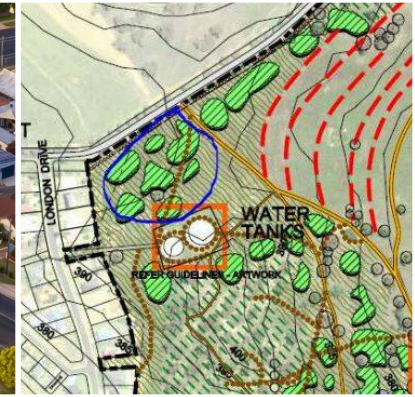
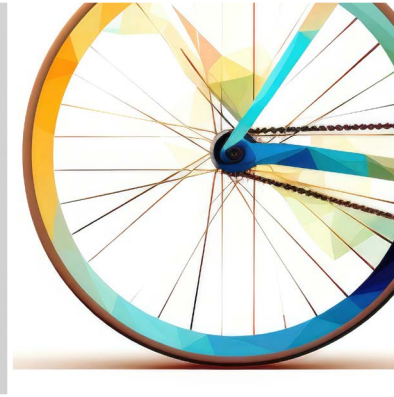


COWRA  
**Pedestrian +  
Cycling Plan**  
2024



# DOCUMENT CONTROL

PROJECT REPORT DETAILS	
Document Title	Cowra Pedestrian & Cycling Plan 2024
Responsibility	Cowra Infrastructure & Operations
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Date	June 2024

# EXECUTIVE SUMMARY

Through the Cowra Shire Community Strategic Plan and the Cowra Local Strategic Planning Statement, Council is committed to supporting healthy living and sustainable active transport for all members of the community. The focus is to make pedestrian and cycling activities a safe, healthy and attractive travel option for our community.

Many people in Cowra Shire walk to work or school and to other local destinations such as local shops, cafés, clubs, post office and town / village swimming pool. Others walk or run on a regular basis for fun and fitness.

High quality walking and cycling infrastructure also attracts local tourism, with many visitors preferring to explore local attractions on foot or by bike, contributing to the local economy through spending on accommodation, food and attractions.

Through strategic planning, it is possible to increase walking and cycling activity within our community by ensuring facilities are properly identified, located, designed and prioritised. Strategic planning also provides opportunity for involvement from the community to ensure walking and

• cycling improvements meet their needs and aspirations, including the needs of people with a disability.

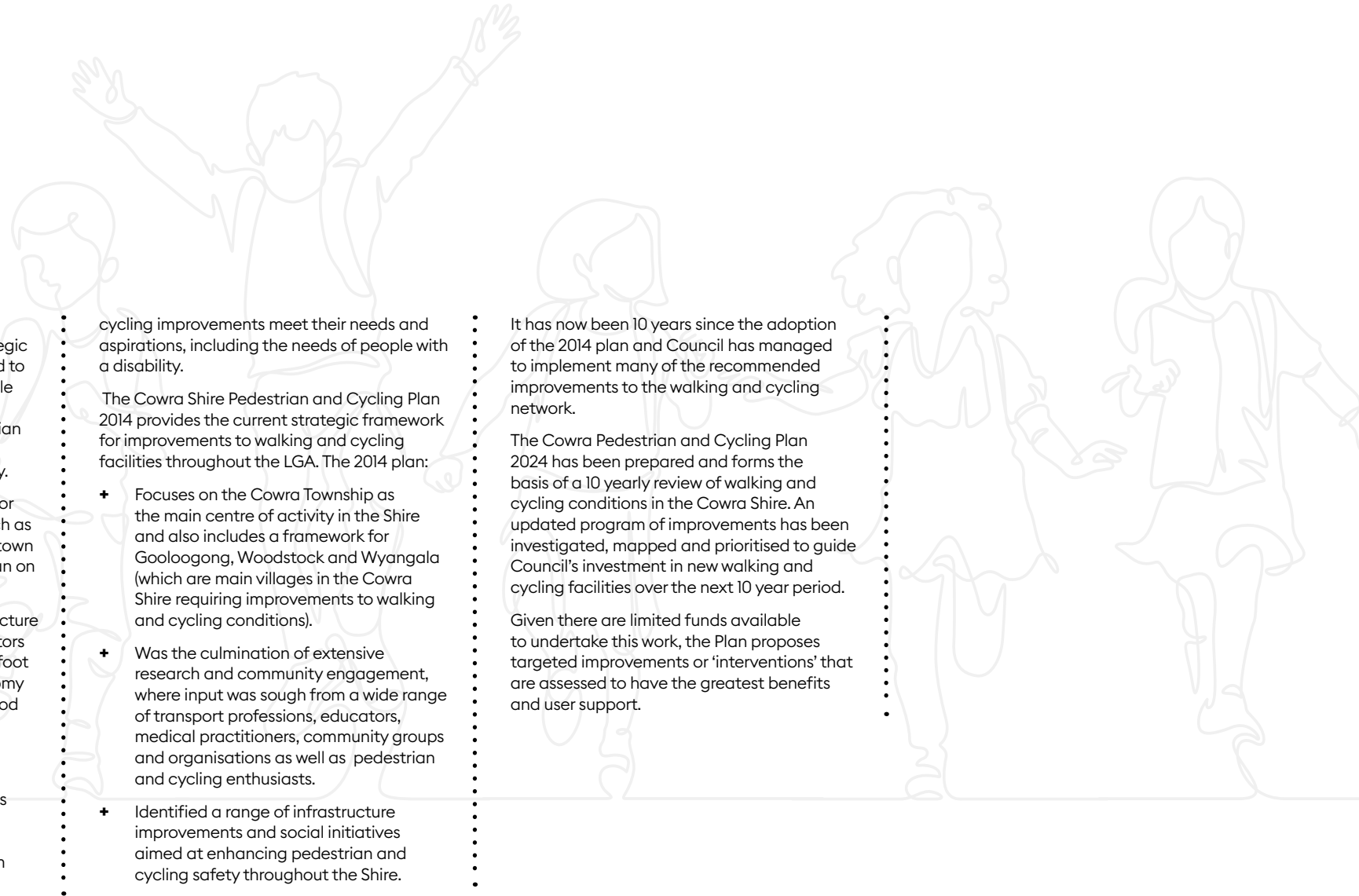
• The Cowra Shire Pedestrian and Cycling Plan 2014 provides the current strategic framework for improvements to walking and cycling facilities throughout the LGA. The 2014 plan:

- + Focuses on the Cowra Township as the main centre of activity in the Shire and also includes a framework for Gooloogong, Woodstock and Wyangala (which are main villages in the Cowra Shire requiring improvements to walking and cycling conditions).
- + Was the culmination of extensive research and community engagement, where input was sought from a wide range of transport professionals, educators, medical practitioners, community groups and organisations as well as pedestrian and cycling enthusiasts.
- + Identified a range of infrastructure improvements and social initiatives aimed at enhancing pedestrian and cycling safety throughout the Shire.

• It has now been 10 years since the adoption of the 2014 plan and Council has managed to implement many of the recommended improvements to the walking and cycling network.

• The Cowra Pedestrian and Cycling Plan 2024 has been prepared and forms the basis of a 10 yearly review of walking and cycling conditions in the Cowra Shire. An updated program of improvements has been investigated, mapped and prioritised to guide Council's investment in new walking and cycling facilities over the next 10 year period.

• Given there are limited funds available to undertake this work, the Plan proposes targeted improvements or 'interventions' that are assessed to have the greatest benefits and user support.





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# 01

## PROJECT INTRODUCTION



### Scope

The scope of the Cowra Shire Pedestrian and Cycling Plan is to provide Cowra Shire Council with a local-level understanding of:

- + The existing pedestrian and cycling network across the Cowra Shire.
- + The key issues of concern and interest with regard to existing pedestrian and cycling activities, safety and demographics.
- + Recommendations of potential improvements to the existing pedestrian and cycling network infrastructure, catering for various user groups.
- + Suggested behavioural change strategies to encourage an increase in active transport in Cowra Shire.

### Objectives

The Cowra Shire Pedestrian and Cycling Plan provides the framework for the development and coordination of pedestrian and cyclist facilities in the Cowra Shire. The specific objectives of the Cowra Shire Pedestrian & Cycling Plan are to:

- + Establish a vision for cycling and walking on formed paths in the Cowra Shire.
- + Identify the needs of all types of pedestrians and cyclists, including people with a disability, seniors, children, commuters, fitness and tourists.
- + Facilitate improvements in the level of pedestrian / cyclist access and priority, particularly in areas of high concentrations of these groups.
- + Improve the pedestrian and cycling network through the provision of on-road and off-road facilities that fill gaps in the network, address safety concerns, caters for high demand areas and raises community awareness and participation.

