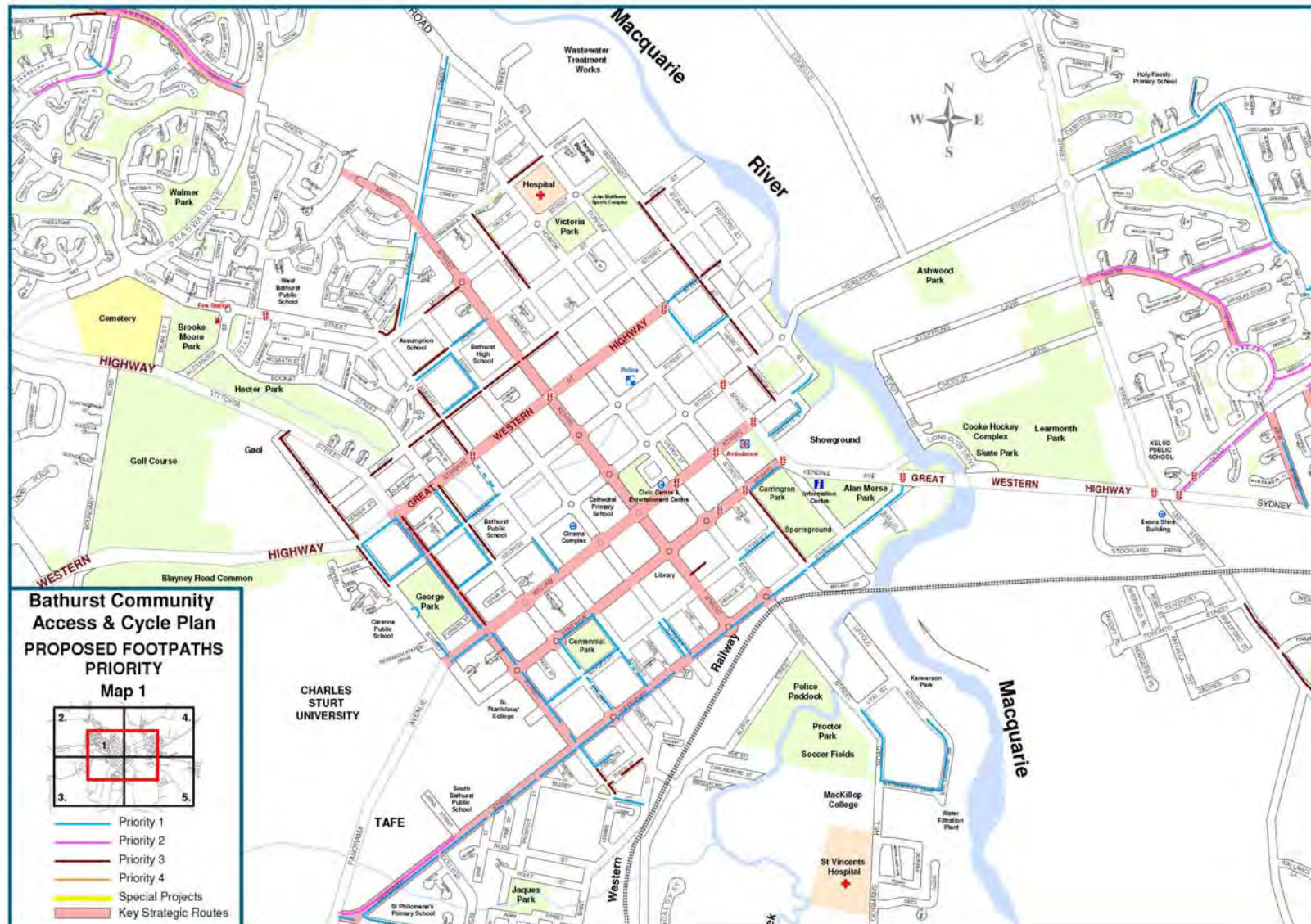


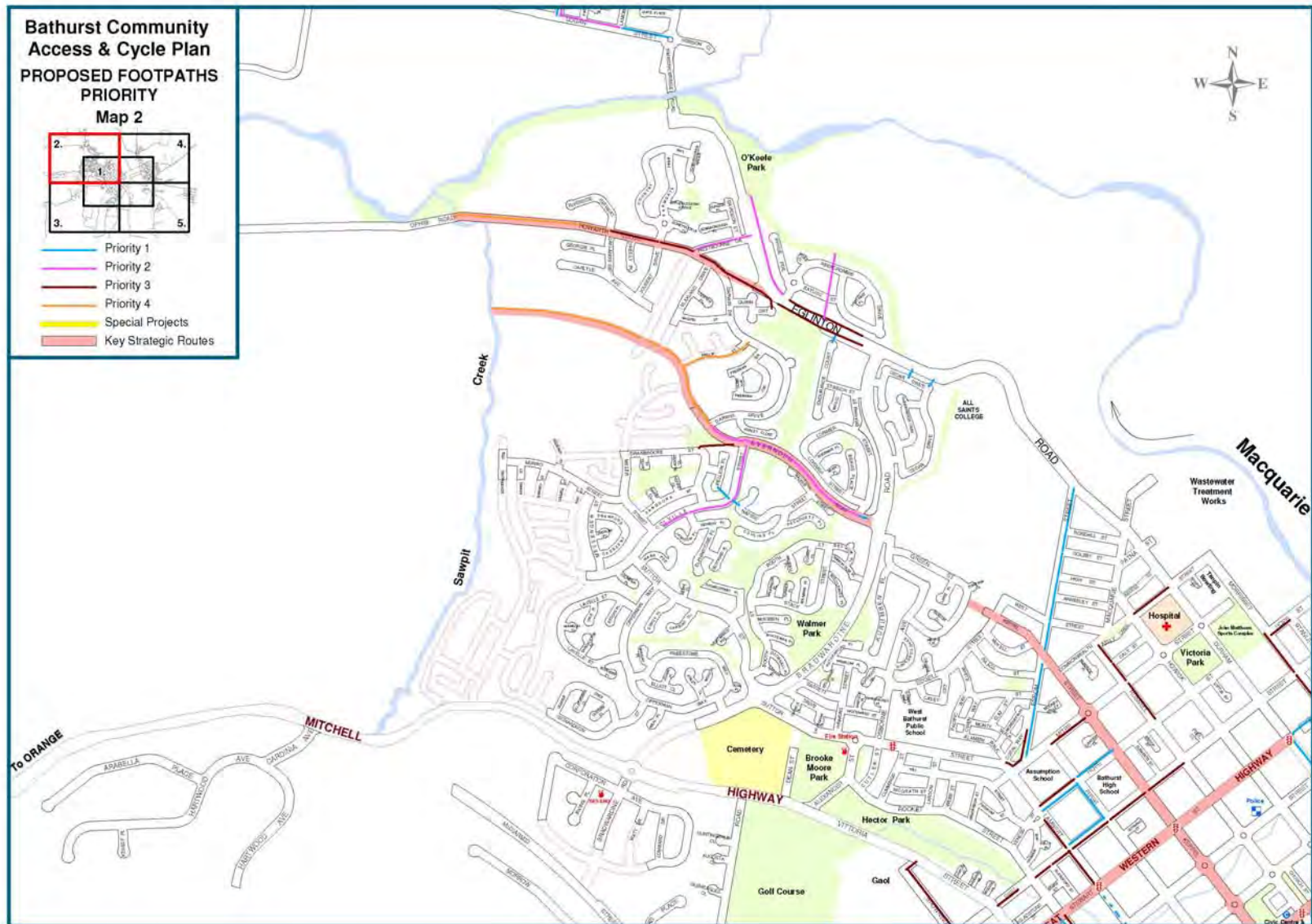


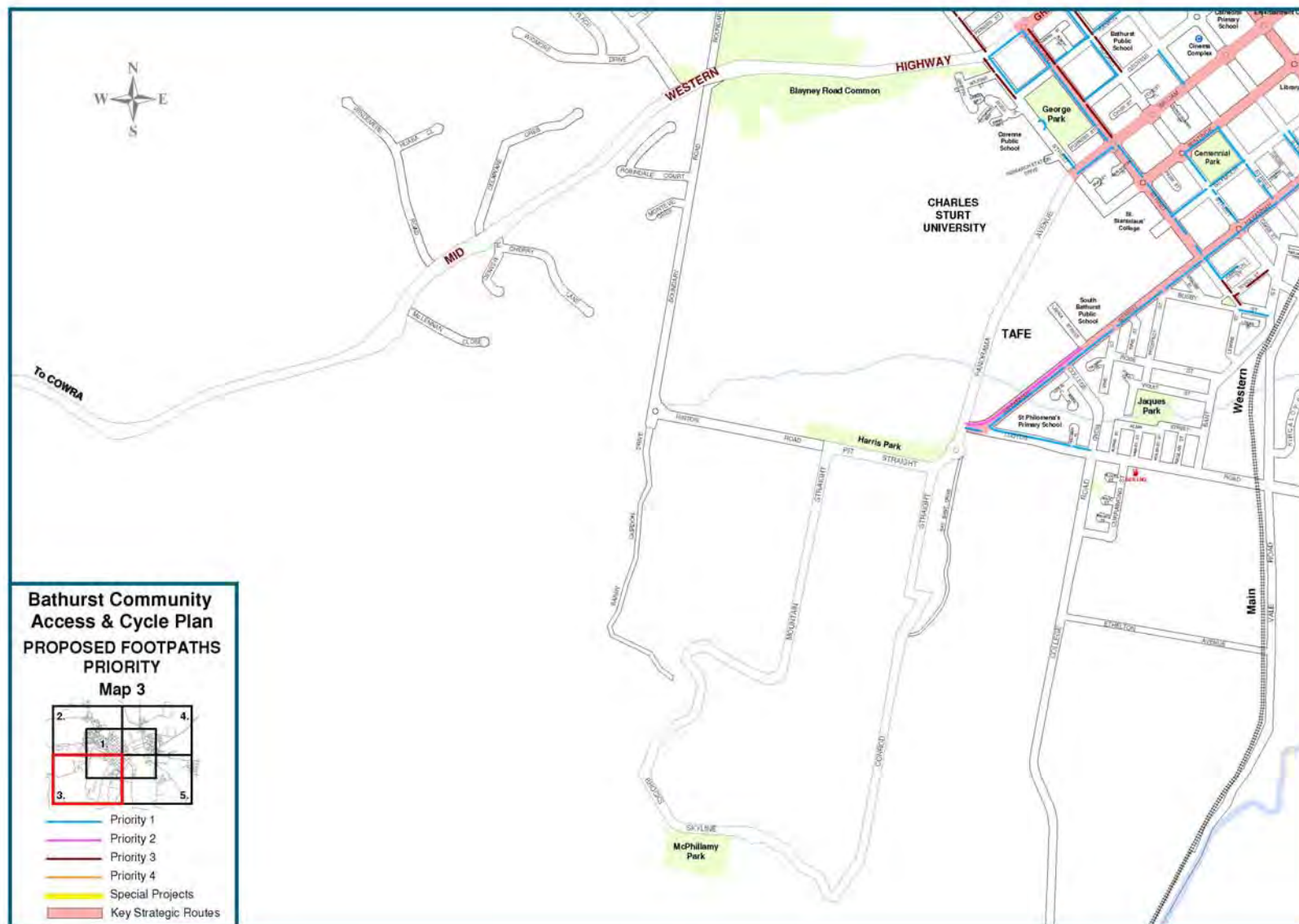


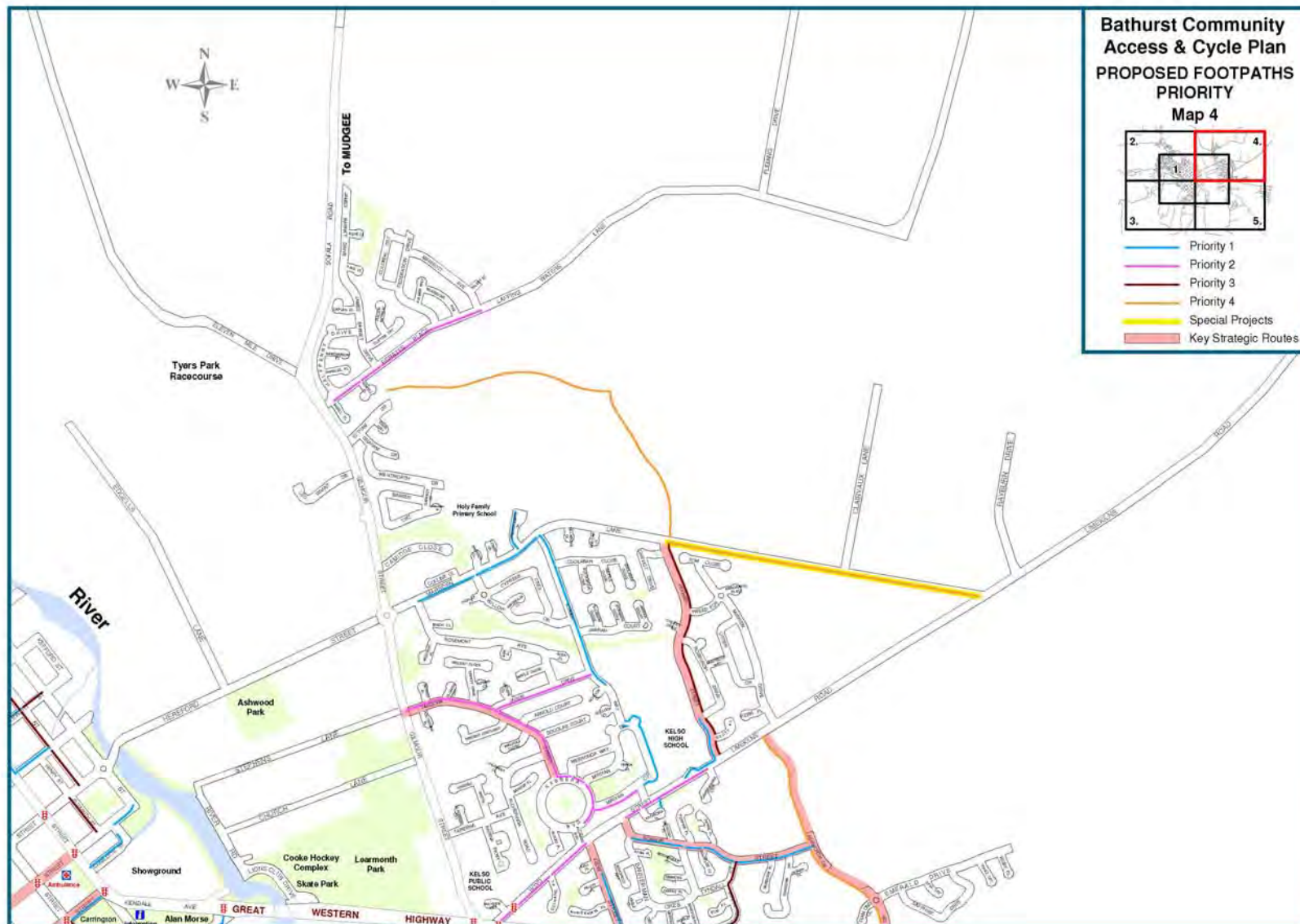


Map 9 **Priority mapping of works to be completed for the footpath network**

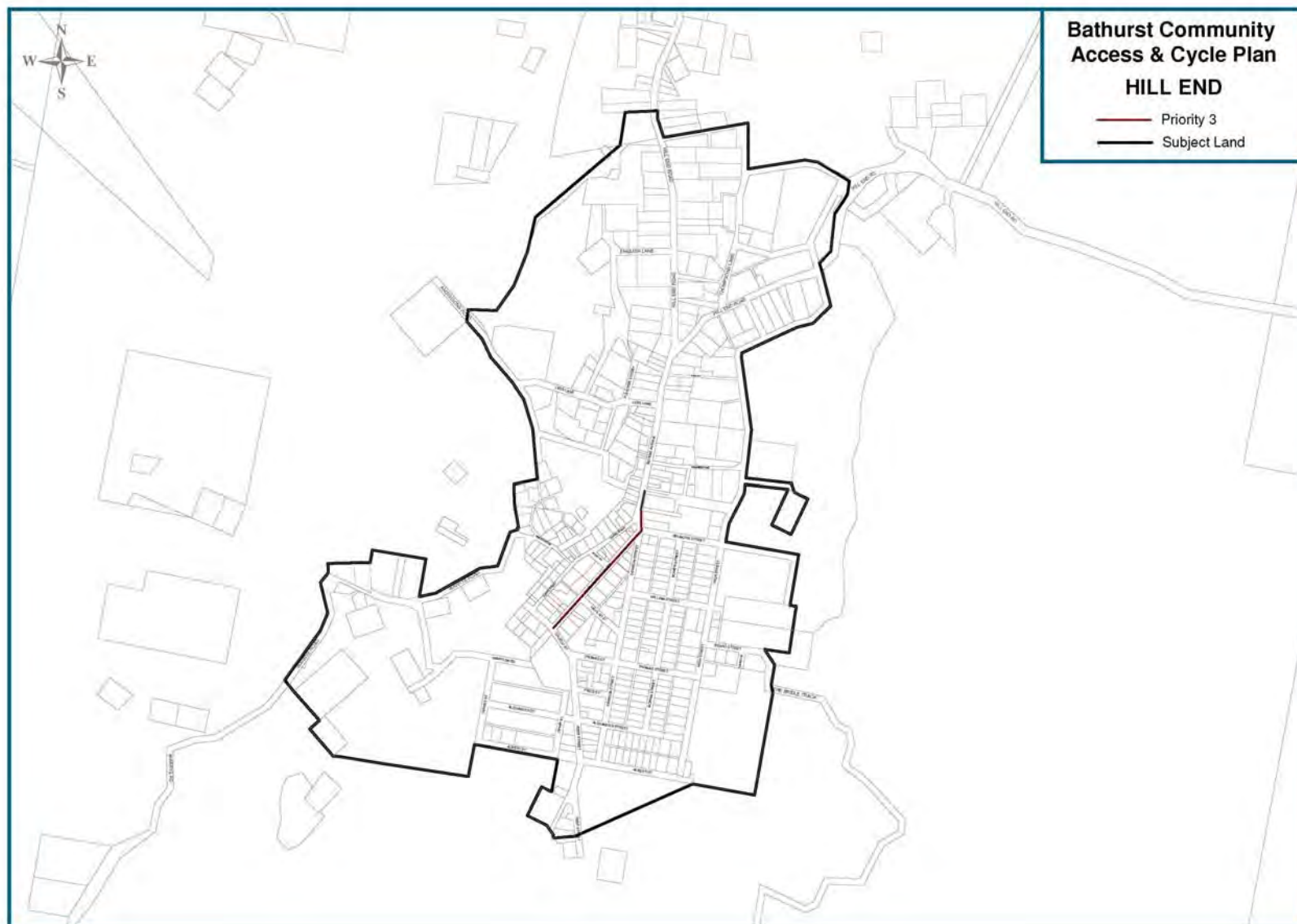


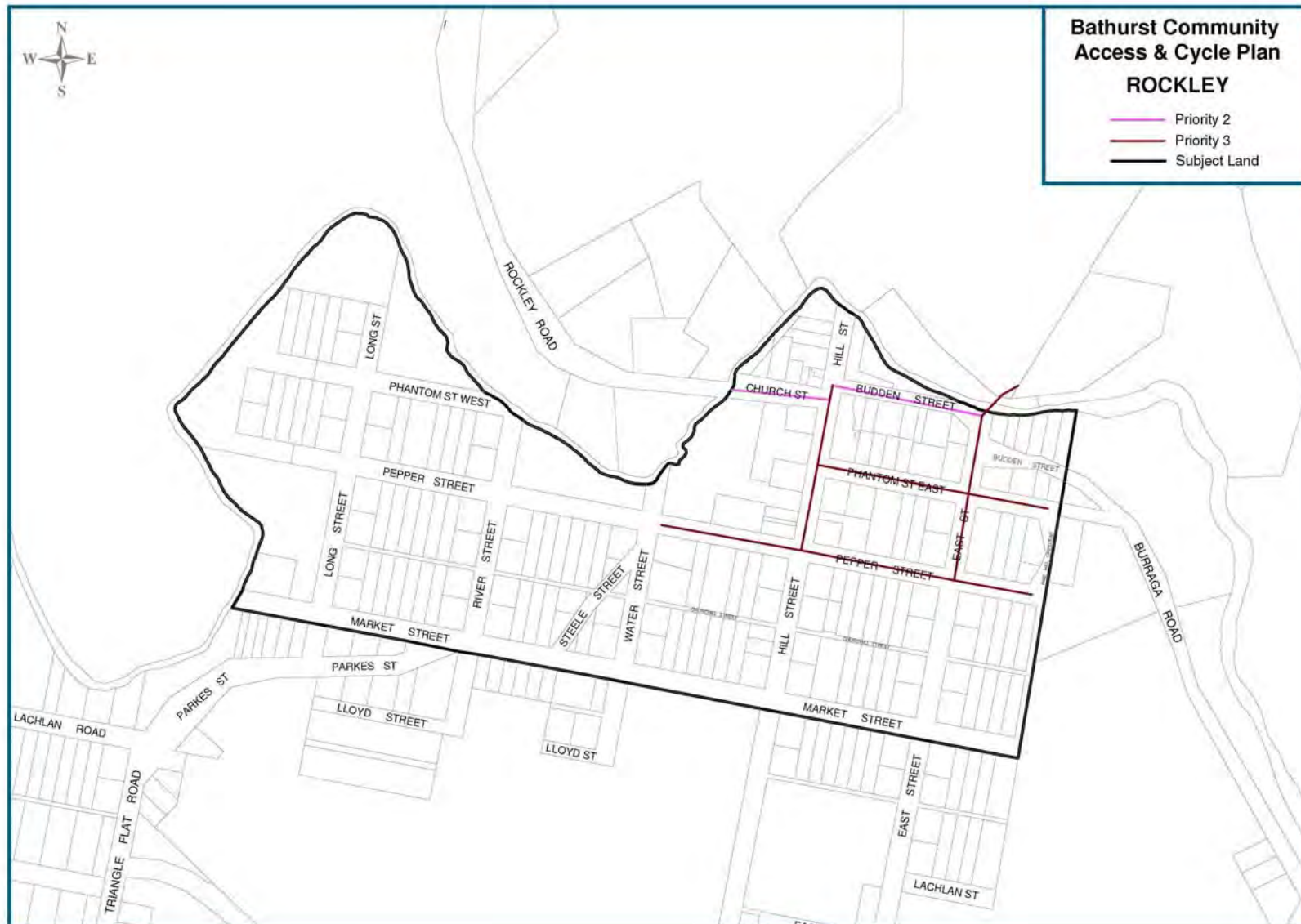


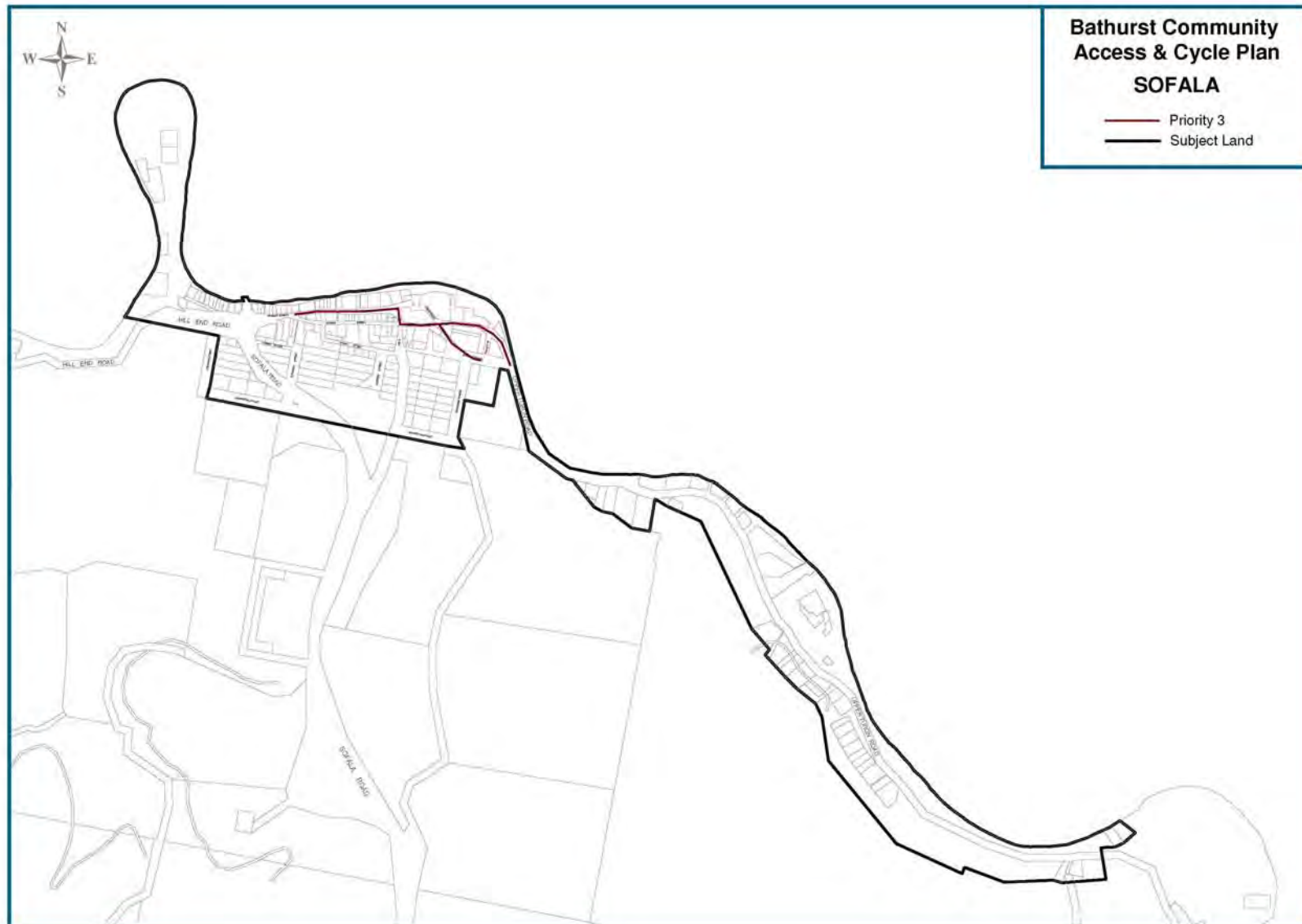




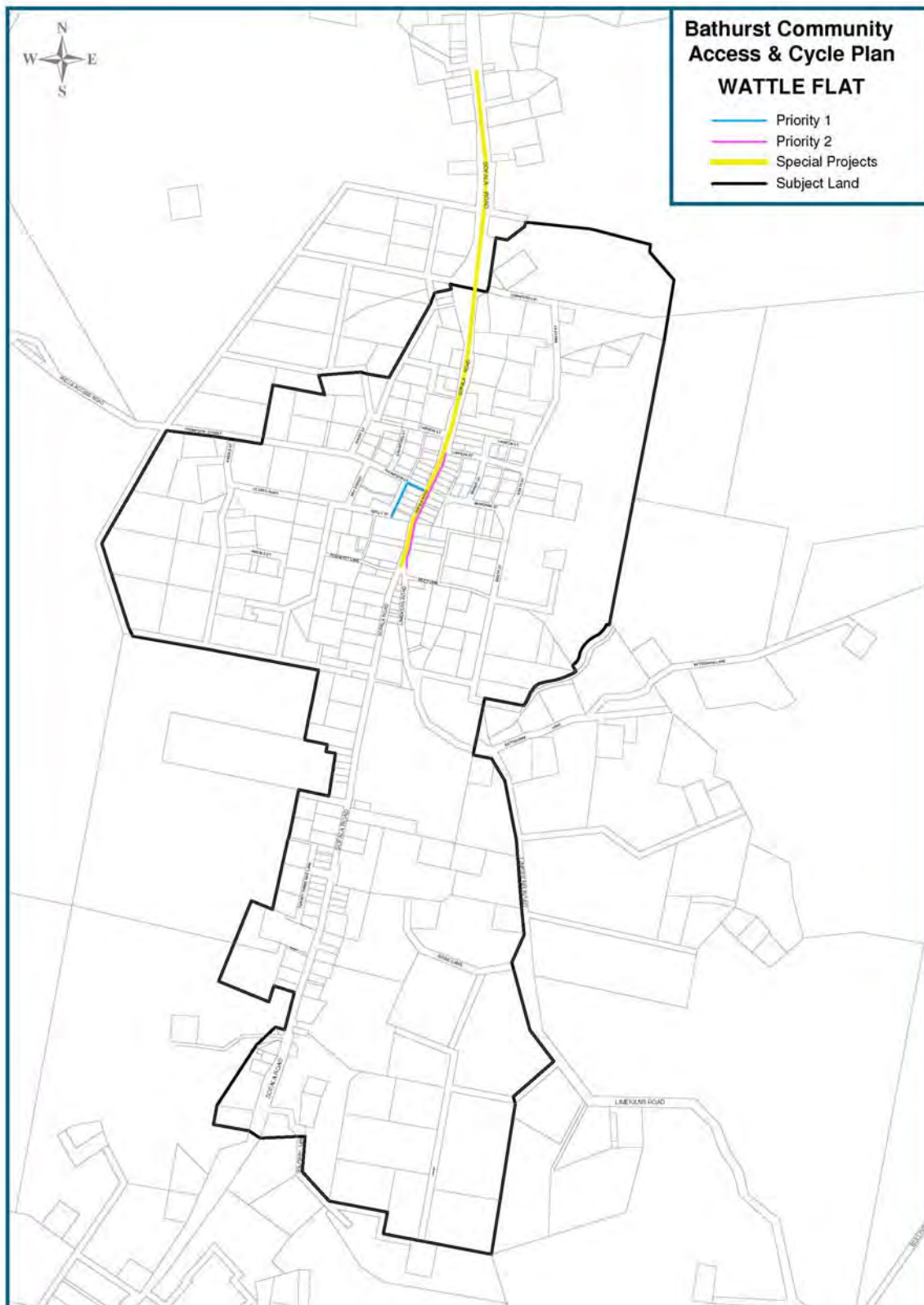


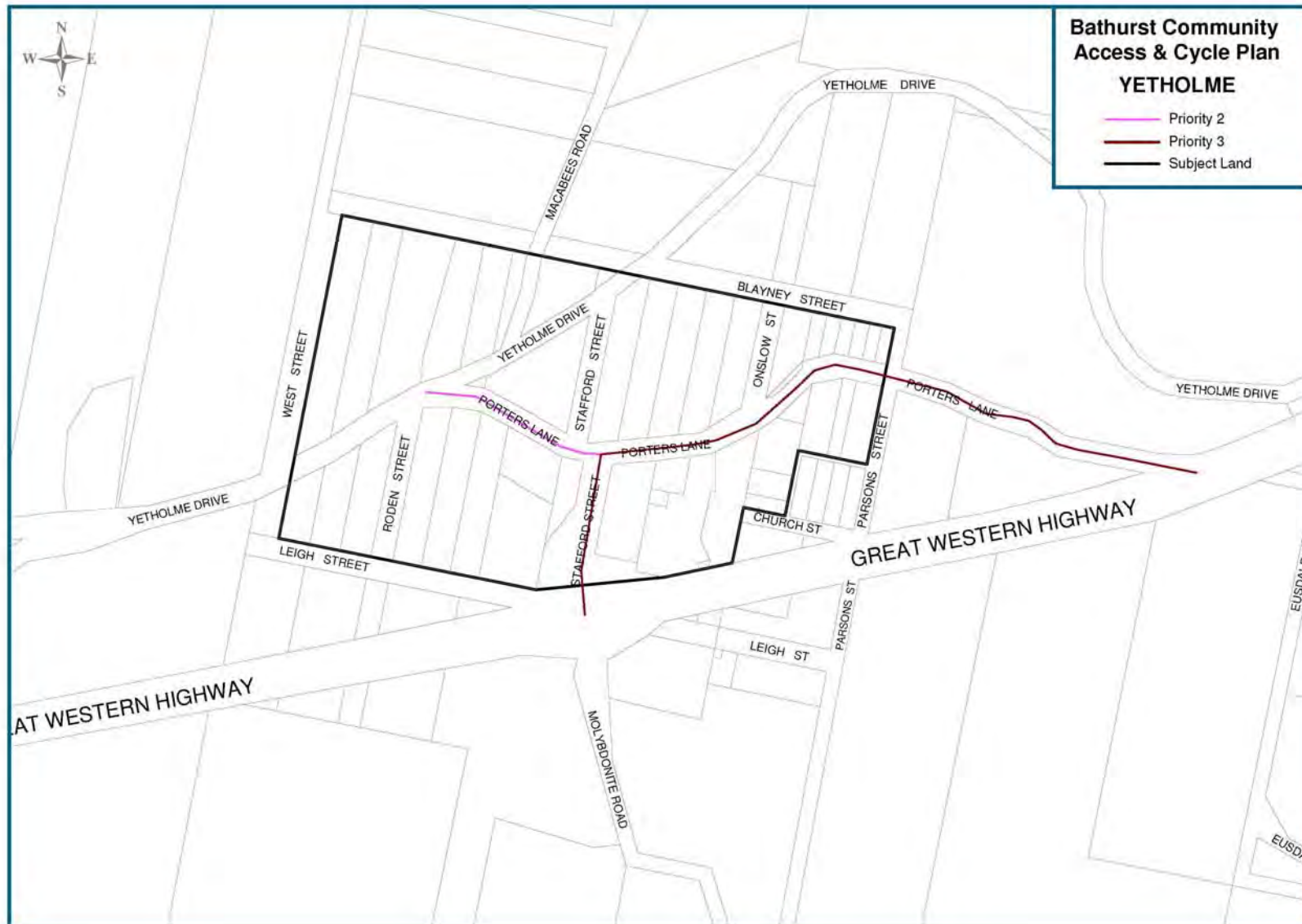




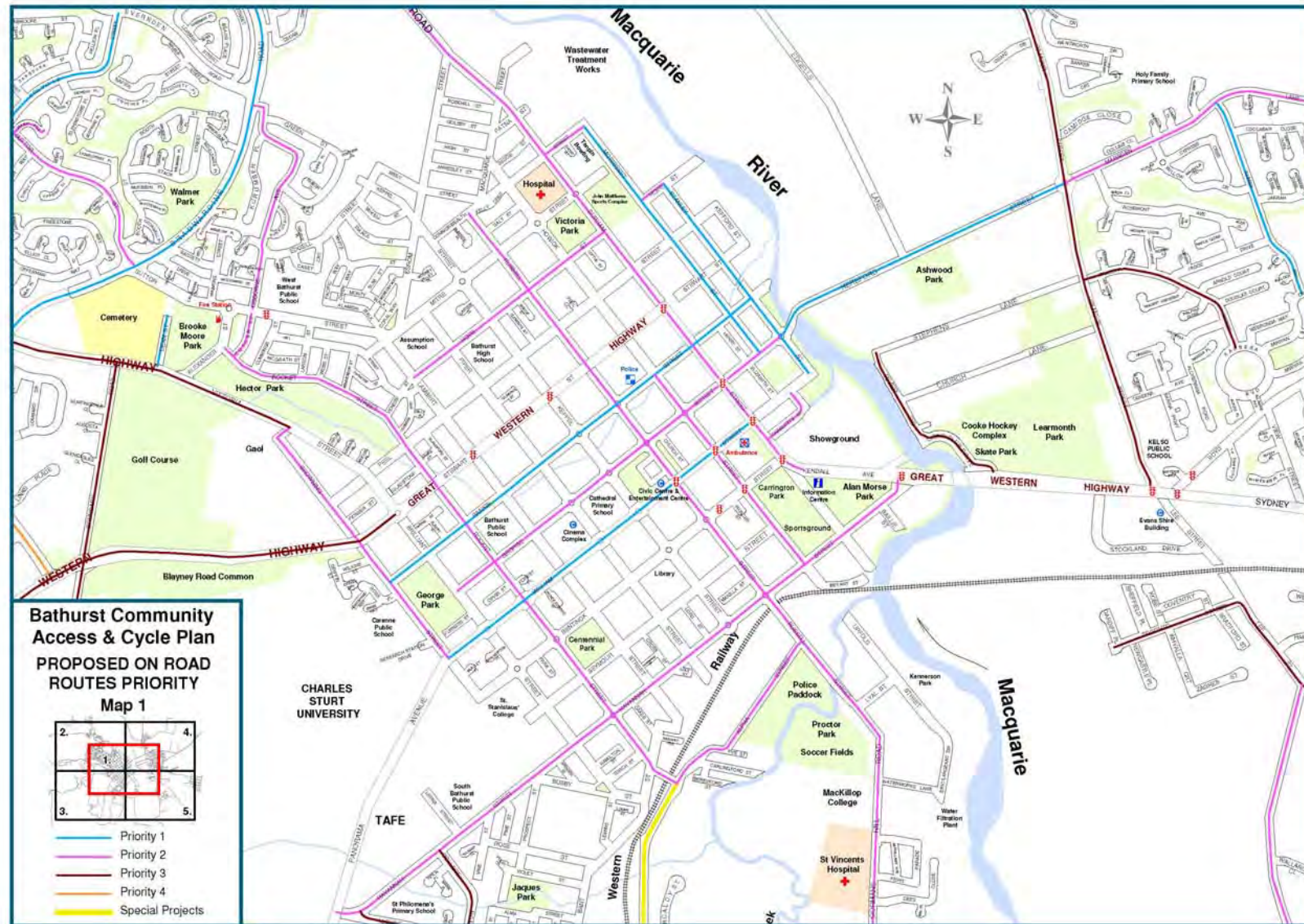


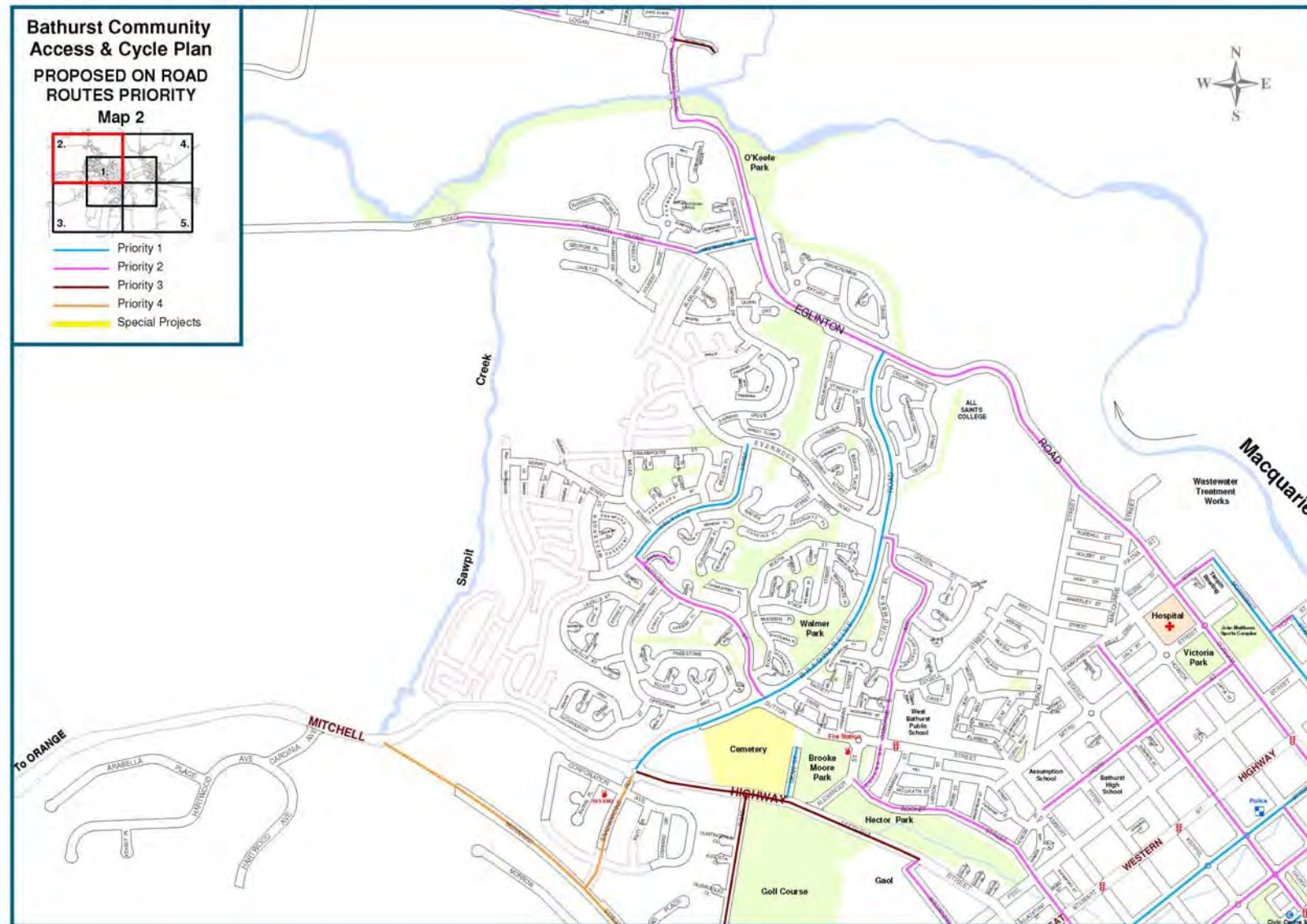


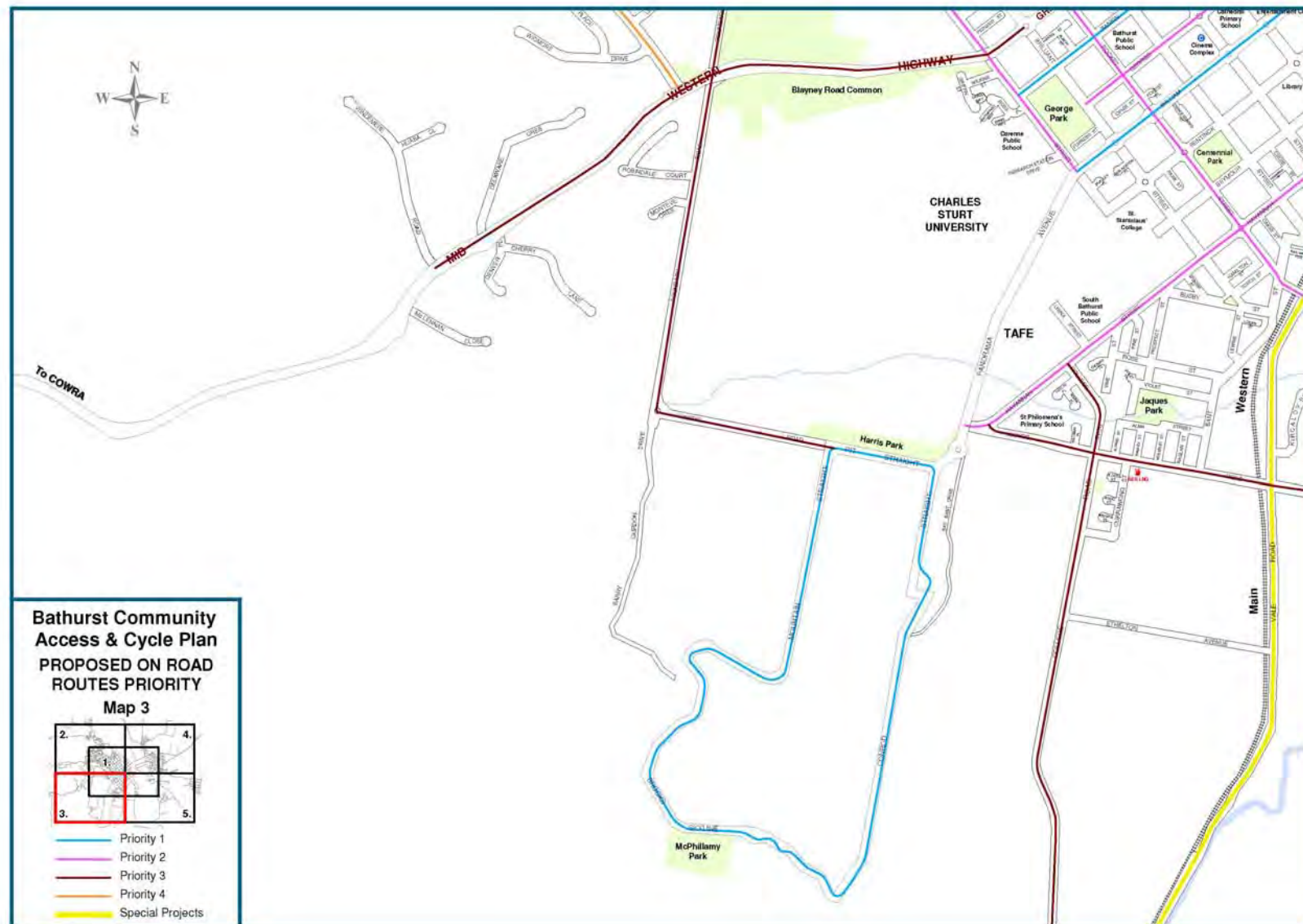


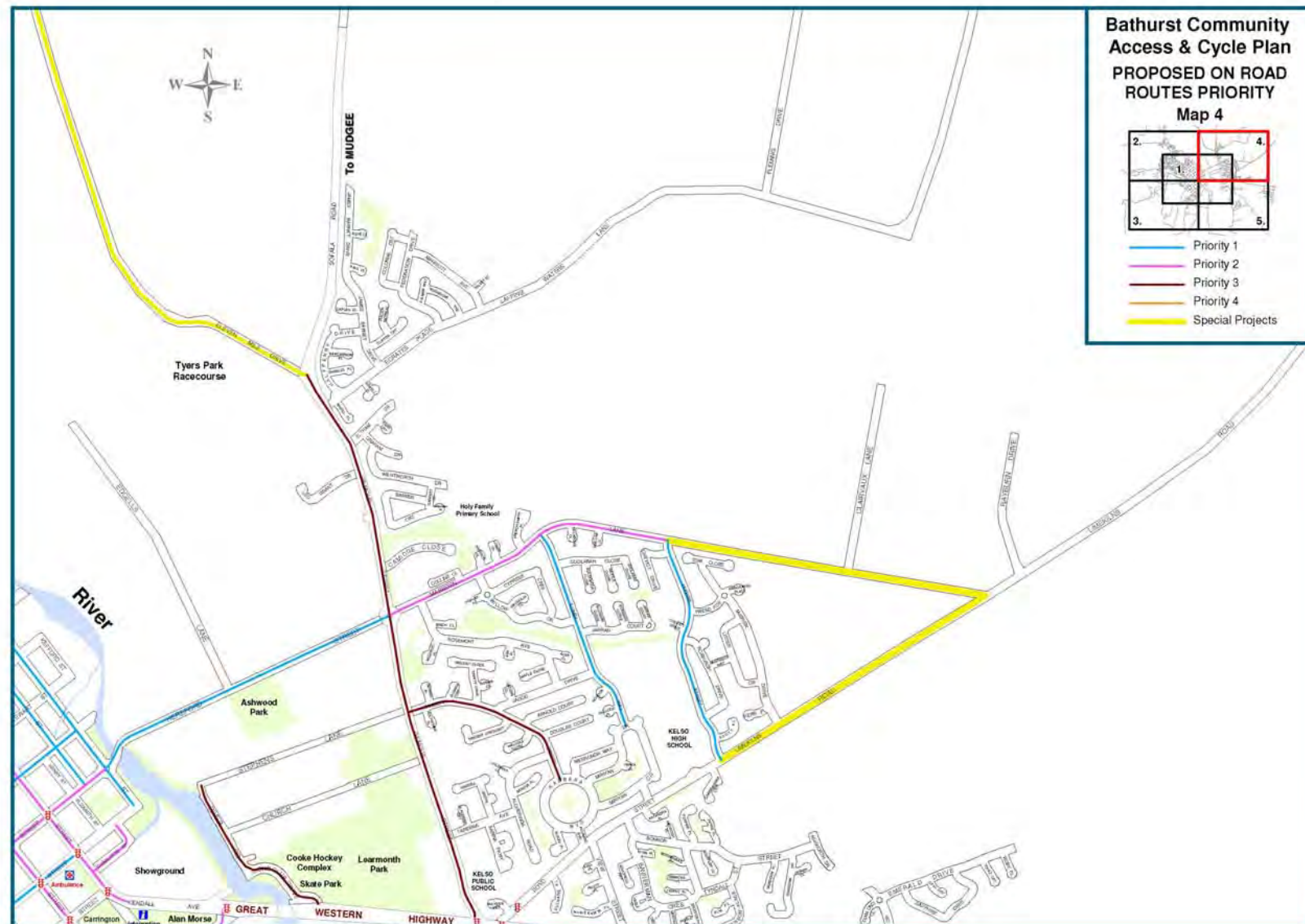


Map 10 **Priority mapping of works to be completed for the on-road network**











APPENDIX 2 SCHEDULE OF WORKS FOR FOOTPATHS AND CYCLEWAYS

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Abercrombie	Eglinton Road	Adjacent to Eglinton Road from Bradwardine Road Intersection to the existing cycleway within O'Keefe Park.	Cycleway	<u>Southern side</u> Bradwardine Road to the drainage reserve	500m	2	\$100,000
			Cycleway	<u>Northern Side</u> Bradwardine Road to the path to Abercrombie Estate	260m	2	\$52,000
			Cycleway	Path to Abercrombie Estate to Abercrombie Dr	210m	2	\$42,000
			Cycleway	Abercrombie Dr to Bus Stop at Westborne Dr	340m	2	\$68,000
			Cycleway	Bus Stop at Westborne Dr to existing Eglinton cycleway.	210m	2	\$42,000
Abercrombie	Abercrombie Drive	Linking Abercrombie Drive to the existing cycleway in O'Keefe Park.	Footpath	Eglinton Road to the existing Eglinton cycleway.	215m	2	\$21,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Abercrombie	Pryce Parade	Linking Pryce Parade to the existing cycleway in O'Keefe Park.	Cycleway	Pryce Pde to the existing Eglinton cycleway.	30m	1	\$6,000
Abercrombie	Country Way	Linking Country Way to Rankens Bridge Road.	Cycleway	Country Way to Rankens Bridge Road.	140m	2	\$28,000
Abercrombie	Open space adjacent to Macquarie River	Linking Rankens Bridge Road to Ophir Road.	Cycleway	Adjacent to the Macquarie River from Eglinton Road to Ophir Road.	1520m	Special project	\$304,000 (Concrete) \$95,000 (2-coat seal)
Abercrombie	Westborne Drive	From Howarth Close to Eglinton Road	Footpath	Eglinton Road to Davison Street	60m	2	\$6,000
			Footpath	Davison Street to Howarth Close	230m	2	\$22,500
Abercrombie	Howarth Close	From Westborne Drive to Sawpit Creek	Footpath	Westborne Dr to Farmgate Dr	170m	3	\$16,500
			Footpath	Farmgate Dr to Riverside Retreat	235m	3	\$213,000
			Footpath	Riverside Retreat to Sawpit Creek	590m	4	\$58,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Bathurst	Havannah Street	From Panorama Avenue to Great Western Highway.	Footpath	<u>Southern side</u> Panorama Ave to Lloyds Rd	85m	1	\$8,300
			Footpath	Lloyds Rd to College Rd	465m	1	\$45,400
			Footpath	College Road to Vine Street	260m	1	\$25,500
			Footpath	Brilliant St to Rocket St	200m	1	\$19,500
			Footpath	Rocket St to Lambert St	200m	1	\$19,500
			Footpath	Lambert St to Cole St	100m	1	\$9,800
			Footpath	Piper St to Keppel St	230m	1	\$22,500
			Footpath	Keppel St to Russel St	200m	1	\$19,500
			Cycleway	Russell St to Bryant St	220m	2	\$44,000
			Cycleway	Bryant St to Durham St	215m	2	\$43,000
			Cycleway	Durham St to Baillie St	220m	2	\$44,000
			Cycleway	Baillie St to Great Western Hwy	140m	4	\$28,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
			Footpath	<u>Northern side</u> Leena St to Lloyds Rd	700m	2	\$68,500
			Cycleway (Upgrade)	Durham St to Great Western Hwy	330m	1	\$66,000
Bathurst	Seymour Street	From Brilliant Street to Keppel Street.	Footpath	<u>Northern side</u> Brilliant St to Rocket St	205m	1	\$20,000
			Footpath	Rocket St to Lambert St	210m	1	\$20,500
			Footpath	<u>Southern side</u> Russell St to Howick St	195m	1	\$19,000
Bathurst	Bentinck Street	From Brilliant Street Durham Street	Footpath	<u>Southern side</u> Rocket St to Lambert St	250m	1	\$24,500
			Footpath	Durham St to Howick St (Funded from CBD Beautification)	210m	1	\$20,500
Bathurst	William Street	From Browning Street to Stanley Street.	Footpath	<u>Southern side</u> Brilliant St to Browning St	220m	1	\$21,500
				Charlotte St to Stanley St	110m	1	\$10,800
Bathurst	Rankin Street	From Browning Street to Morrisset Street.	Footpath	<u>Northern side</u> Durham St to Morrissett St	175m	1	\$17,000
			Footpath	Lambert St to Rocket St	220m	1	\$21,500
			Footpath	Rocket St to Albert St	110m	1	\$11,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
			Footpath	Albert St to Brilliant St	100m	1	\$9,800
			Footpath	Brilliant St to Browning St	220m	1	\$21,500
Bathurst	Hope Street	From Lambert Street to Morrisset Street.	Footpath	<u>Southern side</u> Lambert St to Piper St	215m	1	\$21,000
			Footpath	Stanley St to Morrisset St	130m	3	\$12,700
			Footpath	<u>Northern side</u> Lambert St to Piper St	215m	2	\$21,000
			Footpath	Piper St to Keppel St	220m	1	\$21,500
			Footpath	Keppel St to Russell St	190m	2	\$18,500
			Cycleway	Russell St to Howick St	215m	2	\$43,000
			Cycleway	Howick St to Durham St	215m	2	\$43,000
			Cycleway	Through John Matthews Sports Complex to Morrissett St (possibly through miniature railway)	180m	1	\$36,000
Bathurst	Mitre Street	From Durham Street to Lambert Street.	Footpath	<u>Southern side</u> Piper St to Keppel St	215m	2	\$21,000
			Footpath	Keppel St to Russell St	220m	2	\$21,500

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
			Footpath	Russell St to Howick St	215m	2	\$21,000
			Footpath	Durham St to Howick St	200m	2	\$19,500
Bathurst	Browning Street	From William Street to Mitchell Hwy. (Vittoria St)	Footpath	<u>Eastern side</u> Mitchell Hwy to Stewart St	680m	2	\$66,300
			Footpath	Stewart St to Rankin St	230m	1	\$22,500
			Footpath	Furness St to William St	90m	1	\$8,800
			Footpath	Near George Park clubhouse	70m	1	\$6,900
			Footpath	<u>Western side</u> Stewart St to Ross Pl	270m	1	\$26,500
Bathurst	Brilliant Street	From Busby Street to Stewart Street.	Footpath	<u>Eastern side</u> Busby St to Torch St	65m	2	\$5,000
			Footpath	Torch St to Hamilton St	80m	2	\$7,800
			Footpath	Hamilton St to Havannah St	135m	1	\$13,000
			Footpath	Havannah St to Seymour St	145m	1	\$14,200
			Footpath	Seymour St to Bentinck St	215m	1	\$21,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
			Footpath	Bentinck St to William St	215m	1	\$21,000
			Footpath	William St to George St	215m	1	\$21,000
			Footpath	George St to Rankin St	215m	1	\$21,000
			Footpath	Rankin St to Harris St	115m	1	\$11,200
			Footpath	Harris St to Stewart St	85m	1	\$8,300
			Footpath	<u>Western side</u> William St to Furness St	80m	1	\$7,800
			Footpath	Furness St to Rankin St	285m	1	\$27,800
			Footpath	Rankin St to Stewart St	160m	1	\$15,600
Bathurst	Rocket Street	From Alpha Street to Alexander Street.	Footpath	<u>Western side</u> Stewart St to Rankin St	220m	1	\$21,500
			Footpath	Rankin St to George St	215m	1	\$21,000
			Footpath	<u>Eastern side</u> Bentinck St to Seymour St	195m	1	\$19,000
			Footpath	Seymour St to Havannah St	170m	1	\$16,600
			Footpath	Stewart St to Rankin St	220m	1	\$21,500

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
			Footpath	Rankin St to George St	215m	1	\$21,000
Bathurst	Lambert Street	From Rankin Street to Mitre Street.	Footpath	<u>Western side</u> Havannah St to Seymour St	180m	1	\$17,500
			Footpath	Seymour St to Bentinck St	215m	1	\$21,000
			Footpath	George St to William St	215m	1	\$21,000
			Footpath	Rankin St to Stewart St	110m	1	\$10,800
			Footpath	Stewart St to Peel St	205m	2	\$20,000
			Footpath	Peel St to Tremain Ave	170m	2	\$16,600
Bathurst	Russell Street	From Proctor Park to Commonwealth Street.	Footpath	<u>Eastern side</u> Hope St to Mitre St	215m	2	\$21,000
			Footpath	Mitre St to Daly St	105m	2	\$10,300
			Footpath	Daly St to Commonwealth St	105m	2	\$10,300
Bathurst	Durham Street	From Havannah Street to Esrom Street	Cycleway	<u>Western side</u> Havannah St to Kendall Ave	370m	1	\$74,000
			Cycleway	Corner Bentinck St & Carrington Park (Corner shortcut)	45m	1	\$9,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
			Footpath	<u>Eastern side</u> Rankin St to Stewart St	230m	1	\$22,500
			Footpath	Stewart St to Peel St	210m	2	\$20,500
			Footpath	Peel St to Hope St	200m	2	\$19,500
			Footpath	Hope St to Mitre St	195m	2	\$19,000
			Footpath	Mitre St to Commonwealth St	190m	2	\$18,500
Bathurst	Charlotte Street	From Durham Street to Bicentennial Park.	Footpath	<u>Northern side</u> William St to Durham St	125m	1	\$12,200
Bathurst	Elizabeth Street	From William Street to George Street.	Footpath	<u>Western side</u> William St to George St	185m	3	\$18,100
Bathurst	Morrisset Street	From George Street to Commonwealth Street.	Cycleway	<u>Western side</u> Commonwealth St to Hope St	470m	1	\$94,000
			Footpath	Hope St to Peel St	235m	2	\$23,000
			Footpath	Peel St to Stewart St	230m	2	\$22,500
			Footpath	Stewart St to Rankin St	235m	2	\$22,900
			Footpath	Rankin St to George St	235m	2	\$22,900
Bathurst	Morrisset Street	From Hope Street to William Street.	Cycleway (On-road)	Pedestrian bridge across Jordan Creek	35m	2	