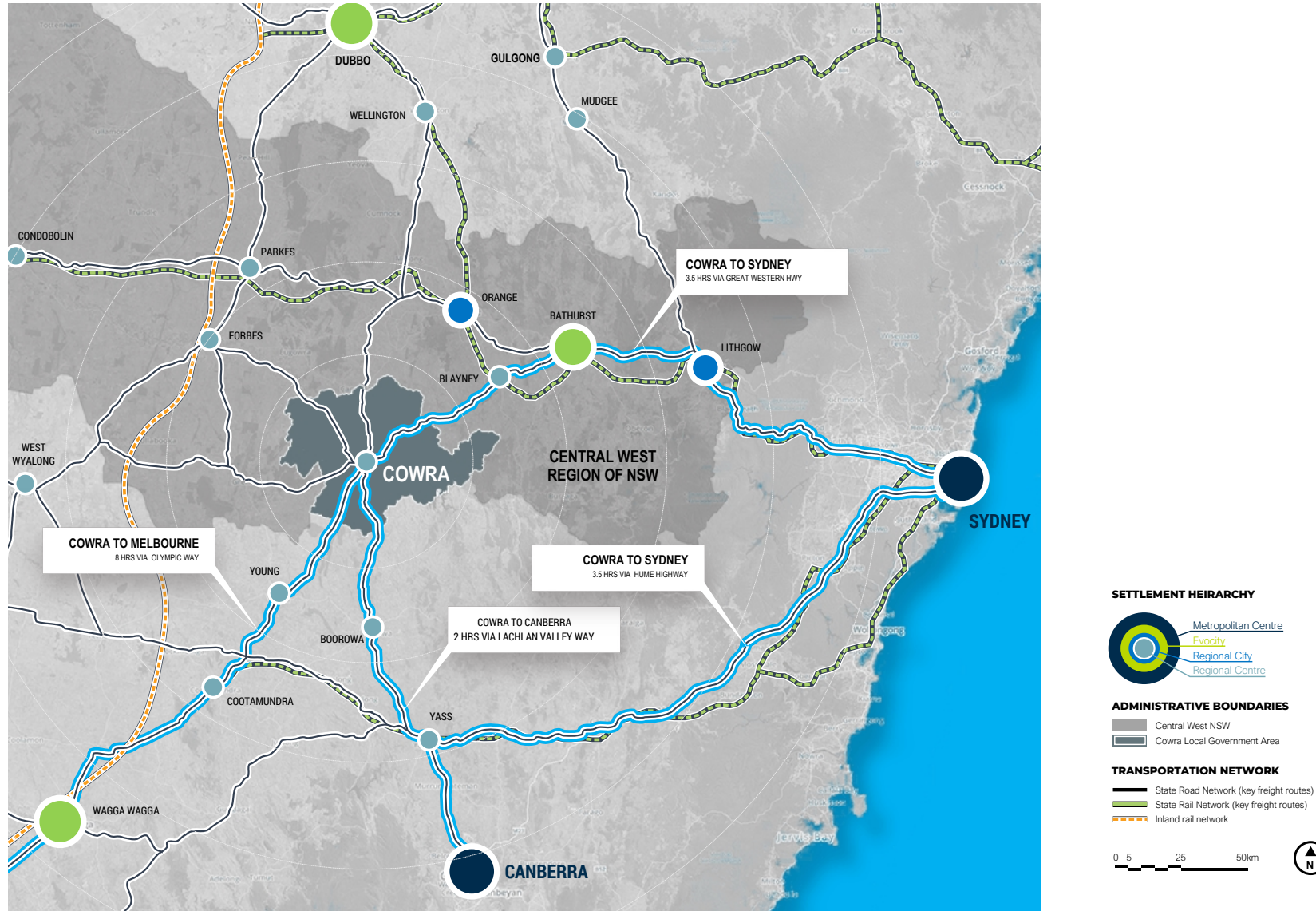
- + Identify opportunities for the provision of end-of-trip facilities such as bicycle racks, water points, seating, toilets, maps, user guides and route signage.
- + Complement the existing and proposed networks located in adjoining local government areas and land administered by other government agencies.
- + Identify strategies that raise awareness of the merits of active transport within Cowra Shire.
- + Ensure pedestrian and cycling facilities are employed in a consistent and appropriate manner.
- + Propose prioritised measures, with associated costs, which can be realistically implemented over a 10 year period.

### Vision

The vision is that Cowra will be recognised as a bicycle and pedestrian friendly Shire, with quality formed footpaths and cycleway facilities which provide safe, convenient and enjoyable experiences.



Figure 1 - Central West Region Map



## The Cowra Shire

### Location

Cowra Shire covers an expansive area of 280,960 hectares and is located in the fertile Lachlan Valley of Central West NSW.

Cowra Township is the primary area for residential, business, community and civic activity, as well as passive and active public recreation.

The surrounding rural areas are as much a part of Cowra as the township itself. Aside from an expansive agricultural district, there are eight village settlements including Woodstock, Gooloogong, Wyangala, Darbys Falls, Morongla, Noonbinna, Billimari and Wattamondara. The neighbouring settlements of Koorawatha and Canowindra are also contributors to the social and economic fabric of the Shire.

Together, the village settlements in the Cowra Shire are an integral part of our local identity and provide important opportunities for alternative housing and lifestyle choices. Each village actively works to support the social well-being of their respective surrounding farming districts.

The location of the Cowra Local Government Area and local towns and villages are shown in the Figure 2.



Figure 2 - Cowra Shire LGA Map



### Population

According to the 2021 census data, the Cowra Shire has an estimated resident population of approximately 12,759 people. The population of the Cowra Urban Area is 8,229 people, with the balance of people living throughout the agricultural areas of the Shire, or in one of the eight village settlements.

The Cowra Shire community is predominately an adult population with approximately 79% of all persons aged over 18 years. The average age of the Cowra population is 47 years (which has increased from 45 at the last census) and is 9 years above the Australian average (2021 ABS Census).