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Bathurst	Macquarie River	From Rankin Street to Stewart Street.	Cycleway	Rankin Street to Stewart St (via river bank)	300m	2	\$60,000 (Concrete) \$18,500 (2-coat seal)
Bathurst	Havannah Street	From Evans Bridge to Russell Street.	Cycleway	Sydney Road to Baillie Street	115m	1	\$23,000
				Baillie Street to Durham Street	220m	1	\$44,000
				Durham Street to Howick Street	220m	1	\$44,000
				Howick Street to Russell Street	220m	1	\$44,000
Bathurst	Howick Street	From Mitre Street to Havannah Street.	Footpath	<u>Eastern side</u> Bentinck St to Havannah St	445m	2	\$43,400
			Cycleway	Hope St to Mitre St	215m	1	\$43,000
Bathurst	George Street	From Brilliant Street to Stanley Street.	Footpath	<u>Northern side</u> Brilliant St to Rocket St	215m	1	\$21,000
Bathurst	Peel Street	From Russell Street to Vittoria Street	Footpath	<u>Northern side</u> Lambert St to Piper St	215m	1	\$21,000
			Footpath	Keppel St to Russell St	215m	1	\$21,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
			Footpath	<u>Southern side</u> Vittoria St to Rocket St	135m	2	\$13,200
			Footpath	Rocket St to Lambert St	200m	1	\$19,500
			Footpath	Lambert St to Piper St	215m	1	\$21,000
			Footpath	Piper St to Keppel St	215m	1	\$21,000
			Footpath	Keppel St to Russell St	215m	1	\$21,000
Bathurst	Stewart Street	From Browning Street to Kefford Street	Footpath	<u>Northern side</u> Durham St to Morrissett St	205m	1	\$20,000
			Footpath	Morrissett St to Stanley St	120m	2	\$11,700
			Footpath	<u>Southern side</u> Browning St to Brilliant St	155m	1	\$15,100
Bathurst	Piper Street	From Havannah Street to Mitre Street	Footpath	<u>Eastern side</u> Havannah St to Seymour St	215m	1	\$21,000
			Footpath	<u>Western side</u> Havannah St to Seymour St	215m	1	\$21,000
			Footpath	Peel St to Hope St	215m	1	\$21,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Bathurst	Vale Road	From Rocket Street to Bridge Street	Cycleway	See Perthville entry			

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Eglington	Logan Street	From Rankens Bridge Road to Alexander Street.	Footpath	<u>Northern side</u> Hamilton St to Lamont PI	240m	1	\$23,400
			Footpath	Lamont PI to Paraweena PI	180m	2	\$17,600
			Footpath	Paraweena PI to Alexander St	110m	2	\$11,800
Eglington	Duramana Road	From Willott to Close Wellington Street.	Footpath	<u>Western side</u> Willott Cl to Wellington St	315m	4	\$30,800
Eglington	Loren Street	From Duramana Road to Hamilton Street.	Footpath	<u>Southern side</u> Cox St to Ranken St	325m	2	\$31,700
			Footpath	Ranken St to Duramana Rd	330m	2	\$32,200

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Eglington	Wellington Street	From Duramana Road to Hamilton Street.	Footpath	<u>Southern side</u> Duramana Rd to Alexander St	25m	1	\$2,500
			Footpath	<u>Northern side</u> Duramana Rd to Ranken St	325m	1	\$31,700
			Footpath	Ranken St to Hamilton St	330m	1	\$32,200
Eglington	Alexander Street	From Wellington Street to Logan Street.	Footpath	<u>Eastern side</u> Logan St to Park St	300m	2	\$29,300
				<u>Western side</u> Logan St to Wellington St	860m	1	\$83,900

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Eglinton	Ranken Street	From Wellington Street to Loren Street.	Footpath	<u>Western side</u> Wellington St to Loren St	210m	3	\$20,500
Eglinton	Cox Lane	From Loren Street to 'The Heritage' Retirement village.	Footpath	Loren St to 'The Heritage' Retirement village	500m	4	\$48,800
Eglinton	Hamilton Street	From Loren Street to Hobson Close.	Footpath	Wellington St to Loren St	205m	1	\$20,000
			Footpath	Wellington St to Cox St	380m	1	\$37,000
			Footpath	Cox St to Park St	225m	1	\$22,000
Eglinton	Macquarie River	From Hobson Close to Hereford Street.	Cycleway	<u>Northern side of River</u> Hobson Cl to Hereford St (Includes crossing over Saltram Creek)	6700m (gravel with 2-coat seal)	Special projects	\$420,000 (Cost does not include the creek crossing) * Constraints

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
							to this project include land ownership and retaining access to water rights from the Macquarie River.
Eglington	Lamont Place and Paraweena Place to Park Street	Lamont Place and Paraweena Place to Park Street	Footpath	Lamont Place and Paraweena Place to Park Street (Upgrade from gravel to sealed paths)	165m	1	\$16,100
Eglington	Laneway	From Halstead Street to Cubis Park	Footpath	From Halstead Street to Cubis Park	70m	2	\$6,800
Eglington	Laneway	From Cox Street to Cubis Park	Footpath	From Cox Street to Cubis Park	70m	2	\$6,800
Eglington	Open Space	From Taylor Street to Cox Street	Footpath	From Taylor Street to Cox Street	100m	2	\$9,800