Similar to many other areas in the Central West region, the demographic structure of Cowra Shire is expected to become significantly older. People older than 65 will make up a quarter of the region's population by 2041. Cowra is one of 5 LGA's that is expected to have the highest proportion of its population (>30%) over the age of 65. Drivers of this change include increased life expectancy, outward migration of younger people and increased in-migration of retirees and other older people seeking a change in lifestyle.

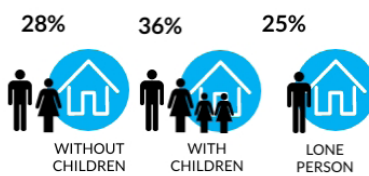
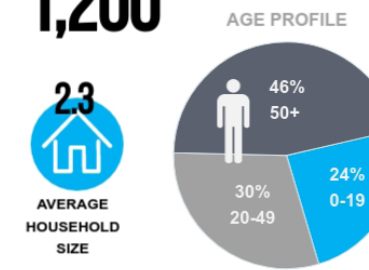
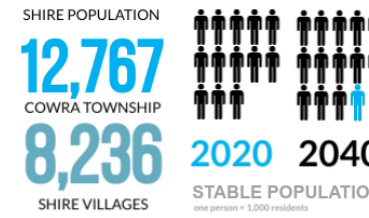
The projected ageing of the population in Cowra Shire means that, over time, disability access and safety issues related to older road users will have a greater impact.

Access to support services and a long-term focus on improving active transport and mobility options are important issues to cater to the needs of existing and future residents.

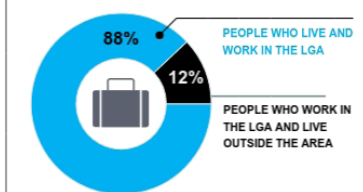
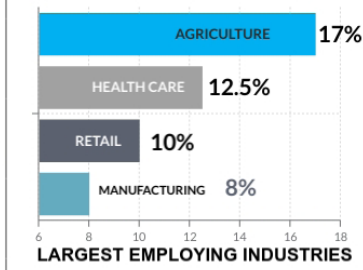
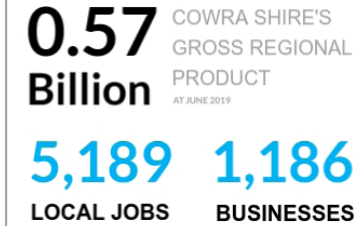
### Community Profile

The Cowra Local Strategic Planning Statement presented profile of the key demographic statistics for the Cowra Shire including household, economic and land-use statistics. This information is recycled and shown in Figure 3 as follows.

## COMMUNITY



## ECONOMY



## LAND-USE

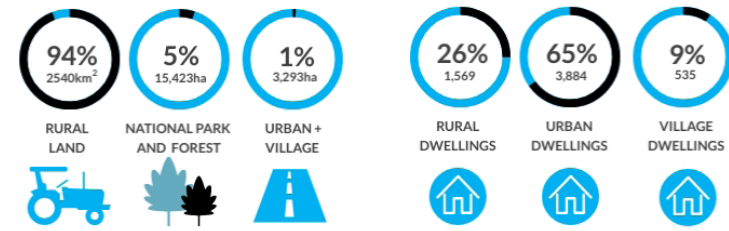
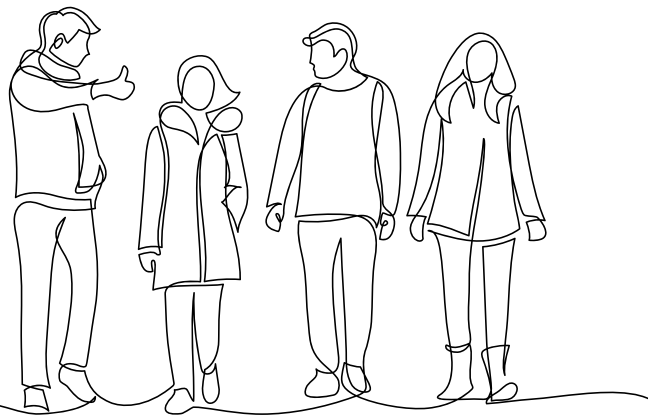


Figure 3 - Cowra Community Profile

# 03

## STRATEGIC CONTEXT



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY

### Future Transport Strategy 2056

The strategy sets the strategic directions for Transport to achieve world-leading mobility for customers, communities, businesses and our people. It's part of a suite of government strategies, policies and plans that integrate and guide land use and transport planning across NSW.

Key outcomes of the Strategy include:

- + Transport is seamless, interactive and personalised.
- + Transport enhances liveability, amenity and economic success.
- + Transport enables economic activity.
- + Transport occurs safely across a high performing and efficient network.
- + Transport is not limited by age, ability or personal circumstances.
- + Transport is affordable and supports emissions reductions

In the Cowra Shire context there are strategies dealing with safer speed settings on regional roads, improving freight efficiency and road freight corridors as well as the upgrading of road infrastructure.