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Eglinton	Open Space	From Cox Street to Halstead Street	Footpath	From Cox Street to Halstead Street	100m	2	\$9,800
Eglinton	Future Open Space	Per DCP maps	Cycleway		4500m	4	\$281,300
Eglinton	Cubis Park	Within Cubis Park	Cycleway	Along northern boundary	210m	2	\$42,000 (Concrete) \$13,125 (2-coat seal)
Eglinton	Cubis Park	Within Cubis Park	Cycleway	Along eastern boundary	390m	2	\$78,000 (Concrete) \$24,375 (2-coat seal)
Eglinton	Cubis Park	Within Cubis Park	Cycleway	Along existing roadway	180m	2	\$36,000 (Concrete) \$11,250 (2-coat seal)

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (\$ excl. GST)
Gormans Hill	Gormans Hill Road	From Russell Street to Waterworks Lane	Footpath	<u>Eastern side</u> Lyal St to Waterworks Ln	370m	1	\$36,100
Gormans Hill	Waterworks Lane	From Gormans Hill Road to Eric Sargent Drive	Footpath	<u>Northern side</u> Gormans Hill Rd to Eric Sargent Dr	305m	1	\$29,800
Gormans Hill	Eric Sargent Drive (Upfold Street)	From Waterworks Lane to Lyal Street	Footpath	<u>Western side</u> Eric Sargent Dr to Lyal St	385m	1	\$37,600

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Sydney Road	From Ashworth Drive to Havannah Street	Cycleway	<u>Northern side</u> Ashworth Dr to View St	1280m	1	\$256,000
			Cycleway	View St to Boyd St	600m	1	\$120,000
Kelso	Sydney Road	From Havannah Street to Lee Street.	Cycleway	<u>Southern side</u> Havannah St to Lee St	870m	1	\$174,000
Kelso	Sydney Road	From Ashworth Drive to Napoleon Street.	Cycleway	<u>Northern Side</u> Ashworth Dr to 5475 Sydney Rd	610m	Special projects	\$122,000
			Cycleway	<u>Southern Side</u> 5475 Sydney Rd to Napoleon St	1140m	Special projects / 4	\$228,000
Kelso	Ashworth Drive	From Sydney Road to Limekilns Road.	Cycleway	Sydney Rd to Limekilns Rd	1400m	4	\$280,000
Kelso	View Street	From Sydney Road to Boyd Street.	Footpath	From Bathurst Gardens Retirement Home to Sydney Rd	330m	1	\$32,200

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Boyd Street	From Sydney Road to Hughes Street.	Footpath	<u>Southern side</u> Sydney Rd to Culnane PI	335m	2	\$32,700
			Footpath	Culnane PI to View St	235m	2	\$22,900
			Footpath	Bonnor Street to Katandra PI	80m	2	\$7,800
			Footpath	Katandra PI to Camberwarra PI	375m	2	\$36,600
			Footpath	<u>Northern side</u> Kelso High School to Hughes St	30m	1	\$3,000
Kelso	Bonnor Street	From Boyd Street to Ashworth Drive.	Footpath	<u>Southern side</u> Bannerman Cres to Bannerman Cres	250m	1	\$24,400
			Footpath	Bannerman Cres to Bouffler CI	75m	1	\$7,300
			Footpath	Bouffler CI to Tyndall St	165m	1	\$16,100
			Footpath	Tyndall St to Murdoch PI	170m	1	\$16,600
			Footpath	Murdoch PI to Sundown Dr	75m	1	\$7,300
			Footpath	Sundown Dr to Ashworth	120m	1	\$11,700

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Tyndall Street	From Bonnor Street to Patterson Place.	Footpath	Bonnor St to Patterson Pl	120m	3	\$11,700
Kelso	Patterson Place	From Tyndall Street to Sydney Road.	Footpath	Tyndall St to Sydney Rd	350m	3	\$34,200
Kelso	Miriyan Drive	From Boyd Street to Ilumba Way.	Cycleway	<u>Northern side</u> Kabbera Bvd to Morang Ave	250m	2	\$50,000
			Cycleway	Morang Ave to Kelso High School entrance	230m	1	\$46,000
			Cycleway	Kelso High School entrance to Ilumba Way	155m	1	\$31,000
			Footpath	<u>Southern side</u> Ilumba Way to the existing path	10m	1	\$1,000
Kelso	Kabbera Boulevard	From Allambie Boulevard to Tandora Street.	Footpath	Tandora St to Weeronga Way	60m	2	\$5,600
			Footpath	Weerona Way to Miriyan Dr	55m	2	\$5,400
			Footpath	Miriyan Dr to Miriyan Dr	105m	2	\$10,300
			Footpath	Miriyan Dr to the child care	60m	2	\$5,900

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Gilmour Street	From Sydney Road to Eleven Mile Drive.	Cycleway	<u>Western side</u> Sydney Rd to School Pedestrian Crossing	130m	1	\$26,000
			Cycleway	Stephens Ln to Hereford St	450m	1	\$90,000
			Cycleway	Ecrates Pl to Eleven Mile Dr	160m	1	\$32,000
Kelso	Lions Club Drive	From Sydney Road to River Road.	Cycleway	Sydney Rd to River Rd	280m	3	\$56,000
Kelso	Cycleway	From Stephens Lane to Hereford Street. (On levee bank)	Cycleway	Stephens Ln to Hereford St	430m	2	\$86,000
Kelso	Tandora Street	From Kabbera Boulevard to Gilmour Street.	Footpath	<u>Northern side</u> Kabbera Bvd to Douglas Ct	210m	2	\$20,500
			Footpath	Douglas Ct to Arnold Ct	95m	2	\$9,300
			Footpath	Arnold Ct to Jagoe Dr	145m	2	\$14,200
			Footpath	Jagoe Dr to Trinity Dr	100m	2	\$9,800
			Footpath	Trinity Dr to Sloman Ct	120m	2	\$11,700
			Footpath	Sloman Ct to Beyers Pl	90m	2	\$8,800
			Footpath	Beyers Pl to Gilmour St	100m	2	\$9,800

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Ilumba Way	From Miryan Drive to Marsden Lane.	Footpath	<u>Eastern side</u> Ilumba Gardens to Jarrah Ct	290m	1	\$28,300
			Footpath	Jarrah Ct to Coolibah Cl	340m	1	\$33,200
			Footpath	Coolibah Cl to Marsden Ln	165m	1	\$16,100
Kelso	Hughes Street	From Limekilns Road to Marsden Lane	Cycleway	<u>Eastern side</u> Limekilns Rd to Roxburgh Dr	220m	3	\$44,000
			Cycleway	Roxburgh Dr to Roxburgh Dr	380m	3	\$76,000
			Cycleway	Roxburgh Dr to Tweed Pde	140m	3	\$76,000
			Cycleway	Tweed Pde to Marsden Ln	350m	3	\$70,000
			Footpath	<u>Western side</u> Limekilns Road to the laneway opposite Roxburgh Drive	230m	1	\$22,500

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Marsden Lane	From Limekilns Road to Gilmour Street	Footpath	<u>Southern side</u> Hughes St to Limekilns Rd (Road shoulders)	1530m	Special projects / 4	\$149,200
			Cycleway	Ilumba Way to Hughes St (via drainage reserve)	570m	1	\$114,000
			Footpath	Ilumba Way to Willow Dr	350m	1	\$34,200
			Footpath	Willow Dr to Rosemont Ave	225m	1	\$22,000
Kelso	Drainage Reserve	From Hughes Street to Birch Close	Cycleway	Hughes St to Ilumba Way	450m	1	\$90,000
			Cycleway	Ilumba Way to existing path	450m	1	\$90,000
			Cycleway	Existing path to Birch Cl	150m	1	\$30,000
Kelso	French Smith Place	From Marsden Lane to Holy Family School	Footpath	<u>Western side</u> Marsden Ln to Holy family School	170m	1	\$16,600

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Future Subdivisions	From Marsden Lane to Laffing Waters Lane	Cycleway	Marsden Ln to Laffing Water Ln (Eastern future subdivision)	1100m	4	\$220,000
			Cycleway	Eltham Dr (future) to Laffing Waters Ln	200m	4	\$40,000
			Cycleway	Marsden Ln to Eltham Dr (future)	2000m	4	\$400,000
Kelso	Drainage Reserve	From Gilmour Street to Wentworth Drive	Cycleway	Gilmour St to Wentworth Dr	30m	1	\$6,000
Kelso	Drainage Reserve	From Eltham Drive to Laffing Waters Lane (include links to Newell Place)	Cycleway	Eltham Dr to Newell PI	200m	4	\$40,000
			Cycleway	Newell PI to Laffing Waters Ln	525m	4	\$105,000
Kelso	Ecrates Place	From Gilmour Street to Marriott Avenue	Footpath	<u>Southern side</u> Gilmour St to McGill PI	40m	1	\$8,000
			Footpath	McGill PI to Newell PI	160m	2	\$15,600
			Footpath	Newell PI to Federation Dr	445m	2	\$44,400
			Footpath	Federation Dr to Musgrove Ave	115m	2	\$11,200
			Footpath	Musgrove Ave to Marriott Ave	115m	2	\$11,200

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Kelso	Jagoe Drive	From Tandora Street to Ilumba Way	Footpath	<u>Southern side</u> Tandora St to Ilumba Way	530m	2	\$51,700
Kelso	Katandra Place	From Boyd Street to Katandra Place	Footpath	Through the park to Perrier Pl	120m	1	\$11,700

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Llanarth	Cedar Drive	From Cedar Drive to Eglinton Bike Path. (2 locations)	Footpath	Cedar Dr to Eglinton Rd (2 locations)	15m & 25m	1	\$3,900
Llanarth	Bradwardine Road	From Eglinton Road to McDiarmid Street.	Cycleway	<u>Western side</u> Evernden Rd to Ribbon Gum PI	140m	2	\$28,000
			Cycleway	Ribbon Gun PI to Walmer Park Driveway	275m	2	\$55,000
			Cycleway	Walmer Park Driveway	210m	2	\$42,000
			Cycleway	Walmer Park to Suttor St	150m	2	\$30,000
			Cycleway	Suttor St to Mitchell Hwy	670m	2	\$134,000
			Cycleway	Mitchell Hwy to McDiarmid St	650m	4	\$130,000
Llanarth	Drainage Reserve (Adjacent to Sawpit Creek)	From Ophir Road to Mitchell Highway.	Cycleway	Ophir Rd to Mitchell Hwy	2700m (Gravel with 2-coat seal)	Special projects / 4	\$169,000
Llanarth	Endurance Court	From Endurance Court to Eglinton Road.	Footpath	Endurance Ct to Eglinton Rd	30m	1	\$3,000
Llanarth	Eglinton Road	From	Cycleway	Endurance Ct to Quinn	490m	2	\$98,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
		Endurance Court to Quinn Court		Ct			
Llanarth	Evernden Road	From Bradwardine Road to Westborne Avenue	Footpath (via closed road behind the Baptist Church)	Bradwardine Rd to Westborne Ave	195m	3	\$19,100
Llanarth	Philip Street	From Darwin Drive to Evernden Road	Footpath	Darwin Dr to Evernden Rd	370m	4	\$36,100
Llanarth	Future road	From Sawpit Creek to Westborne Drive	Footpath	Sawpit Ck to Westborne Dr	1300m	4	\$126,800
Llanarth	Howarth Close	From Carlyle Avenue to Macquarie River	Cycleway	Carlyle Ave to Macquarie River (as shown on DCP Map)	650m	4	\$130,000 (Concrete) \$40,700 (2-coat seal)
Llanarth	Future road	From Howarth Close to Westborne Drive (future)	Cycleway	Connecting the future School Westborne Dr	920m	4	\$184,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Mitchell	Hinton Road	From Boundary Road to Mid Western Highway.	Cycleway	Hinton Rd to Mid Western Hwy (via stock route)	1630m (Gravel with 2-coat seal)	Special projects	\$101,900
Mitchell	Panorama Avenue	From Browning Street to Havannah Street.	Cycleway	<u>Eastern side</u> Browning St to LPMA	260m	1	\$52,000
			Cycleway	LPMA to Leena St	250m	1	\$50,000
			Cycleway	Havannah St to Pit Straight	80m	1	\$16,000
Mitchell	Panorama Avenue	From Browning Street to CSU entrance to Research Station Drive	Cycleway (widen footpath to cycleway standards)	<u>Western side</u> Browning St to CSU entrance	410m	3	\$82,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Perthville	Vale Road	From Rocket Street to Bridge Street	Cycleway	Lloyds Rd to Lagoon Rd	3200m (Gravel with 2-coat seal)	Special projects	\$200,000
			Cycleway	Lagoon Rd to Bridge St	3500m (Gravel with 2-coat seal)	Special projects	\$218,800
Perthville	Bridge Street	From Vale Road to Bathurst Street	Footpath	Perth St to Vale Rd (the shop)	135m	1	\$13,200
Perthville	Tension-Woods Avenue	From Bathurst Street to Rockley Street	Footpath	Bathurst St to Rockley St	120m	1	\$11,700
Perthville	Rockley Street	From Tension-Woods Avenue to Apsley Street	Footpath	Apsley St to Prince St	215m	3	\$21,000
			Footpath	Prince St to Tension-Woods Ave	50m	1	\$4,900
Perthville	Prince Street	From Bathurst Street to Queen Street	Footpath	Bathurst St to Rockley St	130m	2	\$12,700
			Footpath	Rockley St to Church St	130m	2	\$12,700
			Footpath	Church St to Colin St	135m	2	\$13,200
			Footpath	Colin St to Queen St	135m	2	\$13,200
Perthville	Bathurst Street	From Glenhaven Crescent to	Footpath	<u>Southern side</u> Bridge St to Prince St	125m	1	\$12,200

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
		Prince Street	Footpath	Prince St to Apsley St	210m	3	\$20,500
			Footpath	<u>Northern side</u> Bridge St to Retirement village	45m	1	\$4,400
Perthville	Apsley Street	From Colin Street to Rockley Street	Footpath	Colin St to Church St	125m	3	\$12,200
			Footpath	Church St to Rockley St	130m	3	\$12,700
				Rockley St to Bathurst St	125m	3	\$12,200
Perthville	Queen Street	From Prince Street to Apsley Street	Footpath	Prince St to Apsley St	215m	3	\$21,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Raglan	Christie Street	From Napoleon Street to Eugenie Street	Footpath	<u>Southern side</u> Eugenie St to Locke St	385m	2	\$37,600
			Footpath	Locke St to Nelson St	215m	2	\$21,000
			Footpath	Nelson St to Napoleon St	305m	2	\$29,800
Raglan	Landseer Street	From Napoleon Street to Eugenie Street	Footpath	<u>Northern side</u> Napoleon St to Nelson St	295m	3	\$28,800
			Footpath	Nelson St to Locke St	220m	3	\$21,500
			Footpath	Locke St to Nile St	220m	3	\$21,500
			Footpath	Nile St to Eugenie St	150m	3	\$14,700
Raglan	Crown Road Reserve	From Landseer Street to Godfrey Street	Footpath	Landseer St to Godfrey St	220m	3	\$21,500
Raglan	Eugenie Street	From Great Western Highway to Godfrey Street	Footpath	<u>Western side</u> Landseer St to Godfrey St	220m	3	\$21,500
			Footpath	Godfrey St to Frome St	220m	3	\$21,500
			Footpath	Frome St to Christie St	220m	2	\$21,500
			Footpath	Christie St to Sydney Rd	280m	2	\$27,300

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Raglan	Nelson Street	From Godfrey Street to Great Western Highway	Footpath	<u>Eastern side</u> Sydney Rd to Christie St	255m	1	\$24,900
			Footpath	Christie St to Frome St	220m	1	\$21,500
Raglan	Napoleon Street	From Great Western Highway to Godfrey Street.	Footpath	<u>Eastern side</u> Sydney Rd to Christie St	205m	3	\$20,000
			Footpath	Christie St to Frome St	220m	3	\$21,500
			Footpath	Frome St to Godfrey St	215m	3	\$21,000
Raglan	Frome Street	From Locke Street to Nelson Street	Footpath	<u>Southern side</u> Locke St to Nelson St	210m	1	\$20,5100
Raglan	Great Western Highway	From Nelson Street to Locke Street	Footpath	Nelson St to Locke St	280m	1	\$27,300
Raglan	Adrienne Street	From Frome Street to Ashworth Drive (via Raglan Creek)	Cycleway	From Christie St to Ashworth Dr	2280m	4	\$456,000 (Concrete) \$142,500 (2-coat seal)
Raglan	Off road cycleway	From Cross Street to Littleborne Street	Cycleway	Cross St to Hampden Park Road	2130m (Gravel with 2-coat seal)	Special projects	\$218,800
			Cycleway	Hampden Park Road to Littleborne Street	1320m (Concrete)	Special projects	\$264,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Robin Hill	McDiarmid Street	From Mid Western Highway to Mitchell Highway	Cycleway	Mid Western Hwy to Mitchell Hwy	2000m	Special projects / 4	\$400,000 (Concrete) \$125,000 (2-coat seal)
Robin Hill	Mitchell Highway	From Cardinia Avenue to Bradwardine Road	Cycleway	Cardinia St to McDiarmid St	250m	Special projects / 4	\$50,000
		* On the northern or southern side subject to construction constraints.	Cycleway	McDiarmid St to Bradwardine Rd	1320m	Special projects / 4	\$364,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (\$ excl. GST)
South Bathurst	Torch Street	From Rocket Street to Brilliant Street	Footpath	Rocket St to Brilliant St	155m	3	\$15,200
South Bathurst	Hamilton Street	From Brilliant Street to the Pre School	Footpath	Brilliant St to the Pre School	120m	1	\$11,700
South Bathurst	Busby Street	From Brilliant Street to Bant Street	Footpath	Brilliant St to Bant St	95m	1	\$9,300
South Bathurst	Leena Street * Subject to land ownership.	From Panorama Avenue to Havannah Street	Cycleway	Panorama Ave to Havannah St	500m	4	\$100,000
South Bathurst	Lloyds Road	From Havannah Street to College Road	Footpath	Havannah St to Willman PI	410m	1	\$40,000
				Willman PI to College Rd	90m	1	\$8,800

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
West Bathurst	Esrom Street	From Eglinton Road to Mitre Street.	Footpath	<u>Eastern side</u> Durham St to Rosehill St	210m	1	\$20,500
			Footpath	Rosehill St to Golsby St	90m	1	\$8,800
			Footpath	Golsby St to High St	110m	1	\$10,800
			Footpath	High St to Annesley St	90m	1	\$8,800
			Footpath	Annesely St to West St	110m	1	\$10,800
			Footpath	West St to Keppel St	130m	1	\$12,700
			Footpath	Keppel St traffic islands	25m	1	\$2,500
			Footpath	Keppel St to Mooney Valley PI	205m	1	\$20,000
			Footpath	Mooney Valley PI to Mitre St	235m	1	\$23,000
West Bathurst	Hector Park	From Vittoria Street to Rocket Street	Cycleway	Vittoria St to Rocket St	280m	2	\$27,300
West Bathurst	Suttor Street	From Dean Street to Cutler Street	Cycleway	<u>Southern side</u> Dean St to Alexander St	280m	1	\$27,300
				Alexander St to Cutler St	100m	1	\$9,800

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
West Bathurst	Drainage Reserve	From Keppel Street to Green Street	Cycleway	Keppel St to Green St (Widen to cycleway standard)	140m	4	13,700
West Bathurst	Mitre Street	From Coral Way to Esrom Street	Footpath	Coral Way to Esrom St	240m	2	\$23,400
West Bathurst	Commonwealth Street	From Durham Street to Howick Street	Footpath	<u>Northern side</u> Durham St to Howick St	215m	2	\$21,000
West Bathurst	Mitchell Highway	From Bradwardine Road to Stewart Street	Cycleway	Bradwardine Rd to Boundary Rd	540m	3	\$108,000
			Cycleway	Boundary Rd to Alexander St	310m	3	\$62,000
			Cycleway	Alexander St to Brooke Moore PI	580m	3	\$116,000
			Cycleway	Brooke Moore PI to Peel St	410m	3	\$82,000
			Cycleway	Peel St to Stewart St	200m	3	\$40,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Windradyne	Evernden Road	From Bradwardine Road to Westborne Drive	Footpath	<u>Northern side</u> Bradwardine Rd to Lorimer St	45m	1	\$4,400
			Footpath	Lorimer St to the Drainage Reserve	500m	2	\$48,800
			Footpath	The Drainage Reserve to Darwin Dr	360m	2	\$35,100
			Footpath	Darwin Dr to Phillip St	310m	4	\$30,200
			Footpath	Phillip St to Blaxland Dr	200m	4	\$19,500
			Footpath	Blaxland Dr to Westborne Dr	70m	4	\$6,900
			Footpath	Westborne Dr to Sawpit Creek	780m	4	\$76,100
Windradyne	Reserve	From Napier Street to Pelloni Place	Footpath	Napier CI to the bus stop	15m	1	\$1,500
			Footpath	Pelloni PI to the bus stop	80m	1	\$7,800
Windradyne	Reserve	From Wark Parade to join with existing cycleway	Cycleway	Booth St to Evernden Rd (Widen to cycleway standards)	960m	2	\$192,000
			Cycleway	Wark Pde to Booth St	320m	2	\$64,000
			Cycleway	Suttor St to Scotford PI	125m	2	\$25,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (excl. GST)
Windradyne	Colville Street	From Suttor Street to Evernden Road	Footpath	Suttor St to Jamison St	130m	2	\$12,700
			Footpath	Jamison St to Bus Stop	225m	2	\$22,000
			Footpath	Bus Stop to Evernden Rd	275m	2	\$26,900
Windradyne	Drainage Reserve	From Bradwardine Road to Sawpit Creek	Cycleway	Bradwardine Rd to Richardson St	150m	3	\$30,000
			Cycleway	Richardson St to Sawpit Ck	1100m	4	\$220,000
Windradyne	Drainage Reserve	From Evernden Road to Eglinton Road	Cycleway	Evernden Rd to Eglinton Rd (Including connections to existing walkways)	1200m	Special projects	\$240,000 (Concrete) \$75,000 (2-coat seal)
Windradyne	Reserve	From Swanbrook Street to Evernden Road	Footpath	Swanbrook St to Evernden Rd	215m	3	\$21,000

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (\$ excl. GST)
White Rock	Littleborne Street	From O'Connell Road to Sydney Road	Cycleway	O'Connell Rd to Hampden Park Rd	335m	4	\$67,000
			Cycleway	Hampden Park Rd to Sydney Rd	570m	3	\$114,000
White Rock	Toronto Street	From the end of Toronto Street to the old railway bridge. * Subject to land ownership and consent from ARTC.	Cycleway	Toronto Street to the old railway bridge	1400m (Gravel with 2-coat seal)	Special projects	\$87,500

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (\$ excl. GST)
Rockley	Church Street	From Peppers Creek to Hill Street	Footpath	Peppers Creek to Hill St	125m	2	\$12,200
Rockley	Budden Street	From Hill Street to East Street	Footpath	Hill St to East St	230m	2	\$22,500

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (\$ excl. GST)
Trunkey Creek	Arthur Street	From Lowe Street to Carlyle Street	Footpath	Lowe St to Carlyle St	245m	2	\$24,000
Trunkey Creek	Sportsground	From Arthur Street	Footpath	Arthur St to the sportsground	100m	2	\$9,800

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (\$ excl. GST)
Wattle Flat	Sofala Road (Eastern side)	From Limekilns Road to Lawson Street	Footpath	Limekilns Rd to Lawson St	370m	2	\$36,100
Wattle Flat	Thompson Street	From Sofala Road to the Wattle Flat School car park and rear entrance	Footpath	Sofala Rd to the Wattle Flat School car park and rear entrance	175m	1	\$17,100

Suburb	Street	Location	Path Type	Description of works required	Approximate Distance	Priority	Estimated Cost (\$ excl. GST)
Yetholme	Stafford Lane	From Great Western Highway to Porters Lane	Footpath	Great Western Hwy to Porters Ln	225m	3	\$22,000
Yetholme	Porters Lane	From Great Western Highway to Yetholme Drive	Footpath	Great Western Hwy to Stafford St	230m	3	\$22,500
			Footpath	Stafford St to Yetholme Dr	890m	2	\$86,800

APPENDIX 3: SCHEDULE OF WORKS FOR ON ROAD ROUTES

Suburb	Street	Location	Description of works required	Priority
Abercrombie	Eglinton Road	From Eglinton to Durham Street	Bike symbol / signage, Line mark and road shoulders, where possible	2
Abercrombie	Westborne Drive	From Howarth Close to Eglinton Road	Bike symbol / Signage Linemark where possible	1
Abercrombie	Howarth Close	From Westborne Drive to Sawpit Creek	Bike symbol / Signage Linemark where possible	2
Bathurst	Havannah Street	From Panorama Avenue to Great Western Highway.	Bike symbol / Signage Linemark where possible	2
Bathurst	William Street	From Browning Street to Durham Street.	Bike symbol / Signage Linemark where possible	1
Bathurst	Rankin Street	From Browning Street to Stanley Street.	Bike symbol / signage	1
Bathurst	Hope Street	From Lambert Street to Morrisset Street.	Bike symbol / signage	2
Bathurst	Browning Street	From William Street to Mitchell Hwy.	Bike symbol / signage	2
Bathurst	Rocket Street	From Alpha Street to Alexander Street.	Bike symbol / signage	2
Bathurst	Russell Street	From Proctor Park to Commonwealth Street.	Bike symbol / signage	2
Bathurst	Charlotte Street	From Durham Street to Bicentennial Park.	Bike symbol / Signage	2
Bathurst	Morrisset Street	From George Street to Commonwealth Street.	Bike symbol / Signage Linemark where possible	1

Suburb	Street	Location	Description of works required	Priority
Bathurst	Stanley Street	From William Street to Hope Street.	Bike symbol / Signage	1
Bathurst	Hope Street	From Stanley Street to Morrisset Street.	Bike symbol / Signage	2
Bathurst	Alpha Street	From Rocket Street to Russell Street.	Bike symbol / Signage	2
Bathurst	Howick Street	From Rankin Street to Havannah Street.	Bike symbol / Signage	2
Bathurst	George Street	From Brilliant Street to Stanley Street.	Bike symbol / Signage	2
Eglinton	Logan Street	From Alexander Street to Mill Lane.	Bike symbol / Signage	2
Eglinton	Mill Lane	From Logan Street to Freemantle Road.	Bike symbol / Signage	2
Eglinton	Freemantle Road	From Mill Lane to Duramana Road.	Bike symbol / Signage Road shoulders where possible	Special projects
Eglinton	Wellington Street	From Duramana Road to Cox St	Bike symbol	2
Eglinton	Eleven Mile Drive	From Hamilton Street to Sofala Road.	Bike symbol / Signage Road shoulders where possible	Special projects
Eglinton	Hamilton Street	From Wellington Street to Hobson Close.	Bike symbol / Signage Linemark where possible	2
Eglinton	Hobson Close	From Hamilton Street including linkages to the open space areas.	Bike symbol / Signage	3
Gormans Hill	Gormans Hill Road	From Russell Street to Lloyds Road	Bike symbol / Signage	2
Gormans Hill	Lloyds Road	From Gormans Hill Road to Vale Road.	Bike symbol / Signage	3

Suburb	Street	Location	Description of works required	Priority
Kelso	Gilmour Street	From Sydney Road to Eleven Mile Drive.	Bike symbol / Signage Linemark where possible	2
Kelso	Lions Club Drive	From Sydney Road to Kendall Avenue.	Bike symbol / Signage	3
Kelso	River Road	From Lions Club Drive to Stephens Lane.	Bike symbol / Signage	3
Kelso	Tandora Street	From Gilmour Street to Kabbera Boulevard.	Bike symbol / Signage Linemark where possible	3
Kelso	Ilumba Way	From Miryan Drive to Marsden Lane.	Bike symbol / Signage	1
Kelso	Hughes Street	From Boyd Street to Marsden Lane	Bike symbol / Signage	1
Kelso	Limekilns Road	From Hughes Street to Marsden Lane	Bike symbol / Signage Road shoulders where possible	Special Project
Kelso	Marsden Lane	From Limekilns Road to Gilmour Street	Bike symbol / Signage Road shoulders where possible (from Hughes St to Limekilns Rd)	2 Special Project (from Hughes St to Limekilns Rd)
Kelso	Hereford Street	From Stanley Street to Gilmour Street	Bike symbol / Signage Linemark where possible	1
Kelso	Gilmour Street	From School pedestrian crossing to Dorman Place	Bike symbol / Signage Linemark where possible	3
Kelso	Lee Street	From Littleborne Street to Toronto Street	Bike symbol / Signage Linemark where possible	3

Suburb	Street	Location	Description of works required	Priority
Llanarth	Bradwardine Road	From Eglinton Road to Mitchell Highway	Bike symbol / Signage Linemark where possible	1
		Mitchell Highway to McDiarmid Street	Bike symbol / Signage Linemark where possible	4
Mitchell	Boundary Road	From Hinton Road to Mitchell Highway	Bike symbol / signage	3
Mount Panorama	Mount Panorama Circuit	Circumnavigate the outside of the Mount Panorama Circuit	Warning sign that pedestrians and cyclists using the track. Interpretation signage	1
Mount Panorama	Hinton Road	From Boundary Road to Pit Straight	Bike symbol / signage	3
Perthville	Vale Road	From Rocket Street to Bridge Street (Perthville)	Bike symbol / signage, Line mark and road shoulders, where possible	Special projects
Perthville	Trunkey Road	From Bridge Street to Goulburn Road (Georges Plains)	Bike symbol / signage, Line mark and road shoulders, where possible	Special projects
Robin Hill	Mid Western Highway	From Windemere Road to Vittoria Street.	Bike symbol / Signage Linemark where possible	3
Robin Hill	McDiarmid Street	From Mid Western Highway to Mitchell Highway	Bike symbol / signage, Line mark and road shoulders, where possible	4
South Bathurst	Lloyds Road	From Panorama Avenue to Vale Road	Bike symbol / signage	3

Suburb	Street	Location	Description of works required	Priority
South Bathurst	College Road	From Havannah Street to the Proposed Bike Park	Bike symbol / Signage Road shoulders where possible	3
West Bathurst	Cutler Street	From Rocket Street to Suttor Street	Bike symbol / signage	2
West Bathurst	Osborne Avenue	From Suttor Street to Bradwardine Road	Bike symbol / signage	2
West Bathurst	Read Street	From Green St to Bradwardine Road	Bike symbol / signage	2
West Bathurst	Mitchell Highway	From Bradwardine Road to Brooke Moore Place	Bike symbol / Signage Linemark where possible	3
West Bathurst	Suttor Street	From Colville Street to Bradwardine Road	Bike symbol / Signage Linemark where possible	2
Windradyne	Colville Street	From Evernden Road to Suttor Street	Bike symbol / Signage Linemark where possible	1
White Rock	White Rock Road	From Lee Street to the access to Blue Ridge Drive	Bike symbol / signage	2
White Rock	Blue Ridge Drive	From White Rock Road to O'Connell Road	Bike symbol / signage	2
White Rock	O'Connell Road	From Blue Ridge Drive to Littleborne Street	Bike symbol / signage, Line mark and road shoulders, where possible	3
White Rock	Toronto Street	From Lee Street to the end of Toronto Street	Bike symbol / signage	3
Sofala	Upper Turon Road	From Turon Terrace to Davis Street	Shared road environment	3
Sofala	Turon Terrace	From Upper Turon Road to Sofala Public School	Shared road environment	3
Sofala	Davis Street	From Upper Turon Terrace to Denison Street	Shared road environment	3

Suburb	Street	Location	Description of works required	Priority
Hill End	Denison Street	From Tambaroora Street to the Public Toilets	Shared road environment	3
Hill End	Tambaroora Street	From Church Street to Denison Street	Shared road environment	3
Rockley	Hill Street	From Budden Street to Pepper Street	Bike symbol / signage	3
Rockley	Phantom Street	From Hill Street to Pine Hill Crescent	Bike symbol / signage	3
Rockley	Pepper Street	From Steele Street to Pine Hill Crescent	Bike symbol / signage	3
Rockley	East Street	From Pepper Street to the sportsground	Bike symbol / signage	3
Wattle Flat	Sofala Road	From Limekilns Road to the Wattle Flat Heritage Lands area	Bike symbol / signage, Line mark and road shoulders, where possible	Special projects

APPENDIX 4 SCHEDULE OF WORKS FOR ACCESS PROBLEMS

Suburb	Street	Location	Description of works required	Priority of works
Bathurst	William Street	Machattie Park	Wheelchair access from William Street	3
Bathurst	William Street	Intersection of William and Russel Streets	Improve the gutter ramps across William and Russell Streets	1
Kelso	Gilmour Street	Between Hereford Street and Sydney Road	The camber of the footpath need to be corrected to make it flat	4
Eglinton		Logan Street / Hamilton Street / Hobson Close Intersection	Construction of gutter ramps	1
Kelso		Hereford Street / Gilmour Street Intersection	Construction of gutter ramps and paths to improve access	1
Bathurst	Bentinck Street	Keppel Street Roundabout	Install pedestrian crossing on Southern side of Keppel Street within Bentinck Street	Refer to RTA
Kelso		Rosemont Avenue / Marsden Lane	Construction of gutter ramps and paths to improve access.	1

APPENDIX 5 SADDLE SURVEY RESULTS SUMMARY

POSSIBLE ROUTES		
Question	Response	
	Signage to local attractions and facilities (e.g BMX track, aquatic centre)	
	Link the existing paths to the BMX track	
	Well worn path adjacent to Carrington Park in Kendall Ave	
	Some playground equipment in the park at the bottom of Durham St	
	Worn track off the end of the path near Lions Drive	
	Opportunity for a link under the railway bridges to the bottom of Upfold Street	
	Link Durham Street to the bottom of Russell Street with a small piece of path through the park	
	Link up Baillie Street to any future path along the top of the levee (also an on-road link to Morse Park)	
	The path on the western side of the river stops. Potential to go under the bridge and next to the river and onto the top of the levee. Alternatively getting back up onto the levee and back to Sydney road	
	The new path adjacent to Morse park in havannah Street should be widened to a 2.5 m shared path (maybe as a lower priority works)	

POSSIBLE ROUTES		
Question	Response	
	The path at the beginning of Gilmour St (near Sydney Road) should be extended and merged as an on-road route as far as Dorman Place as a link to Learmonth park	
	Off the eastern side of dennison Br the small wooden railing should be extended to protect the steep slope	
	Explore the option of putting in another link to River Road from the river path	
	River road could also be used as an on-road route	
	Path from Morrisett Street through the miniature railway to Durham Street linking to the adventure playground. This would then be a (mostly off road) link to the Eglinton bike path	
	Better links with the Booth Street path onto Evernden Road (investigate options when/if it is upgraded)	
	New path through the drainage reserve behind Newell Place	
	Check that the drainage reserves on the DCP maps through Stait's land are wide enough to cater for cyclepaths	
	Construct a cycleway on Bradwardine Road from Evernden road to Suttor Street	
	Extend the path from Ecrates Place to Eleven Mile Drive	

POSSIBLE ROUTES		
Question	Response	
	The existing path from Colville Street, extend the path to the bus stop (about 150m)	
	Opposite Berry park, there is a missing link outside the Op Shop	
	On the eastern end of Evans bridge there is a well worn track towards Stockland Drive	
	Various paths through the drainage reserves adjacent to Sofala Road	
	Path within the drainage reserve from Hughes Street, across Illumba Way to Rosemont Ave	
	Near the beginning of Eglinton Road (near Esrom St) the Eglinton bike path stops and should have some signage installed to show the direction to the continuation to the left (towards the river)	
	The drainage reserve at the top of Hughes Street (opposite Roxborough Drive) may need some engineering solution to allow a cycleway to be constructed	
	Ask the engineers to have plans drawn up to widen the road shoulders on eleven Mile Drive to allow for funding/grant application opportunities	
	Near All Saints, property entrances cross the path and drag gravel over it. Explore opportunities for the owner to seal or Council to seal	

POSSIBLE ROUTES		
Question	Response	
	If the cycleway is constructed from Evernden Road to Eglinton Road, there is existing laneways through Abercrombie Estate which can then link to the existing bike path	
	The Eglinton Bike path ends at Hobson Close with poor connectivity within Eglinton. This needs to be revisited to improve the connectivity	
	Council should investigate sealing the access to the river across the Eglinton Bike path near Rankins Bridge	
	Need to look at the DCP maps to see if there are any linkages into Riverview Estate from Rankins Bridge. There is a well worn path into the estate	
	Need to look at opportunities for periodic maintenance of the paths, particularly after rain where dirt and gravel wash onto the paths	
	There is a worn track adjacent to Eglinton Road from near Bradwardine Road to the existing Eglinton bike path. This will connect bus stops and may reduce the demand on the existing path as it is a more direct route	
	Missing link from the Eglinton bike path to the bottom of Pryce Pde	
	The bus shelter on Bradwardine Road (near Reid Place) should be connected with a footpath	

POSSIBLE ROUTES		
Question	Response	
	Investigate the opportunity for additional apths from behind the shops at Wark Pde to the path parallel with Booth Street and connections with the other streets in the area	
	Worn path from Colville Street to Polony Place	
	Opportunity to link Cousins Place with Colville Street using a piece of old road as the path	
	Investigate the opportunity for lighting from Elphinstone Street to Wark Pde via the pathway	
	Investigate the opportunity to widen the path	
	Incorporate and construct a cycleway into the design of the Bradwardine road extension	
	A worn path from the end of Dean Street to Alexander Street on the same side of the road as the cemetery	
	Incorporate a cycle path into the design if Council closes Eltham Drive	
	Install bike racks at the basket ball stadium	
	Investigate the opportunities for linking the Basketball stadium directly with a cycle path	
	General signage to show the direction of the paths and routes	
	Explore the options for joint funding of paths near CSU/TAFE / LPMA to increase the capacity of the paths	

POSSIBLE ROUTES		
Question	Response	
	Prefer on road route along George St to CSU as less traffic	
	Worn paths within Hector park and these should be formalised	
	Gilmour / Hereford Street intersection needs better linkages with cycleways and footpaths	
	Need to replace sections of the Eglinton Bike Path which is breaking up.	
	Need to explore the options of widening the Eglinton Bike path to 3m as work is completed (eg if a section is replaced) and eventually will be widened	

APPENDIX 6 COPY OF THE SURVEY QUESTIONNAIRES

Cyclist

BCA&CP 2020 - Cyclists

1. Default Section



(Includes those members of the community who are cycle enthusiasts and recreational cyclists)

Council has commenced the preparation of the Bathurst Community Access & Cycling Plan 2020 (BCA&CP 2020) which incorporates the review of the Bathurst Local Area Bike Plan 1993, the Strategic Access Plan 1999 and the Bathurst Pedestrian and Mobility Plan 2001. The BCA&CP 2020 will guide Council in scheduling works within the Local Government Area relating to access of footpaths and cycleways.

The current network is made up of a network of off road paths, on road routes and shared paths. The aims of the Bathurst Community Access & Cycling Plan 2020 are to:

- a) Identify community needs to improve and enhance facilities in the Local Government Area relating to access, footpaths and cycleways;
- b) Identify opportunities for upgrading and improving the existing network, including completing missing links;
- c) Identify new or extended cycleways and footpaths required within the LGA;
- d) Identify opportunities to extend the network to and within the Rural Villages;
- e) Identify associated facilities and access aids that are required to support the network;
- f) Identify opportunities for cycling tourism within the Bathurst Region; and
- g) Adopt a network that:
 - * encourages cycling and walking as an alternative to the motor vehicle;
 - * integrates walking and cycling into the transport network; and
 - * removes barriers to walking and cycling and improves access to all members of the community.

The following survey forms part of the community consultation process in the development of the BCA&C Plan. Council appreciates your feedback on the current network and ways to improve on that network.

BCA&CP 2020 - Cyclists

2. Questions

1. Do you use the existing cycleway network?

- ☐ Yes
☐ No

2. If yes, how frequently? (tick one box only)

- ☐ Daily
☐ Weekly
☐ Monthly
☐ Once or twice a year

3. Why do you use the existing cycleway network? (tick each box that applies)

- | | |
|---|---|
| <input type="checkbox"/> To go to work | <input type="checkbox"/> For recreation |
| <input type="checkbox"/> To ride to school | <input type="checkbox"/> For fitness |
| <input type="checkbox"/> To go to shops | <input type="checkbox"/> To socialise with friends/family |
| <input type="checkbox"/> To run errands locally | |
| <input type="checkbox"/> Other (please specify) | |

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BCA&CP 2020 - Cyclists**3. Questions****4. What are the Top 3 destinations you cycle to? (tick 3 boxes only)**

- | | |
|--|--|
| <input type="checkbox"/> CBD | <input type="checkbox"/> River/ Creek |
| <input type="checkbox"/> Sporting Venues/Or Events | <input type="checkbox"/> Parks/Playgrounds |
| <input type="checkbox"/> Local Shops/Corner store | <input type="checkbox"/> Aquatic Centre |
| <input type="checkbox"/> Friends Place | <input type="checkbox"/> General Riding Around |
| <input type="checkbox"/> Work | <input type="checkbox"/> Organised Bicycle Tours |
| <input type="checkbox"/> University/TAFE/School | |
| <input type="checkbox"/> Other (please specify) | |

5. What are the 3 main cycle paths or routes that you take to get to these destinations? (briefly describe)

- a.
- b.
- c.