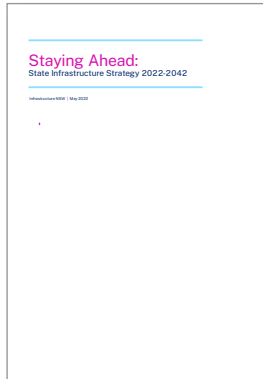


▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY

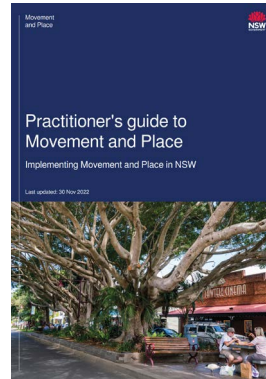
### NSW Active Transport Strategy

The TfNSW Active Transport Strategy draws on the Future Transport Strategy and its vision for walking, bike riding and personal mobility. The Strategy provides a plan to guide planning, investment and priority actions for active transport across NSW. The strategy focuses on:

- + 15-minute local neighbourhoods.
- + Continuous and connected cycling networks.
- + Improving the safety and comfort in walking and riding.
- + Children's independent mobility.
- + Supporting multi-modal journeys by integrating active and public transport.
- + Enabling first and last mile freight delivery via active transport.
- + Promoting walking and cycling behaviour change.
- + Supporting emerging technology choices.
- + Enhancing visitor and tourism experiences.



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY

### NSW State Infrastructure Strategy 2022 - 2042

The 2022 SIS sets out Infrastructure NSW's advice on the infrastructure needs and priorities of the State for the next 20 years, and beyond. The strategy assesses infrastructure problems and solutions, and provides recommendations to best grow the State's economy, enhance productivity and improve living standards for our NSW community. It is updated every five years.

The 2022 State Infrastructure Strategy is framed around 9 objectives. For each of the 9 objectives, the Strategy outlines key challenges and opportunities faced by NSW, a set of strategic directions to inform priorities, and Infrastructure NSW's recommendations to the NSW Government.

One of the 9 themes is to 'Integrate infrastructure, land use and service planning'. In the context of this project, relevant strategic direction is to be given through the coordination of infrastructure, land use and service planning to meet future housing, employment, industry and community needs.

### Practitioners guide to Movement and Place

This guide provides a common structure for place-based transport and urban planning across NSW. It explains how built environment practitioners can apply a Movement and Place approach to projects and plans. The guide outlines:

- ▶ A collaborative method for practitioners, stakeholders, and the community to work together
- ▶ A shared responsibility and a shared language to support collaboration across disciplines, agencies, and levels of government
- ▶ A process for implementing this approach across a range of decisions and project types, at various scales, and throughout the life cycle of a plan, project, or asset
- ▶ Criteria for measuring and evaluating the alignment of movement and place in existing contexts and when comparing future options.

### Walking Space Guide

Walking is good for both physical and mental health. It also creates opportunities for social connections that improve community resilience. The Walking Space Guide is based on research into Australian walking comfort norms. It sets standards that will ensure that a comfortable amount of walking space is provided on streets which will encourage people to walk.

The standards are set at levels that ensure enough space is provided for everyone including:

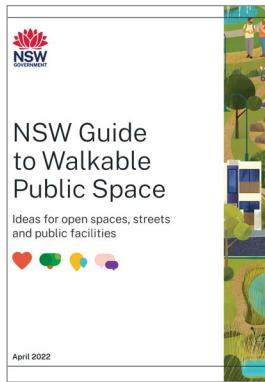
- ▶ People with a disability
- ▶ Older people whose mobility may be impacted as a result of ageing.
- ▶ People who sustain temporary injury that limits their mobility.
- ▶ Families with young children and people using prams.
- ▶ People walking dogs.

### Cycleway Design Toolbox

The aim of the Cycleway Design Toolbox (the Toolbox) is to provide guidance for practitioners on how to design for cycling and micromobility in the context of New South Wales and Greater Sydney.

This Toolbox provides practitioners with a range of design tools, being a comprehensive suite of best practice designs across a range of typical on- and off-road environments that can be tailored to their specific environment. It can be used to justify the planning, design and delivery of high-quality cycling infrastructure by demonstrating the positive impact on level of service for people cycling.

The toolbox encourages the design of new cycleways based on six design principles; safe, direct, connected, attractive, comfortable and adaptable.



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY

### NSW Guide to Walkable Public Space

Public spaces include open spaces such as parks and plazas, streets, and public facilities such as libraries. Walkable access to public spaces enables people to connect with each other, to lead healthy lifestyles, and to enliven our local communities. This 'walking' accessibility is inclusive of people of all abilities, and is also an important way to connect with Country.

The NSW Guide to Walkable Public Space outlines why walkable public spaces are needed. It includes ideas and opportunities for how they can be created, and methods for trialling and evaluating improvements. There are 10 principles for what makes public spaces walkable, and a range of case studies that demonstrate the value of walkable public spaces in enhancing people's everyday life experiences.

The ten principles are summarised as follows:

- + They connect people to each other
- + They prioritise people over cars
- + They are vibrant and activated
- + They showcase unique local character
- + They are comfortable, green and shady

- + They enable a healthy lifestyle
- + They connect people to places
- + They feel safe day and night
- + They are inclusive for everyone
- + They are attractive and well maintained

Cowra Shire is enriched by its beautifully maintained, publicly accessible and connected networks of public open space. Key precincts such as the Lachlan River Precinct have been master-planned and continue to be the focus of new investment from Cowra Council. Further improvements to our open space networks are to be a focus of Council's planning, including consideration of the ten principles under the NSW Guide to Walkable Public Space.



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY

### The Vision for the Region

The Cowra Shire forms part of the Central West and Orana Region of NSW and adjoins the local government areas of Cabonne (north), Blayney (north-east), Weddin (west)

The Cowra Shire is a significant contributor to the State economy, driven by agriculture, manufacturing, engineering and general urban services.

The Central West and Orana Regional Plan 2041 provides the NSW Government's vision for land-uses in the region. While not specifically targeting transport planning, the Far West Regional Plan 2041 aims for strong and connected communities and supports the expansion of transport networks and improved connections between centres and other regions to bolster business and industry growth.

Other recent regional planning work such as the NSW 2040 Economic Blueprint, Transport for NSW Future Transport 2056, NSW Services and Infrastructure Plan, regional economic development strategies and regional water strategies have been incorporated into the regional plan..



▶ STATE POLICY  
REGIONAL POLICY  
LOCAL POLICY

### Cowra Community Strategy Plan

The Cowra Community Strategic Plan (CSP) creates the following long-term vision for the Cowra Shire:

*'A leading, innovative and creative community proud of our place in history and offering opportunity with the best of country living'.*

Seven Directions have been agreed upon to achieve the community's aspirations and vision for Cowra Shire, as follows:

- + Health and Well-Being
- + Education, Training and Research
- + Lifestyle
- + Governance
- + Business and Industry
- + Transport and Infrastructure
- + Natural Resource Management.

Council takes an integrated approach to the implementation of the priorities and aspirations of the community as identified in the Community Strategic Plan. Supporting documents transform the communities priorities and aspirations identified in the plan into clearly defined strategies and actions.



STATE POLICY  
REGIONAL POLICY  
▶ LOCAL POLICY



STATE POLICY  
REGIONAL POLICY  
▶ LOCAL POLICY

In the context of active transport, the following strategic objectives are contained in the CSP and carried through into the 4 year delivery plan:

- + T5 - Develop an integrated transport system that addresses local and regional needs in relation to road and rail.
- + T5.1 - Maintain and develop footpaths and walkways to ensure the safe and efficient movement of users, including persons living with disabilities and develop pedestrian and cycling linkages in the Shire.
- + T5.1.a - Review and update the Pedestrian Cycleway Plan
- + T5.1.b - Seek funding for projects identified in the Pedestrian and Cycleway Plan.

### Cowra Local Strategic Planning Statement

The Cowra Local Strategic Planning Statement (the Cowra LSPS) sets out the long term vision for land-use planning in the Council area. The LSPS is essentially a high-level based strategic plan for the whole of the Cowra Shire.

To achieve the vision, a total of 9 Planning Priorities have been identified. For each Planning Priority, Council has identified a number of actions and the means by which Council will monitor progress and report back to the community.

The Cowra LSPS aligns with the key goals and priorities identified in the Central West and Orana Regional Plan 2036, and the Council's own priorities in the Cowra Community Strategic Plan as well as other important planning documents and strategies of Council. Transport is identified as a key element across the Planning Priorities.

### Village Action Plan

The LSPS provides the basis for strategic planning across the whole Shire and includes some broader level planning priorities for the Shire's villages. However, the LSPS is not an appropriate planning tool for the Council to identify and respond to specific or localised issues that may be relevant to the Shire's eight villages. For this reason, Council has taken the opportunity to prepare a Village Action Plan, in parallel to the LSPS.

The Village Action Plan plays an important role in supporting local residents to identify priorities and to plan and shape activities, projects and programmes to promote a sustainable village renewal, a vibrant and cohesive community, and to deliver long-term benefits and investment to the whole community.

This Village Action Plan is a working document that will help local communities work with Council and other service providers to respond to local needs and priorities as well as identifying potential funding opportunities.

The actions listed for each of the villages in the following sections are grouped into a number of 'themes', being:

- + Open space, recreation and the environment
- + Social and community
- + Infrastructure and services
- + Planning and development

Each of the matters raised by the community during the workshops has been included and, where relevant, a recommended planning response provided with indicative time-frames identified for follow up action by Council.