6. What type of cycling paths do you prefer to use? (tick each box that applies)

- | | |
|--|--|
| <input type="checkbox"/> Off road cycle only paths | <input type="checkbox"/> On road marked cycle routes |
| <input type="checkbox"/> Off road shared cycle/footpaths | <input type="checkbox"/> Roads (not identified as a cycle route) |

BCA&CP 2020 - Cyclists**4. Questions****7. What makes the existing cycleway network difficult to use or restrict you cycling? (tick each box that applies)**

- | | |
|--|--|
| <input type="checkbox"/> Not enough off road cycle paths | <input type="checkbox"/> Poor maintenance of cycleways |
| <input type="checkbox"/> Not enough marked on road cycle paths | <input type="checkbox"/> Poor maintenance of verges adjacent to cycleways |
| <input type="checkbox"/> Missing links in the existing route network | <input type="checkbox"/> Insufficient information about where cycling routes are located |
| <input type="checkbox"/> Sharing off road cycle paths with pedestrians | <input type="checkbox"/> Insufficient signage of cycling routes |
| <input type="checkbox"/> An off road cycle path surface of concrete (prefer bitumen/asphalt surface) | <input type="checkbox"/> None |
| <input type="checkbox"/> No bike parking or safe place to leave bike at destination | |
| <input type="checkbox"/> Other (please specify) | |

8. What other things do you think limit cycling opportunities in Bathurst or make you feel unsafe using the cycling network? (tick each box that applies)

- | | |
|---|---|
| <input type="checkbox"/> General Traffic Danger | <input type="checkbox"/> Climate |
| <input type="checkbox"/> Traffic Danger At Intersections/ Roundabouts | <input type="checkbox"/> Poor lighting |
| <input type="checkbox"/> Too Many Hills | <input type="checkbox"/> Paths too narrow |
| <input type="checkbox"/> Distance | <input type="checkbox"/> None |
| <input type="checkbox"/> Too Many Users | |
| <input type="checkbox"/> Other (please specify) | |

BCA&CP 2020 - Cyclists

5. Questions

9. Can you identify any missing links in the existing cycling network that **would make it better (e.g. links between cycle paths, links to roads, gutter ramps into roads etc)?**

a.

b.

c.

d.

10. What are the most important destinations within the City that the cycling network should be expanded to serve? (tick each box that applies and identify which ones in the text box below)

- | | |
|---|---|
| <input type="checkbox"/> Adventure Playground | <input type="checkbox"/> Shops (please identify which ones below) |
| <input type="checkbox"/> Sporting Facilities (please identify which ones below) | <input type="checkbox"/> Entertainment facilities/venues (please identify which ones below) |
| <input type="checkbox"/> Aquatic Centre | <input type="checkbox"/> Health Services (please identify which ones below) |
| <input type="checkbox"/> Schools (please identify which ones below) | <input type="checkbox"/> Employment areas (please identify which ones below) |
| <input type="checkbox"/> Parks/Playgrounds (please identify which ones below) | |
| <input type="checkbox"/> Other (please specify) | |

BCA&CP 2020 - Cyclists

6. Questions

11. Do your children (if any) accompany you when you cycle?

☐ Yes

☐ No

12. If not, why?

13. Is there sufficient provision for young riders?

☐ Yes

☐ No

14. If no, what facilities should be provided?

a.	<input type="text"/>
b.	<input type="text"/>
c.	<input type="text"/>
d.	<input type="text"/>
e.	<input type="text"/>
f.	<input type="text"/>

BCA&CP 2020 - Cyclists

7. Questions

15. Where should new off road cycle routes be located? (please indicate likely routes including origin and destination)

- a.
- b.
- c.
- d.

16. Where should new marked on-road cycle routes be located? (please indicate likely routes including origin and destination)?

- a.
- b.
- c.
- d.

17. If cycling circuits or loops were developed what are your suggested routes? (e.g. around Eleven Mile Drive, around Mt Panorama, around the floodplain) (please indicate likely routes including origin and destination)

- a.
- b.
- c.
- d.



BCA&CP 2020 - Cyclists**8. Questions**

18. What other facilities should be provided along or near off road cycle paths? (tick each box that applies and describe the locations in the text box below)

- | | |
|---|---|
| <input type="checkbox"/> Seats (please identify where) | <input type="checkbox"/> Shelters (please identify where) |
| <input type="checkbox"/> Directional Signage | <input type="checkbox"/> Shade trees |
| <input type="checkbox"/> Bike Racks (please identify where) | <input type="checkbox"/> Toilets (please identify where) |
| <input type="checkbox"/> Exercise Equipment (please identify where) | <input type="checkbox"/> Water stations (please identify where) |
| <input type="checkbox"/> Distance Markers (please identify where) | <input type="checkbox"/> Nothing |
| <input type="checkbox"/> Lighting (please identify where) | |
| <input type="checkbox"/> Other (please specify) | |

19. Should Council require major new developments (e.g shops, office blocks, entertainment venues) to provide secure on site bike parking?

- ☐ Yes
☐ No

20. Should bike parking facilities be provided at major community and sporting events? (e.g. Bathurst Show, Australia Day celebrations)

- ☐ Yes
☐ No

BCA&CP 2020 - Cyclists

9. Questions

21. What type of bike parking should be provided at destinations for short term bike parking? (tick each box that applies)

- ☐ Bike racks that secure one wheel
- ☐ Bike racks that secure two wheels
- ☐ Sheltered Parking
- ☐ Other (please specify)

22. What type of bike parking should be provided at destinations for long term (all day) bike parking?

- ☐ Bike racks
- ☐ Bike lockers (free)
- ☐ Bike lockers (annual charge)
- ☐ Other (please specify)

23. Where would you like to see bike parking available?

- a.
- b.
- c.
- d.
- e.
- f.
- g.
- h.

BCA&CP 2020 - Cyclists

10. Questions

24. Should cycling links be provided between the City of Bathurst and the region's villages? (e.g. Bathurst to Rockley, Hill End or Perthville)

- ☐ Yes
☐ No

25. If yes, which Villages should be included? (tick each box that applies)

- | | |
|---|--|
| <input type="checkbox"/> Perthville | <input type="checkbox"/> Yetholme |
| <input type="checkbox"/> Raglan | <input type="checkbox"/> Wattle Flat |
| <input type="checkbox"/> Eglinton | <input type="checkbox"/> Sofala |
| <input type="checkbox"/> Georges Plains | <input type="checkbox"/> Trunkey Creek |
| <input type="checkbox"/> Hill End | <input type="checkbox"/> Peel |
| <input type="checkbox"/> Rockley | |

Other (please specify)

26. Should cycling links be provided between the region's villages? (e.g. Wattle Flat to Sofala to Hill End)

- ☐ Yes
☐ No

27. If yes between which rural villages (e.g Hill End to Sofala)?

- a.
- b.
- c.

28. What opportunities do you think could be considered to promote cycling tourism in the city and the region? (tick each box that applies)

- | | |
|---|---|
| <input type="checkbox"/> Links to villages | <input type="checkbox"/> Links to nearby towns and cities |
| <input type="checkbox"/> Links between heritage sites | <input type="checkbox"/> Interpretative signage adjacent to cycleways |
| <input type="checkbox"/> Links between parks and recreation areas | <input type="checkbox"/> Guided cycling tours |
| <input type="checkbox"/> Links to Mount Panorama | |
| <input type="checkbox"/> Other (please specify) | |

BCA&CP 2020 - Cyclists

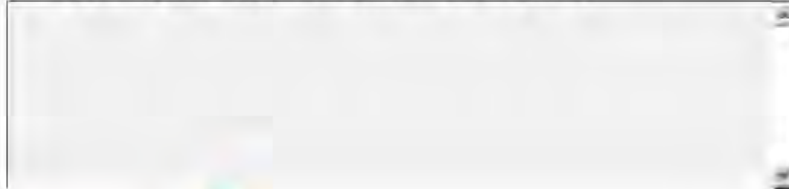
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The logo for Bathurst Regional Council, featuring a stylized '3' shape in green and blue.

BCA&CP 2020 - Cyclists

11. Other information

29. Would you like to provide any other comments about how to improve the cycling network in the Bathurst Region?



BCA&CP 2020 - Cyclists

12. Demographics

30. What age group are you in? (tick one box only)

- | | |
|--|---------------------------------|
| <input type="radio"/> Less than 15 years | <input type="radio"/> 40's |
| <input type="radio"/> 15- 19 years | <input type="radio"/> 50's |
| <input type="radio"/> 20's | <input type="radio"/> 60's |
| <input type="radio"/> 30's | <input type="radio"/> 70's plus |

31. Are you? (tick one box only)

- | | |
|---|---|
| <input type="radio"/> Primary student (Kinder to Yr 6) | <input type="radio"/> Couple with no children |
| <input type="radio"/> High school student (Yr 7 to 12) | <input type="radio"/> Couple with children |
| <input type="radio"/> Tertiary Student (University or TAFE) | <input type="radio"/> Active volunteer worker |
| <input type="radio"/> Single Adult with no children | <input type="radio"/> Retired |
| <input type="radio"/> Single adult with children | |

32. Are you: (tick one box only)

- | | |
|---|--|
| <input type="checkbox"/> A person with a disability | <input type="checkbox"/> A person from a culturally diverse background |
| <input type="checkbox"/> An Indigenous person | <input type="checkbox"/> None of the above or prefer not to answer |



BCA&CP 2020 - Cyclists**13. Demographics****33. Where do you live? (tick one box only)**

- | | |
|---|-------------------------------------|
| <input type="radio"/> Windradyne/Llanarth/Abercrombie | <input type="radio"/> Kelso |
| <input type="radio"/> Eglinton | <input type="radio"/> West Bathurst |
| <input type="radio"/> Raglan | <input type="radio"/> Rural Village |
| <input type="radio"/> Perthville | <input type="radio"/> Rural area |
| <input type="radio"/> Bathurst | |
| <input type="radio"/> Other (please specify) | |

34. How do you travel to work or school? (tick one box only)

- | | |
|-----------------------------|--|
| <input type="radio"/> Walk | <input type="radio"/> Public Transport |
| <input type="radio"/> Car | <input type="radio"/> A combination of the above |
| <input type="radio"/> Cycle | <input type="radio"/> Not applicable |

35. Are you a member of a community organisation or club?

- | | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

Please identify which one(s)

36. Have you filled out, or do you intend to fill out, Council's other survey about the footpath network?

- | | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

37. Please provide your preferred contact method if you wish to be kept informed of the progress of the preparation of the Bathurst Community Access and Cycle Plan 2020

Your Name	<input type="text"/>
email	<input type="text"/>
Address	<input type="text"/>
Postal Address	<input type="text"/>



Pedestrian Survey

BCA&CP 2020 - Pedestrians

1. Default Section



(Includes those members of the community who are a person with a disability, mobility aid users, parents with prams and ambulant persons).

Council has commenced the preparation of the Bathurst Community Access & Cycling Plan 2020 (BCA&CP 2020) which incorporates the review of the Bathurst Local Area Bike Plan 1993, the Strategic Access Plan 1999 and the Bathurst Pedestrian and Mobility Plan 2001. The BCA&CP 2020 will guide Council in scheduling works within the Local Government Area relating to equal access of footpaths and cycleways.

A mobility scooter means a motorised mobility aid with 3 or 4 wheels that is designed for people with a disability that substantially impairs their mobility.

The current network is made up of a network of off road paths, on road routes and shared paths. The aims of the Bathurst Community Access & Cycling Plan 2020 are to:

- a) Identify community needs to improve and enhance facilities in the Local Government Area relating to access, footpaths and cycleways;
- b) Identify opportunities for upgrading and improving the existing network, including completing missing links;
- c) Identify new or extended shared cycleways and footpaths required within the LGA;
- d) Identify opportunities to extend the network to and within the Rural Villages;
- e) Identify associated facilities and access aids that are required to support the network;
- f) Identify opportunities for cycling tourism within the Bathurst Region; and
- g) Adopt a network that:
 - * encourages cycling and walking as an alternative to the motor vehicle;
 - * integrates walking and cycling into the transport network; and
 - * removes barriers to pedestrians and cycling and improves access to all members of the community.

The following survey forms part of the community consultation process in the development of the BCA&C Plan. Council appreciates your feedback on the current network and ways to improve on that network.

BCA&CP 2020 - Pedestrians

2. Questions

1. Do you use the existing sealed footpath network?

- ☐ Yes
☐ No

2. If yes, how frequently? (tick one box only)

- ☐ Daily
☐ Weekly
☐ Monthly
☐ Once or twice a year

3. Why do you use the existing sealed footpath network? (tick each box that applies)

- | | |
|---|---|
| <input type="checkbox"/> Go to work | <input type="checkbox"/> To socialise with friends/family |
| <input type="checkbox"/> Go to school | <input type="checkbox"/> To run errands locally |
| <input type="checkbox"/> For recreation | <input type="checkbox"/> Hobby |
| <input type="checkbox"/> For fitness | <input type="checkbox"/> Go to or access shops |
| <input type="checkbox"/> Other (please specify) | |

BATHURST
REGIONAL COUNCIL

BCA&CP 2020 - Pedestrians

3. Questions

4. Where do most of your trips originate from? (tick each box that applies)

- | | |
|---|-------------------------------------|
| <input type="checkbox"/> Within the CBD | <input type="checkbox"/> From shops |
| <input type="checkbox"/> From home | <input type="checkbox"/> From work |
| <input type="checkbox"/> From school | |
| <input type="checkbox"/> Other (please specify) | |

5. What are the Top 3 destinations you walk to or access?

- | | |
|--|---|
| <input type="checkbox"/> Within or to CBD | <input type="checkbox"/> River/ Creek |
| <input type="checkbox"/> Sporting Venues Or Events | <input type="checkbox"/> Park/Playgrounds |
| <input type="checkbox"/> Local Shops/Corner store | <input type="checkbox"/> Aquatic Centre |
| <input type="checkbox"/> Friends Place | <input type="checkbox"/> General Walking Around |
| <input type="checkbox"/> Work | <input type="checkbox"/> Heritage Walks |
| <input type="checkbox"/> University/TAFE/School | |
| <input type="checkbox"/> Other (please specify) | |

6. What are the 3 main footpath routes that you take to get to these destinations? (briefly describe)

- a.
- b.
- c.

BCA&CP 2020 - Pedestrians

4.

7. What type of footpath would you prefer to use? (tick each box that applies)

☐ Pedestrian only

☐ Sealed footpath

☐ Shared pedestrian/cycle path

☐ Unsealed footpath

☐ Road

☐ Other (please specify)

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BCA&CP 2020 - Pedestrians

5. Questions

8. What makes the existing footpath network difficult to use and restricts your access? (tick each box that applies)

- | | |
|---|---|
| <input type="checkbox"/> Not enough footpaths in the right places | <input type="checkbox"/> Conflicts with mobility scooters |
| <input type="checkbox"/> Lack of gutter ramps | <input type="checkbox"/> Uneven surfaces |
| <input type="checkbox"/> Incorrectly designed gutter ramps | <input type="checkbox"/> Steep gradients |
| <input type="checkbox"/> Missing links in the existing footpath | <input type="checkbox"/> Poor footpath maintenance |
| <input type="checkbox"/> Lack of pedestrian/signaled crossings | <input type="checkbox"/> Lack of driver awareness |
| <input type="checkbox"/> Lack of pedestrian refuges | <input type="checkbox"/> Unsealed or unformed footpaths |
| <input type="checkbox"/> Lack of mid-block crossings | <input type="checkbox"/> Nothing |
| <input type="checkbox"/> Conflicts with cyclists | |
| <input type="checkbox"/> Other (please specify) | |

9. What other things do you think limit walking/access opportunities in Bathurst or make you feel unsafe using the footpath network? (tick each box that applies)

- | | |
|--|--|
| <input type="checkbox"/> General traffic danger | <input type="checkbox"/> Paths too narrow |
| <input type="checkbox"/> Danger at intersections/roundabouts | <input type="checkbox"/> Cars parking across footpaths |
| <input type="checkbox"/> Too many hills | <input type="checkbox"/> No Tactile Ground Surface Indicators |
| <input type="checkbox"/> Distance | <input type="checkbox"/> Inaccessible pedestrian lights button |
| <input type="checkbox"/> Too many users | <input type="checkbox"/> Traffic lights with missing pedestrian crossing phase |
| <input type="checkbox"/> Climate | <input type="checkbox"/> None |
| <input type="checkbox"/> Poor lighting | |
| <input type="checkbox"/> Other (please specify) | |

BCA&CP 2020 - Pedestrians

6. Questions

10. Are you able to identify any locations where vegetation obstructs the existing sealed footpath network?

- a.
- b.
- c.
- d.
- e.
- f.
- g.
- h.

11. Can you identify any missing footpath links in the existing network that would make it better (e.g. links between paths, links to roads, links to bus shelters)?

- a.
- b.
- c.
- d.

12. Can you identify any missing gutter ramps or difficult to use ramps in the existing footpath network that would make the network more accessible?

- a.
- b.
- c.
- d.
- e.
- f.

BCA&CP 2020 - Pedestrians

13. What are the most important destinations within the City that the footpath network should be expanded to serve (tick each box that applies and identify the specific details in the text box below)

- | | |
|---|---|
| <input type="checkbox"/> Adventure Playground | <input type="checkbox"/> Shops (please identify which ones below) |
| <input type="checkbox"/> Sporting Facilities (please identify which ones below) | <input type="checkbox"/> Entertainment facilities/venues (please identify which ones below) |
| <input type="checkbox"/> Aquatic Centre | <input type="checkbox"/> Health Services (please identify which ones below) |
| <input type="checkbox"/> Schools (please identify which ones below) | <input type="checkbox"/> Employment areas (please identify which ones below) |
| <input type="checkbox"/> Parks/Playgrounds (please identify which ones below) | |
| <input type="checkbox"/> Other (please specify) | |



BCA&CP 2020 - Pedestrians

7. Questions

14. Where should new footpath routes be located within the City of Bathurst? (please indicate likely routes including origin and destination)

a.	
b.	
c.	
d.	

15. Where should new footpath routes be located within the region's villages? (please indicate likely routes including origin and destination)

a.	
b.	
c.	
d.	

16. If walking circuits or loops were developed, what are your suggested routes? (e.g. around Eleven Mile Drive, around Mt Panorama or around the floodplain)(please indicate likely routes including origin and destination)

a.	
b.	
c.	
d.	

BATHURST
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BCA&CP 2020 - Pedestrians

8. Questions

17. What other facilities should be provided along or near footpaths or shared footpath/cycle routes? (tick each box that applies and identify the specific locations and detail in the text box below)

- | | |
|---|--|
| <input type="checkbox"/> Seats (please identify where) | <input type="checkbox"/> Shade trees |
| <input type="checkbox"/> Directional signage | <input type="checkbox"/> Toilets (please identify where) |
| <input type="checkbox"/> Exercise Equipment (please identify where) | <input type="checkbox"/> Tactile Ground Surface Indicators markers for the vision impaired (please identify where) |
| <input type="checkbox"/> Distance Markers (please identify where) | <input type="checkbox"/> Water stations (please identify where) |
| <input type="checkbox"/> Lighting (please identify where) | <input type="checkbox"/> None |
| <input type="checkbox"/> Shelters (please identify where) | |
| <input type="checkbox"/> Other (please specify) | |

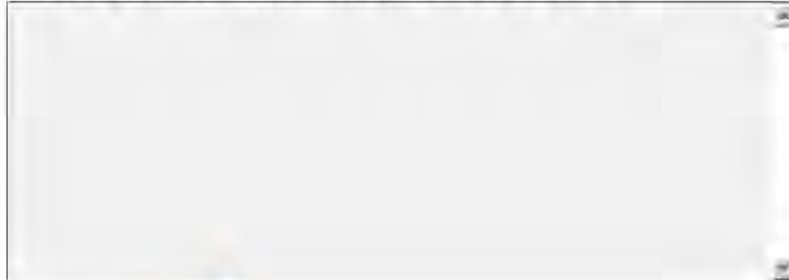
18. What opportunities do you think could be considered to promote walking tourism in the city and the region? (tick each box that applies)

- | | |
|---|---|
| <input type="checkbox"/> Links to villages | <input type="checkbox"/> Links to Mount Panorama |
| <input type="checkbox"/> Links between heritage sites | <input type="checkbox"/> Interpretative signage adjacent to footpaths |
| <input type="checkbox"/> Links between parks and recreation areas | <input type="checkbox"/> Guided walking tours |
| <input type="checkbox"/> Other (please specify) | |

BCA&CP 2020 - Pedestrians

9. Other information

19. Would you like to provide any other comments about how to improve the footpath network in the Bathurst Region?



BCA&CP 2020 - Pedestrians

10. Demographics

20. What age group are you in? (tick one box only)

- | | |
|--|---------------------------------|
| <input type="radio"/> Less than 15 years | <input type="radio"/> 40's |
| <input type="radio"/> 15- 19 years | <input type="radio"/> 50's |
| <input type="radio"/> 20's | <input type="radio"/> 60's |
| <input type="radio"/> 30's | <input type="radio"/> 70's plus |

21. Are you? (tick one box only)

- | | |
|---|---|
| <input type="radio"/> Primary student (Kinder to Yr 6) | <input type="radio"/> Couple with no children |
| <input type="radio"/> High school student (Yr 7 to 12) | <input type="radio"/> Couple with children |
| <input type="radio"/> Tertiary Student (University or TAFE) | <input type="radio"/> Active volunteer worker |
| <input type="radio"/> Single Adult with no children | <input type="radio"/> Retired |
| <input type="radio"/> Single adult with children | |

22. Are you: (tick one box only)

- | | |
|---|--|
| <input type="checkbox"/> A person with a disability | <input type="checkbox"/> A person from a culturally diverse background |
| <input type="checkbox"/> An Indigenous person | <input type="checkbox"/> None of the above or prefer not to answer |



BCA&CP 2020 - Pedestrians**11. Demographics****23. Where do you live? (tick one box only)**

- | | |
|--|-------------------------------------|
| <input type="radio"/> Windradynne/Llanarth/Abercrombie | <input type="radio"/> Kelso |
| <input type="radio"/> Eglinton | <input type="radio"/> West Bathurst |
| <input type="radio"/> Raglan | <input type="radio"/> Rural Village |
| <input type="radio"/> Perthville | <input type="radio"/> Rural area |
| <input type="radio"/> Bathurst | |
| <input type="radio"/> Other (please specify) | |

24. How do you most often travel to work or school? (tick one box only)

- | | |
|--|--|
| <input type="radio"/> Walk | <input type="radio"/> Motorised mobility aid |
| <input type="radio"/> Car | <input type="radio"/> A combination of the above |
| <input type="radio"/> Cycle | <input type="radio"/> Not applicable |
| <input type="radio"/> Public transport | |

25. Are you a member of a community organisation or club?

- ☐ Yes
☐ No

Please identify which one(s)

26. Have you filled out, or do you intend to fill out, Council's other survey about the cycleway network?

- ☐ Yes
☐ No

27. Please provide your preferred contact method if you wish to be kept informed of the progress of the preparation of the Bathurst Community Access and Cycle Plan 2020

Your Name	<input type="text"/>
email	<input type="text"/>
Address	<input type="text"/>
Postal Address	<input type="text"/>

BCA&CP 2020 - Pedestrians



Principals

BCA&CP 2020 - School Principals

1. Default Section



Council has commenced the preparation of the Bathurst Community Access & Cycling Plan 2020 (BCA&CP 2020) which incorporates the review of the Bathurst Local Area Bike Plan 1993, the Strategic Access Plan 1999 and the Bathurst Pedestrian and Mobility Plan 2001. The BCA&CP 2020 will guide Council in scheduling works within the Local Government Area relating to access of footpaths and cycleways.