The Village Action Plan provides an appropriate platform for village residents to raise issues with Council that affect walking and cycling conditions in their respective villages.

# 04

## PROJECT APPROACH



### Cowra Pedestrian + Cycling Plan 2014

The Cowra Pedestrian and Cycling Plan 2014 (the 2014 Plan) was the first strategic plan introduced to the Cowra community with a specific focus on planning for pedestrian and cycling activity throughout the Shire.

Focusing on Cowra, Gooloogong, Woodstock and Wyangala (as the main centres of activity in the Shire), the 2014 Plan aimed to build an understanding of the elements that will make a good pedestrian and cycling network in the local context. More specifically, the 2014 plan aimed to develop an understanding of the following:

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

Importantly, the 2014 Plan was the culmination of extensive research and community engagement, where input was sought from a wide range of transport professions, educators, medical practitioners, community groups and organisations as well as pedestrian and cycling enthusiasts.

Much of the community feedback focused on improvements and new routes within Cowra and connecting the rural villages and rural localities. A large number of missing links in Cowra were identified together with access issues for people with a disability, seniors

and school age children. A high proportion of responses related to the requirements for safety and support facilities such as visibility, signage, increased driver awareness, bicycle racks and water stations.

### 2024 Review Process

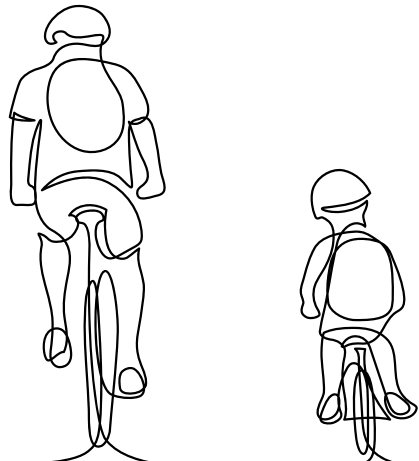
The 2014 Plan provides the current strategic framework for improvements to walking and cycling facilities throughout the LGA. It has now been 10 years since the adoption of the 2014 Plan and Council has managed to implement many of the recommended improvements to the walking and cycling network.

The Cowra Pedestrian and Cycling Plan 2024 has been prepared and forms the basis of a 10 yearly review of walking and cycling conditions in the Cowra Shire.

Given the extensive nature of community consultation completed as part of the 2014 Plan, Council does not propose a similar engagement as part of the 2024 review process. Instead, the review has considered the findings of community consultation undertaken by Council with a number of other recent strategic projects completed by Council including the Local Strategic Planning Statement and the Village Action Plan 2020. The recommended improvements have also been identified through consultation with the Access Committee and Traffic Committee of Council under Section 355 of the Local Government Act 1993.

The Cowra Pedestrian and Cycling Plan 2024 will be placed on public exhibition in accordance with the Cowra Community Participation Plan 2020 and feedback incorporated into the final plan as necessary.

# 05 LOCAL CONTEXT



## Cowra

### Community Profile

The Cowra Local Strategic Planning Statement includes the following profile for Cowra Shire

*Cowra prides itself on being a picturesque, and well maintained township. Driven by Council and supported by the community, the presentation of our public spaces sets*

*Cowra apart from other towns and centres in the Central West. Our sporting facilities are on par with the best in the region, and the Peace Precinct is the jewel in Cowra's crown, providing wonderful passive recreation opportunities and a gateway to the area's diverse First Nation and European history.*

*Cowra is a successful and thriving place to do business with its CBD undergoing a major transformation with significant enhancements to the road and footpath environment.*

*On-going improvements and investment into the CBD are priorities for Council, and the community, to ensure that Cowra can continue to compete in the regional economy.*

*Cowra is a strong player in terms of regional tourism. The Cowra Japanese Garden and the Cowra Prisoner of War Camp are draw-cards for thousands of visitors annually. The Cowra Wine Show, Sakura Matsuri Festival, Christmas Street Festival, and the Festival of International Understanding are featured events on the social and cultural calendar.*

### Population

According to the 2021 census data, the Cowra Shire has an estimated resident population of approximately 12,759 people. The population of the Cowra Urban Area is 8,229 people, with the balance of people living throughout the agricultural areas of the Shire, or in one of the eight village settlements.

The Cowra Shire community is predominately an adult population with approximately 79% of all persons aged over 18 years. The average age of the Cowra population is 47 years (which has increased from 45 at the last census) and is 9 years above the Australian average (2021 ABS Census).

Similar to many other areas in the Central West region, the demographic structure of Cowra Shire is expected to become significantly older. People older than 65 will make up a quarter of the region's population by 2041. Cowra is one of 5 LGA's that is expected to have the highest proportion of its population (>30%) over the age of 65. Drivers of this change include increased life expectancy, outward migration of younger people and increased in-migration of retirees and other older people seeking a change in lifestyle.