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- a) Identify community needs to improve and enhance facilities in the Local Government Area relating to access, footpaths and cycleways;
- b) Identify opportunities for upgrading and improving the existing network, including completing missing links;
- c) Identify new or extended shared cycleways and footpaths required within the LGA;
- d) Identify opportunities to extend the network to and within the Rural Villages;
- e) Identify associated facilities and access aids that are required to support the network;
- f) Identify opportunities for cycling tourism within the Bathurst Region; and
- g) Adopt a network that:
 - * encourages cycling and walking as an alternative to the motor vehicle;
 - * integrates walking and cycling into the transport network; and
 - * removes barriers to walking and cycling and improves access to all members of the community.

The following survey forms part of the community consultation process in the development of the BCA&C Plan. Council appreciates your feedback on the current network and ways to improve on that network.

BCA&CP 2020 - School Principals

2. Questions

* 1. What is the name of your school?

* 2. What is the total enrollment for the school?

Primary Students

Secondary Students

3. Is your school:

☐

Primary

☐

Public

☐

Secondary

☐

Private

☐

Both Primary & Secondary



BCA&CP 2020 - School Principals

3. Questions

4. Do you, as the principal, ride a bike to work?

☐ Yes

☐ No

5. Do you, as the principal, ride a bike for leisure or recreation?

☐ Yes

☐ No



BCA&CP 2020 - School Principals

4. Questions

6. Are the students permitted to ride to school?

- ☐ Yes
☐ No

7. If yes, approximately what proportion of students ride to school?

Percentage

8. If no, why are students not permitted to ride to school?

- ☐ Inadequate bicycle storage facilities
☐ Inadequate helmet storage facilities
☐ Local roads are too dangerous
☐ Other (please specify)

9. Approximately what proportion of the students walk to school?

Percentage

BCA&CP 2020 - School Principals

5. Questions

10. Are there any specific danger spots for students cycling or walking in the vicinity of the school?

☐ Yes

☐ No

11. If so, please elaborate and describe the locations



BCA&CP 2020 - School Principals

5. Questions

12. Is bicycle safety instruction taught in your school?

☐ Yes

☐ No

13. If yes, could you please indicate the name of the program or syllabus used?

14. Do you have any additional comments?



APPENDIX 7 PEDESTRIAN SURVEY RESULTS SUMMARY

Pedestrians

Question	Response	Number of responses
Any other comments on how to improve the footpath network in the Bathurst Region	Access to Shops for the disabled should be mandatory	2
	Promote the villages	1
	Wider paths	1
	Route maps and distance signs should be provided	1
	Shared paths including signage	1
	Difficult to walk using the network with a pram	1
	Priority should be the Hereford Street / Gilmour Street roundabout to install new path	1
	Install a refuge island in Boyd Street near Culnane Place	1
	Paths for pedestrian safety	1
	Eglinton, the road shoulders are not mown	1
	Not all paths need to be formed	1
	Link footpaths and cycleways to bus stops	1
	Brighter lighting in the CBD areas	1
	Current paths are in poor condition	1
	Pedestrians should be given priority over cars in the CBD	1
	Overall, pretty good, but some improvements needed.	1

Question	Response	Number of responses
What opportunities for walking tourism in the region?	Links between parks and recreation areas	30
	Links between heritage sites	26
	Links to Mt Panorama	25
	Links to Villages	24
	Guided walking tours	22
	Interpretive signage adjacent to paths	19
	Linking to other towns in the region	1
	Promote the villages	1
	Information boards at sites of interest	1
	Links to Schools	1
	Linking to attractions in the Region	1
	Path required from the Caravan park to the CBD	1
	General walking guide	1

Question	Response	Number of responses
What facilities should be provided along or near to footpaths?	Shade Trees	24
	Seats	23
	Water Stations	21
	Lighting	18
	Directional Signage	15
	Toilets	15
	Distance markers	14
	Shelters	6
	Exercise Equipment	5
	Nothing	2
	Tactile Ground Surface Indicators	1
	More Dog Poo Bag Stations	1

Question	Category	Identified Location
What facilities should be provided along or near to footpaths?	Seats	Regular intervals, the CBD, Keppel Street, George Street, Russell Street, Suttor Street
	Toilets	Eglinton bike path, Hereford Street, isolated locations, on longer paths, near Eglinton hall
	Shade Trees	Near seats and tables, Suttor Street, Hereford Street
	Water stations	Learmonth Park, on longer paths, Adventure playground, parks generally, Suttor Street,
	Lighting	Non-CBD paths, where there is a safety risk, Bradwardine Road, Alexander St (West Bathurst)
	Signage (Distance Markers, information boards etc)	At both ends, regular intervals, showing shortest distance, showing destination direction, at intersections,
	Tables	In parks

Question	Response	Number of responses
If walking loops were developed, what are suggested routes?	27 individual loops were identified. Further discussion on the routes is located within the document.	27

Question	Response	Number of responses
Where should new footpath routes be located within the region's villages?	23 separate routes were identified. Further discussion on the routes is located within the document.	23

Question	Response	Number of responses
Where should new footpath routes be located within the City of Bathurst?	26 separate routes were identified. Further discussion on the routes is located within the document.	26

Question	Response	Number of responses
What are the most important destinations within the City that the footpath network should be expanded to serve	Adventure Playground	19
	Schools	15
	Sporting Facilities	11
	Parks / Playgrounds	10
	Shops	10
	Employment Areas	10
	Aquatic Centre	7
	Entertainment facilities	6
	Health Services	5

Question	Category	Identified Location
What are the most important destinations within the City that the footpath network should be expanded to serve	General	To the CBD, circumnavigate the city, through the use of pedestrian counters, get a better idea of where people want to go, Kelso Suburbs, To Mt Panorama, to Raglan
	Schools	Stannies, Bathurst public, Uni/TAFE,
	Sporting facilities	Hockey fields, netball courts, soccer fields (Proctor park), basketball Stadium, Eglinton Public School
	Medical facilities	Hospital
	Other	Trinity heights Shops, Kelso Industrial Estate, Near the River and Parks, Centennial Park

Question	Response	Number of responses
Can you identify any missing footpath links in the existing network that would make it better?	45 missing links were identified. Further discussion on the routes is located within the document.	45

Question	Response	Number of responses
Can you identify any missing gutter ramps or difficult to use ramps in the existing footpath network that would make the network more accessible?	6 locations for gutter ramps were identified. Further discussion on the routes is located within the document.	6

Question	Response	Number of responses
Are you able to identify any locations where vegetation obstructs the existing sealed footpath network?	10 individual locations were identified. Further discussion on the routes is located within the document.	10

Question	Response	Number of responses
What other things do you think limit walking/access opportunities in Bathurst or make you feel unsafe using the footpath network?	Poor Lighting	29
	Danger at Intersections / Roundabouts	22
	General Traffic Danger	17
	Paths too narrow	16
	Vehicles parking across the footpath	14
	Climate	11
	Traffic Lights with missing pedestrian phase	9
	Nothing	7
	Distance	6
	Too many hills	4
	No Tactile Ground Surface Indicators	4

Question	Response	Number of responses
	Inaccessible pedestrian lights button	4
	Too many users	1
	Villages have been neglected	1
	Lack of footpaths	1
	Lack of support facilities (eg seats)	1
	Lack of access through the middle of CBD blocks	1

Question	Category	Number of responses
What makes the existing footpath network difficult to use and restricts your access?	Not enough paths in the right places	36
	Missing links in the existing paths	34
	Uneven surfaces	30
	Unsealed or unformed paths	26
	Poor footpath maintenance	23
	Lack of pedestrian/signalled crossings	13
	Lack of pedestrian refuges	13
	Lack of driver awareness	13
	Conflicts with cyclists	12
	Lack of gutter ramps	10
	Lack of mid-block crossings	7
	Nothing	6
	Steep gradients	5
	Incorrectly designed gutter ramps	5
	Conflicts with mobility scooters	4
	No maps	1
	No paths in villages	1
	Don't feel safe	1

Question	Category	Number of responses
What type of footpath would you prefer to use?	Sealed footpaths	43
	Pedestrian only	36
	Shared footpath / cycleways	30
	Unsealed footpaths	4
	Road	2

Question	Category	Number of responses
What are the 3 main footpath routes that you take to get to these destinations?	CBD and Inner Bathurst	82
	West Bathurst / Llanarth / Wyndradyn	22
	Eglinton	11
	Peace Park / Bicentennial Park	10
	South Bathurst	6
	Eglinton Bike Path	5
	Macquarie Plains	4
	Proctor park	4
	Eglinton Road	4
	Kelso	3
	Parks / Open Space	3
	Hereford Street	3
	Gilmour Street	2
	Existing cycleways / Paths	2
	Within Perthville	2

Question	Category	Number of responses
What are the Top 3 destinations you walk to or access?	Within the CBD	38
	General walking around	33
	Local shops / corner store	29
	River / Creek	23
	Work	17
	Parks / Playground	15
	Uni / TAFE / School	14
	Sporting venues / Events	7

Question	Category	Number of responses
	Friends place	7
	Aquatic centre	5
	Heritage walks	4
	Bus stops	1

Question	Category	Number of responses
Where do most of your trips originate from?	From Home	46
	Within the CBD	24
	From work	14
	From Shops	10
	From School	6
	Bus Stop	1

Question	Category	Number of responses
Why do you use the existing sealed footpath network?	For fitness	39
	For recreation	34
	To go to or access shops	33
	To run errands locally	27
	Go to work	18
	To socialise with friends / family	15
	Go to school	11
	A Hobby	4
	To access bus stops	1

Question	Category	Number of responses
Do you use the existing sealed footpath network?	Yes	64
	No	4

Question	Category	Number of responses
Frequency of use for the footpath network.	Daily	40
	Weekly	20
	Monthly	7
	Once or twice per year	1

APPENDIX 8 CYCLIST SURVEY RESULTS SUMMARY

Cyclists

Question	Category	Number of responses
Where should new off-road cycle routes be located?	51 individual routes were identified. Further discussion on the routes is located within the document.	51

Question	Category	Number of responses
Where should new marked on-road routes be located?	59 individual routes were identified. Further discussion on the routes is located within the document.	59

Question	Category	Number of responses
Do your children accompany you when you cycle?	Yes	33
	No	37

Question	Category	Number of responses
Why don't your children accompany you?	Grown up / No kids / Left Home / Too young	26
	Traffic danger	6
	Don't ride	2
	Too difficult	1

Question	Category	Number of responses
Is there sufficient provision for young riders?	Yes	22
	No	48

Question	Category	Number of responses
If not, Why?	More cycleways	12
	Bike training facilities	10
	Not enough safe places to cross	8
	Separate paths to make it safer	8
	Bike racks in the CBD, schools and parks	7
	Marked on road routes	6
	Velodrome / specialist cyclist facilities	5
	Wider roads	4
	Safe routes to sporting facilities, youth facilities and schools	4
	Driver awareness / courtesy	2
	All roads to have a cycleway	1
	Barriers at the end of the paths to stop kids going straight onto the road	1

Question	Category	Number of responses
Can you identify any missing links in the existing network	68 individual routes were identified. Further discussion on the routes is located within the document.	68

Question	Category	Number of responses
What other things limit your cycling opportunities within Bathurst?	General traffic danger	64
	Traffic danger at intersections/roundabouts	48
	Paths too narrow	19
	Poor lighting	15
	Nothing	6
	Lack of bike parking	4
	Lack of driver awareness	4
	Distance	3
	Poor maintenance of paths	2
	Too many users	2
	Climate	1
	Lack of on road routes	1
	Inability to take bike onto public transport	1
	Not enough paths	1
	Not enough children friendly paths	1
	Not enough linked paths	1
	Education of pedestrians	1
	Identification of paths	1

Question	Category	Number of responses
What are the top 3 destinations you ride to?	General riding around	53
	The CBD	24
	Work	24
	River / Creek	24
	Parks / playgrounds	18
	Sporting events or venues	10
	Local shops or corner store	10
	Uni / TAFE / School	9
	Organised Bicycle tour	8
	Specialised cyclist / fitness	7
	Friends Place	7

Question	Category	Number of responses
	Aquatic centre	5
	The villages	2
	Medical facility	1

Question	Category	Number of responses
What makes the existing network difficult to use or restrict your cycling?	Missing links in the existing network	60
	Not enough on-road marked routes	49
	Not enough off-road paths	39
	No bike parking or safe place to leave your bike at the destination	34
	Sharing off-road paths with pedestrians	26
	Insufficient signage of cycleways	23
	Poor maintenance of verges adjacent to cycleways	23
	Insufficient information about where cycle routes are located	20
	Poor maintenance of cycleways	18
	The off-road surface as concrete (prefer asphalt or bitumen surface)	14
	Traffic danger	3
	Vehicle barriers and access to paths	3
	Catheads	3

Question	Category	Number of responses
Should Council require new major developments provide bicycle parking?	Yes	57
	No	9

Question	Category	Number of responses
Should bike parking facilities be provided at major community and sporting events?	Yes	60
	No	9

Question	Category	Number of responses
Where would you like to see bike parking available?	34 individual locations were identified. Further discussion on the routes is located within the document.	34

Question	Category	Number of responses
If cycling loops were developed, what are your suggested routes?	48 individual routes were identified. Further discussion on the routes is located within the document.	48

Question	Category	Number of responses
Should cycling links be developed from Bathurst and the Villages?	Yes	63
	No	4

Question	Category	Number of responses
Which Villages should be connected by cycle routes?	31 individual routes were identified. Further discussion on the routes is located within the document.	31

Question	Category	Number of responses
What type of parking should be provided for short term parking?	Bike racks that secure 1 wheel	47
	Bike racks that secure two wheels	18
	Sheltered parking	10

Question	Category	Number of responses
What type of parking should be provided for long term (all day) parking?	Bike racks	38
	Bike lockers (free)	28
	Bike lockers (annual charge)	23
	Temporary hire lockers	2
	Similar system to trolley's	2
	Convenient locations	1
	Located near change rooms / showers	1

Question	Category	Number of responses
If yes, which villages should be included	Perthville	59
	Raglan	52
	Eglinton	52
	Georges Plains	34
	Peel	30
	Rockley	20
	Trunkey Creek	15
	Wattle Flat	13
	Sofala	11
	Hill End	10
	Yetholme	10
	O'Connell	3
	Newbridge	2
	White Rock & Scots School	1
	Duramana	1
	Rock Forest	1

Question	Category	Number of responses
What facilities should be provided along or near to off-road cycle paths?	Directional Signage	28
	Water Stations	24
	Bike Racks	22
	Shade Trees	22
	Toilets	20

Question	Category	Number of responses
	Distance markers	17
	Lighting	13
	Seats	11
	Shelters	6
	Nothing	3
	Exercise Equipment	2
	Identify the hazards on the paths better	1
	Cycle maps	1

Question	Category	Identified Location
What facilities should be provided along or near to off-road cycle paths?	Seats	At areas of significance, along the River, every 1 kilometer or so, near shade trees
	Exercise Equipment	In parks
	Signage and Distance Markers	Every 1-2 km, at the start and end of paths, at intersections, make them easy to see and follow, On loops, by symbols, signs to toilets and distance
	Shade and Shelters	At convenient locations on loops for stops
	Lighting	At the start and end of paths, to highlight obstacles, on riverside links, from Morrissett Street to West Bathurst, solar lights
	Toilets and water	Located together, in villages, Eglinton, Perthville, Water near All Saints, Near the Saleyards, Water in parks, Water at the Visitors Information Centre
	Bike parking	In the CBD, at shopping centres, near cafes, Perthville, Eglinton, at lots of locations in the CBD, Post Office, Courthouse, in Parks

Question	Category	Number of responses
What opportunities do you think could be considered to promote cycling tourism in the city and the region?	Links to villages	44
	Links to mount panorama	23
	Links between parks and recreation areas	41
	Interpretive signage adjacent to cycleways	37
	Links between heritage sites	35
	Guided cycle tours	31
	Links to nearby towns and cities	28
	Bike hire business	3
	Links to local attractions	3
	Food / Wine	3

Question	Response	Number of responses
Any other comments on how to improve the cycleway network in the Bathurst Region	Public education for cyclists, motorists and pedestrians	4
	Keep the cycleways maintained	4
	Make it safe for cyclists to use	4
	Construction along major roads for wheelchairs and gophers	2
	Wider paths required	2
	Track required down the back of Mount Panorama	1
	Facilities need to keep up with the demand	1
	Give feedback on the plan's implementation	1
	Include Mountain Bike Trails	1
	Information at the Visitors Centre	1
	Cathead control program required	1

Question	Response	Number of responses
	Make Bathurst Cycle friendly	1
	e-bike recharging location	1
	Have current maps available	1
	Use a hotmix surface	1
	Improve road shoulders	1
	Council support	1
	Separate cycleways rather than on-road routes	1

Question	Response	Number of responses
What are the most important destinations within the city that the cycle network should be expanded to serve?	Adventure Playground	29
	Aquatic Centre	27
	Schools	27
	Shops	25
	Employment Areas	22
	Sporting facilities	19
	Parks / Playgrounds	13
	Entertainment facilities/ venues	11
	Health services	4

Question	Category	Identified Location
What are the most important destinations within the city that the cycle network should be expanded to serve?	Schools	Eglinton Public, Bathurst High, Bathurst public, Cathedral School, Kelso high, South Bathurst Public, All schools
	Employment Hubs	Kelso Industrial Estate, Devro, State Forest/ LPMA, CSU / TAFE, Trade Centre
	Facilities	Showground, BMEC, Library, Cinema, Sportsgrounds and recreation areas
	Bike Racks	CBD, George Street, Council Chambers,
	General Comments	Better links to the CBD

Question	Category	Number of responses
Do you use the existing cycleway network?	Yes	75
	No	20

Question	Category	Number of responses
Frequency of use for the cycleway network.	Daily	17
	Weekly	42
	Monthly	16
	Once or twice per year	3

APPENDIX 9 WORKSHOP RESULTS SUMMARY

Possible Routes		
Question	Response	Number of responses
	Linking Raglan and the caravan park to the CBD	20
	Incorporate bike paths along Sydney road with the duplication / path from eastern end of Evans Bridge to Stockland Drive	3
	Link adjacent Bradwardine road from Mid Western Hwy to Eglinton Road	2
	Incorporate the old railway bridge into a loop	2
	Bathurst to Perthville. (widen the road shoulders, prefer off road route)	4
	Adjacent to the southern ring road if it proceeds	2
	Proctor Park, under the railway line to Sydney Road	2
	Path along Sawpit Creek to Ophir Road and back to Eglinton	1
	Path on northern side of the river back to Hereford Street	1
	Marked paths on the Mid Western Highway	1
	New path on top of the levee from the bottom of Rankin Street to Sewer Treatment plant	1
	A link to the Bike Park on vale road	1
	A route from Wentworth Estate into town	1
	Perthville to Stockland Drive	1
	Linking Trinity heights to Laffing Waters [above the 700m contour level]	1

Possible Routes		
Question	Response	Number of responses
	Use the stock route at the bottom of Hinton road to Mid Western highway	1
	Eglinton road on the northern side of the river [check for bridges across the river]	2

Possible Loop routes		
Question	Response	Number of responses
	Circuit around Mount Panorama	6
	5km walking loops in the villages and suburbs	2
	Loop around Eglinton	3
	The Kelso loop [Marsden lane, Limekilns Road, Hughes Street]	2
	Mid Western Hwy / Hen & Chicken Lane / Vale Road	2
	Link the ends of the Eglinton Path along the road	1
	Improve the road shoulders on rural roads for cyclists	1
	Maquarie Woods / Ophir Road to Millthorpe [Regional Route]	1
	Limekilns Road / Yarras Lane / Glanmire Road / Brewongle	1
	Mid Western Hwy / Evans Plains / Dunkeld / Ophir Road / Abercrombie	1
	50 to 100km rides {Sofala, Rockley or O'Connell}	1
	Mark the Edgell Jog track	1
	Eglinton Loop [Mill Lane / Logan Street / Freemantle Road]	1
	White Rock Road / Blue Ridge Drive/ O'Connell Road	1
	Circuit within Victoria park	1
	Gormans Hill Road / Lloyds Road / Vale Road / Alpha Street / Russell Street	1

Possible Loop routes		
Question	Response	Number of responses
	Raglan Loop [Landseer Street / Napoleon Street / Christie Street / Eugene Street / PJ Moodie Drive]	1
	30 to 50km loops [Gormans Hill Road / Perthville / Vale Road]	1
	10 to 20 km loops [Eglinton, Eleven Mile Drive, Perthville]	1
	Use Vale Road to the Bike park and link back to Mount Panorama	1
	Improved road shoulders on O'Connell Road would link Brewongle, O'Connell and The Lagoon	1

On Road routes		
Question	Response	Number of responses
	Use the existing back roads to link to the top of the Mount	1
	B2B as an on-road route	1
	CBD on-road routes	2
	The on-road routes identified from the 1993 Bike Plan, but need to be implemented	1

Desired path location		
Question	Response	Number of responses
	Incorporate new shared paths into the existing and future drainage reserves	4
	Use abandoned railway lines / corridors	2
	Incorporate cycle routes adjacent to water ways eg Sawpit Creek	1

Desired path location		
Question	Response	Number of responses
	Have paths which wind through the landscape (not dead straight)	1
	Use the top of the flood levees	1

Paths within the villages		
Question	Response	Number of responses
	Footpaths required within the villages of Perthville and Raglan <ul style="list-style-type: none"> • From St Josephs to the shop • The shop is a major destination of the village • Footpath around the Raglan School and to the service station 	3
	Paths within the village, but to the village not as important. Encourage local businesses to be at the start or end of the path	2

New Route Suggestions		
Question	Response	Number of responses
	Path along the river at the bottom of Rankin Street to Kefford Street	2
	Footpaths within the cemetery and to the crematorium	2
	Hector park to CSU via Browning Street	2
	Footpath required on Browning St side of George park	2
	From Seymour Street to the railway station	1
	Footpath on the TAFE side of Panorama Ave	1

New Route Suggestions		
Question	Response	Number of responses
	Link toilets to the street with a sealed footpath (eg Peace park)	1
	Path around the trinity heights roundabout to connect with existing paths	1
	Rocket St between William and Bentinck Sts	1
	Brilliant St between Havannah and William Sts	1
	Morrissett Street	1
	Rankin Street	1
	Links to the Adventure playground	1
	Bridge across Jordan Creek at the bottom of Stanley Street	1
	Path via Osborne Ave from Bradwardine Road to the Basketball Stadium	1
	Brilliant Street from GWH to Bentinck Street	1
	Bradwardine Road from green Street to Suttor Street	1
	Link from Windamere Road to Mitchell Highway	1
	Path along Sawpit Creek to Richardson Street	2
	Footpath from BILS to Browning Street	1
	Connect the Perthville aged care facility to Bridge Street	1
	Link from Mitchell Hwy to CSU via McDiamond St	
	Link over the railway line at Lee Street to Alec Lamberton Oval	
	Shared paths to Proctor Park	

New Route Suggestions		
Question	Response	Number of responses
	Link to the Adventure playground from Morrissett Street via the miniature railway	
	Path across Rocket Street to Busby Street (access to Chifley Home)	
	Link along Marsden Lane and back to Hereford / Gilmour Streets	
	<p>Important access routes:</p> <ul style="list-style-type: none"> • Marsden lane • Laffing waters lane • Esrom Street • Durham Street on the eastern side from Stewart Street • Intersection of George and Morrissett Sts • Southern side of GWH, Gilmour St to Havannah Street • Southern side of Panorama Avenue, • Rocket St (over the railway bridge) to Carlingford Street • Western side of Morrissett St from Commonwealth St to Hope St, • Northern side of Bradwardine Road from Eglinton Road to Mitchell Hwy • Through the drainage reserve from Eglinton Road to Evernden Road, • Southern side of Colville Street from Evernden Road to Suttor Street • Links from the Eglinton Retirement village to the park (Hamilton, 	

New Route Suggestions		
Question	Response	Number of responses
	Wellington and Alexander Sts)	

Maintenance Issues		
Question	Response	Number of responses
	General maintenance of the paths including sweeping of gravel and weed control should be completed regularly	4
	Trimming of vegetation overhanging paths and at ground level	1
	Repair the damaged paths and uneven surfaces	2
	Council should be more proactive in fixing the problems	1

Public Transport Connections		
Question	Response	Number of responses
	Footpaths at the bus interchange in Kareeba Drive and Kelso High School	
	Encourage Jone Bros to incorporate bike carriers into the fleet	

Funding Opportunities		
Question	Response	Number of responses
	Road Safety Officer	
	LPI to produce the maps	
	RTA (50/50 funding)	
	Section 94 Contributions	
	Funding grants	

Promotion / Marketing / Education		
Question	Response	Number of responses
	Encourage commuting convenient distances	
	Need to encourage children to start or continue to cycle	
	Construct a learning area (mini circuits and road safety learning)	
	Education of cyclists and drivers that they need to share the road	3
	Promoting that it is acceptable to cycle	
	Painted Bike symbols on the road to make drivers aware of cyclists	
	Link on Council's website to report hazards on footpaths / cycleways	
	Promotion and marketing of safe footpath / cycleway routes	
	Important to market and promote the network: <ul style="list-style-type: none"> • health and fitness • tourism • family fun • bike safety & learning • events 	
	Promote the existing network (eg on Council's website)	5
	Bike map needs to be accurate	
	Separate budget for promotion / education	
	Maps need to be hard copy and electronic	
	Promote circuits and let the community know where they are located.	

Tourism		
Question	Response	Number of responses
	Tourism and Regional Routes: <ul style="list-style-type: none"> • Chifley • Mary McKillop • Sofala to Hill End • Bridle track • To O'Connell (to the pub 'n back) • Big community bike events • Guided rides and walks 	
	Explore cycle tourism in the region: <ul style="list-style-type: none"> • Encourage other cyclists into the Region • Make it easy to navigate • Make longer circuits (60KM+) 	
	Need to have a reason for tourists to want to come	
	Need to explore the opportunities for disability tourism	
	Need to consider Police comments particularly with assembly points	
	Link into programs associated with B2B or a bike festival	

Tourism routes / facilities		
Question	Response	Number of responses
	Tourist footpath at the Dam	
	Interpretive signs at Mount Panorama	
	Cycle tourism to: <ul style="list-style-type: none"> • wineries • O'Connell 	

Tourism routes / facilities		
Question	Response	Number of responses
	<ul style="list-style-type: none"> • Chifley Dam • Café's • Neville • Rockley • Sofala • Hill End 	
	Explorers trail (following the path of heritage)	
	Organised walking tours around the city and to complement the race period	
	Tourism opportunities: <ul style="list-style-type: none"> • Heritage • Environmental • Loops around Bathurst • People commuting to work 	

Missing Links		
Question	Response	Number of responses
	Bridge across Jordan Creek (Stanley Street)	
	Link Police Paddock to Proctor park	
	Continue the off road path adjacent to Sofala road from Hereford Street to Eleven Mile Drive	
	Clover leaf under Rankins Bridge	
	Extend existing routes that don't go anywhere	
	Link from Stephens Lane to Hereford Street	2
	Eglinton Route – need to go into Hobson Close and link with future open space	
	Investigate ways of interconnecting the existing paths	

Missing Links		
Question	Response	Number of responses
	Complete missing links as priority	
	Parts of footpaths within Durham Street are missing	
	Missing links out of Cedar Drive to Eglinton Road	
	Link from top of Keppel Street to green Street	
	Footpath connection between the aquatic centre clubhouse and the pool	
	Footpaths not fully connected to the bitumen at the Bradwardine / Eglinton road intersection	

Priority Issues		
Question	Response	Number of responses
	Finish the 1993 bike plan	
	Access and pram ramps <ul style="list-style-type: none"> • bring it back to reality • don't have them too often • Use a priority scale 	
	Put the funding into what is already being used	
	Footpaths to bus stops	
	Schools and uni to be on a walking route	
	Complete the missing links	5
	Continuity of the paths within the network	3
	Footpath adjacent to Bridge St (Perthville)	
	Perthville and Raglan to be linked within 5 to 10 years	

Priority Issues		
Question	Response	Number of responses
	Path to Raglan, add the facilities later and footpaths within the village is a lower priority	

Facilities to support the network		
Question	Response	Number of responses
	Tactile Ground Surface Indicators (TGSi) on footpaths	2
	More public toilets in parks, suburbs and villages	4
	Seating for cycleways should have a sealed access to them	1
	Have accessible toilets and footpaths	1
	Trees and shelters along the paths which are accessible for wheelchairs and scooters	2
	Seating and bubblers would be useful along the paths	1

Signage		
Question	Response	Number of responses
	Onroad cycle and walking loops with signage to warn drivers that pedestrians and cyclists using the road	4
	Signage for distance in a loop	1
	Warning signs for cyclists to dismount before any obstruction	1
	Onroad rout signage with line marking and 'bike' symbol	1

Bicycle parking		
Question	Response	Number of responses
	Lots of options for parking within the CBD e.g. TAFE building, Post Office, Courthouse, Pedrottas lane	6
	Have good placement of the bike racks (ie not down the back)	1
	Priority parking for bikes in the CBD	2
	Bike racks at sporting facilities not so important as you have to carry equipment with you	1
	Have bike parking in public places and highly visible	1
	Most schools do not have any bike parking	1
	Hanging bike parking in Pedrottas Lane	1
	Location requirements of parking: <ul style="list-style-type: none"> • close to facilities • coffee shops • Keppel Street • Lots of areas with a few at each • Need to target locations • Parking in the middle of the road adjacent to the loading zones. 	

Facilities to support the network – general		
Question	Response	Number of responses
	Add facilities to the existing network	
	Support facilities: <ul style="list-style-type: none"> • Signage of the existing bike racks within the CBD • Bubblers 	

	<ul style="list-style-type: none"> • Locate the facilities at destinations • Signage to focus on the local routes • Parking to be focussed on the CBD • Potential to use the blisters in the CBD for parking 	
	<p>Services and facilities required:</p> <ul style="list-style-type: none"> • Distance markers • Bubblers • Rubbish bins • Bike lockers and helmets • Bike parking with showers in the workplace • Ability to hire bikes in Bathurst • Brochure for the paths • Directional signage for paths • Bike parking at toilet blocks • Seating, shelters and vegetation located together (group them) 	

Access Issues		
Question	Response	Number of responses
	Kings Parade / Machatte park – The crushed granite is difficult for wheelchair users	
	Commonwealth St / Durham St intersection. Difficult to cross Durham St	
	Pace park – laybacks across Hereford Street near the Japanese garden	

Access Issues		
Question	Response	Number of responses
	No pedestrian crossing across Bentinck Street at Keppel Street (southern side)	
	Colville Street (near Evernden Road) is difficult to cross the road	
	Howick St / Bentinck St lights – laybacks and pole for the button is in the wrong location for vision impaired people to use	
	Access to Machatte park from William Street is a problem	
	Footpath along Gilmour Street is a problem with the camber and undulation	
	Footpath along Russell Street and Gormans hill road with the camber of the path	
	Access across Mitchell Hwy at Bradwardine Road	
	Logan St / Hobson Close / Hamilton St intersection is difficult to negotiate, the footpath ends and there are no gutter ramps	
	Hereford St / Gilmour St intersection (the paths do not connect to each other)	
	Trinity Heights Shops – there are no laybacks to access the paths	
	Keppel Street near the old hall has uneven footpaths with the cobblestones	
	The exist off Church Lane to enter the bike path behind the Gilmour St Levee is difficult	
	The Lee Street rail crossing	

Access Issues		
Question	Response	Number of responses
	Roundabouts: <ul style="list-style-type: none"> getting on and off them is difficult Alexander St / Suttor St is difficult to negotiate 	
	Dangerous intersections particularly where cycle routes end	5
	The width of the paths is a problem: <ul style="list-style-type: none"> Howick Street near Centrelink River loop Eglinton Bike path Wheelchair user and carer not able to walk side-by-side 	
	Dangerous ride to Perthville; most difficult is near hen and Chicken Lane	
	No paths to Raglan	
	Perthville is difficult to access within the village.	
	Challenges include: <ul style="list-style-type: none"> getting across Stewart Street Victoria Park (Howick st side is gravel) Havannah Street – to the Community College and railway station 	
	Laybacks are too steep (a good example is at William/ Durham St intersection)	

Engineering problems / issues		
Question	Response	Number of responses
	Hereford Street path often is flooded after storm events	

Engineering problems / issues		
Question	Response	Number of responses
	Barriers at the ends of the paths are dangerous and may need to be redesigned to be safer	
	On road routes to have a physical barrier separating cyclists	
	Make sure the existing paths start and finish appropriately	
	The concrete panels on the deck need to be better secured – difficult to use for wheelchair users	
	Paths often have the wrong camber, should be completed as a flat path	
	Need to duplicate the Boyd Creek (near BCF development) to allow for cycleway	
	If unable to have access across the railway line at Lee Street, then investigate the options for a culvert	
	Construction of road shoulders on Eleven Mile Drive and Freemantle Road	
	Construct wider shoulders for those routes identified as on-road routes	
	Centennial Park footpaths should be formed and sealed	
	Sharing the paths is more of a problem as the city grows. Eg duplicate the path as an on-road route to reduce pressure	
	Line mark the paths to encourage people to 'use their side of the path'	

Engineering problems / issues		
Question	Response	Number of responses
	Path surface: <ul style="list-style-type: none"> • prefer sealed paths rather than gravel • concrete paths not so good for road bikes – hotmix would be better 	
	Construct wider laybacks	2
	Laybacks should still be installed – roll-over kerbs not satisfactory and are too steep	2
	Modify the engineering standards to make allowances for sealed footpaths within new subdivisions	
	Refuge islands need to be designed to consider cyclists (wide enough to have a bike wholly within the island)	
	Modify the engineering standards to have wider shared paths and footpaths	

Planning Policy		
Question	Response	Number of responses
	Establish an ongoing reference group: <ul style="list-style-type: none"> • critical for the success of the plan • help identify opportunities • include the use of the paths • report back to the community every 2 – 3 years 	
	Start and complete 1 project at a time	

Planning Policy		
Question	Response	Number of responses
	<p>The previous plans:</p> <ul style="list-style-type: none"> • Parts of the previous plans are still relevant and desirable • Have a fresh approach to the new plan (start again) • Reconsider the existing plans in light of the development which has taken place since they were written 	
	The routes on the RTA roads haven't been done and Council needs to take a leading role e.g. the Raglan route	
	Need both on and off road routes (they service different purposes)	
	Have separate 'commuter' and 'recreational' paths to cater for different users	
	Mark on-road routes	
	Paint 'bike symbols' on main roads to raise awareness of cyclists	
	Linemark existing paths to separate cyclist and pedestrian traffic	
	Create various sized circuits to suit different users	
	<p>Cycle groups tend not to use paths because:</p> <ul style="list-style-type: none"> • of their speed • They are training • Unsure of their ability to use the paths • Other users 	
	Problems of overtaking on shared paths – need to establish standards or line mark separating the users	

Planning Policy		
Question	Response	Number of responses
	Keep cyclists separated from vehicles	
	Aim for safe cycleways to the schools	
	Not 'cool' to ride on cycleways	
	Need better commuter routes from the suburbs into the CBD particularly with services and facilities	
	Make it easier for those who want to commute	
	Not many children cycle to school	
	Expectation of having a safe network	
	Incorporate bike parking into development standards	2
	Bike parking within the central median (adjacent to the loading zones)	
	Laybacks to disabled car parking spaces – prefer wider to allow for access if vehicles are not centrally located	
	Better planning and/or placement of the paths to the destinations	
	Generally the width of the paths are too narrow and need to be wider. The path behind the Gilmour St Levee is a good width	3
	Main roads within new subdivisions should have a sealed footpath incorporated into the design (is it possible not to centre the road in the road reserve to cater for the paths)	4

Planning Policy		
Question	Response	Number of responses
	Users should be able to use all non-CBD paths (pedestrians, cyclists, wheelchair users, scooter users and parents with kids)	
	Footpaths to have the right camber	
	Wider laybacks and less steep in the CBD	
	Need to establish and enforce development standards for paths in the new subdivisions	
	Contractors should be constructing paths and laybacks to the approved plans and engineering standards – Council not to accept sub-standard ones	

APPENDIX 10 EXAMPLE OF HAZARD REPORT FORM



CYCLING HAZARD REPORT

REPORTERS NAME & ADDRESS

PHONE NUMBER Email

DATE OF REPORT:

☐ Gosford City Council ☐ Wyong Shire Council ☐ Cycle way ☐ Roadway ☐ Off Road CCBUG Member Yes / No

ADDRESS OF HAZARD:

UBD Map Ref

DESCRIPTION OF HAZARD:

Please send this to CCBUG
PO Box 3212
ERINA NSW 2250

Enclose any relevant photos or helpful information with your form.

CCBUG USE

DATE REC:

SUGGESTED ACTION:

COUNCIL ACTION:

RETURN COPY TO SENDER ☐ Yes ☐ No

Distributed by Central Coast Bicycle Users Group in the interests of safe cycling.

APPENDIX 11 CALTROPE BROCHURE

Greater Shepparton City Council




90 Welford Street, Shepparton Vic 3630
 Locked Bag 1000, Shepparton Vic 3632
 Telephone: (03) 5632 9700
 TTY: (03) 5631 7487
 Facsimile: (03) 5631 1887
 Email: council@shepparton.vic.gov.au
 Website: www.greatershepparton.com.au
 Office hours: Monday to Friday 8.15am to 5.00pm


Department of Primary Industries

Telephone: 136 186


Goulburn Murray Landcare Network

70 New Dookie Road, Shepparton, Vic 3630
 Phone: 03 5632 1133
 Fax: 03 5632 1130
 Email: gmln@inet.net.au



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What is the problem with Caltrop?



What is Caltrop

Caltrop, also known as Bindit, is a declared noxious weed, and has become a big problem in the municipality. The spiny seed capsules it produces stick in tyres and shoes and spread into parks, nature strips and lawns.

Greater Shepparton City Council in partnership with Department of Primary Industries, would like to make people aware of the problem posed by Caltrop (*Tribulus terrestris*).

Caltrop originates from southern Europe and is an annual weed that grows rapidly in the summer. It is a wiry plant that grows flat on the ground with stems up to a metre in length.

The leaves are fern-like, grey/green in colour and small white hairs are spread over most of the plant. Yellow star-like flowers are produced followed by hard spiny seed capsule, about a centimeter in size.

Impacts of Caltrop

Caltrop is threatening the amenity values of recreation activities in the municipality. In summer these weeds form impenetrable mats of vegetation and spines that deter recreation activities such as bike riding, dog walking or kicking a football, due to the injuries that can result from a fall or stepping on the spiny seed capsules.

Caltrop seeds are easily spread by people, animals and vehicles because the spiny capsules stick in car tyres, soles of shoes or animals fur. So to prevent the further spread of this weed, control needs to be undertaken before seed set. The time has come for community action.



How to control Caltrop

Successful control of Caltrop in the municipality requires a community approach. The optimum time to control Caltrop is in the late spring and early summer when the plants are small. Controlling Caltrop can be carried out in a number of ways including hand weeding, chipping and herbicide spraying.

Broadleaf selective herbicides are the most effective form of longer term chemical treatment, because the herbicide won't kill the grasses that provide competition to the Caltrop. Contact your local agricultural chemical supplier or nursery for further herbicide advice.

The partnership of the local community, Goulburn Murray Landcare Network, Department of Primary Industries and Greater Shepparton City Council is making landowners aware of the problem and asking them to assist, by joining in a community Caltrop control program during the coming spring and summer.

For further information on Caltrop, visit the Greater Shepparton City Council website at www.greatershepparton.com.au/weeds, or contact DPI Customer Service Centre on 136 186.

What is the problem with Caltrop?

APPENDIX 12 LIST OF LOOP ROUTES REQUIRING DISTANCE MARKERS

Location	Description of location	Description of works required	Priority of works
Edgell Jog route	Following the route of the Edgell Jog	Distance markers every 1km and directional signage	2
Eglinton Bike Path	From Eglinton to Morrissett Street	Distance markers every 1km	2
Macquarie River	The Macquarie River loops including Peace Park, Bicentennial Park and Gilmour Street Levee	Distance markers every 1km	1
Mount Panorama	Around the circuit	Distance markers every 1km	1

APPENDIX 13 COPY OF THE FLYER PROMOTING THE PUBLIC CONSULTATION PROCESS

Bathurst Community Access & Cycling Plan



HAVE YOUR SAY!

Do you want the opportunity to shape the future of access and cycling within the Bathurst Region?

Council has commenced a review of key access plans which aim to improve accessibility for pedestrians, cyclists and the general community within the Bathurst Region.

Council invites members of the community to lodge a submission or participate in Council's survey as part of the community consultation process until 2 July 2010.

For more information about the process or to complete the survey visit Council's website at www.bathurst.nsw.gov.au/council/public-consultation or phone (02) 6333 6211



BATHURST REGIONAL COUNCIL

APPENDIX 14 EXAMPLE IMAGES OF BIKE RACKS