The projected ageing of the population in Cowra means that, over time, disability access and safety issues related to older road users will have a greater impact.

Access to support services and a long-term focus on improving active transport and mobility options are important issues to cater to the needs of existing and future residents.

## Cowra (cont.)

### Recreation Areas

There are a number of recreation areas in the Cowra that are visited by tourists and locals seeking recreational, sporting and other outdoor activities. The Cowra Peace Precinct, Lachlan River Precinct, Cowra Rose Gardens, Cowra War Cemetery and Garden, and Europa Park are the most popular destinations for recreational users and tourists.

The Cowra Peace Precinct has been the subject of recent significant investments in path infrastructure, which has improved walking and cycling conditions and opportunities for residents in Cowra.

A number of other open spaces and recreational areas have formal walking and cycling paths. The connections between parks and the wider pedestrian and cycleways network is not comprehensive and there are opportunities to improve links between key attractors.

### Employment Areas

The mainstay of the Cowra Shire economy continues to be agriculture, with more people employed in this sector than any other industry type (2022 ABS Census). This lends itself to travel patterns that are dispersed across the Shire.

The majority of other employment opportunities tend to be available in Cowra Township. There are four key employment precincts within Cowra, which includes the Cowra Central Business District (CBD), the West Cowra Industrial Precinct, Redfern Street and the Industrial Precinct north-west of Cowra. Outside these areas, employment

is generated at isolated facilities such as the Cowra Health Centre, TAFE, schools and aged care facilities.

The Cowra CBD is the main shopping precinct for the Cowra Shire. The CBD is currently dominated by motor vehicles and parking for vehicles. Main road traffic presents a number of challenges for pedestrians in the CBD, particularly those wishing to cross Kendal Street (Cowra CBD Traffic Management and Redevelopment Master Plan 2012). The CBD is reasonably well connected to the other parts of town with footpaths.

Key roads within the Cowra Township have been marked with on-road cycling stencils which aim to encourage cycling and improve safety conditions for cycling between key attractors within the Township. End-of-trip facilities (bicycle racks) have been installed throughout the Cowra CBD and at other key destinations throughout the Township.

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

Tourism is a growing industry sector, with visitors attracted to the Shire and for its food and wine, recreation opportunities, attractive setting, events, and to catch up with friends.

### Transport

The Cowra community is considered to have high car dependency for both work and leisure. Analysis of the car ownership of the households in Cowra Shire in 2021 shows that

86.1% of the households owned at least one car, while 5.9% did not. Overall, 33.3% of the households owned one car; 33.2% owned two cars; and 19.7% owned three cars or more.

The dominance of vehicle dependency is reflected in the method of travel to work with 71% of people in Cowra Shire using a vehicle - a statistic that has remained largely unchanged since the last census.

Only a small proportion of the community use alternative methods to travel to work, with walking being the most preferred with almost 5% of people walking to work (2021 ABS Census). This dependency on motor vehicles is largely the result of limited public transport coverage and the large distances between origins and destinations.

Sharp increases in fuel costs over recent years continues to have an influence on travel patterns and consumer choice. In Cowra Shire it would appear that it has given rise to an increased popularity of smaller, more fuel-efficient vehicles.

Crash data from 2018 to 2022 for the Cowra Shire was obtained from Transport for New South Wales. When compared with the data presented in the Cowra Pedestrian and Cycling Plan 2014, there has been a slight reduction in the number of crashes recorded in the Cowra Shire. Crashes involving cars and pedestrians / cyclists are most likely to occur in Cowra Township, and where incidents were recorded injuries were always recorded.

### Walking and Cycling

Conditions at Cowra are ideal for walking and cycling transport. Over 90% of the town population lives within easy walking or

cycling distance of the Cowra CBD, schools and workplaces. Many of the streets in Cowra are quite wide and have lower traffic volumes than in larger regional centres, which makes walking and cycling safer and more convenient transport options.

The parks in Cowra, particularly the Cowra Peace Precinct and the parks in the Lachlan River Precinct, offer ideal conditions for residents and tourists seeking active transport activities.



## Cowra (cont.)

### Cowra Audit Findings

An audit of existing pedestrian and cycling conditions across the Cowra Shire was undertaken as part of the original Cowra Shire Pedestrian and Cycling Plan 2014. The audit was undertaken by means of a desktop review of local data as well as drive-through, and walk-through surveys of the study area.

The initial audits were completed with the aim of identifying gaps in the network as well as the barriers to people using the networks.

It has now been ten years since the initial audits were completed. Council has now compiled a more comprehensive inventory of walking and cycling infrastructure / assets in the Shire.

Using the 2014 audit as a starting basis, an updated review of walking and cycling conditions in Cowra has been completed. The review incorporates a more comprehensive inventory of walking and cycling infrastructure / assets in the Township and also accounts for the various improvements to the walking and cycling network which have been completed following the recommendations of the 2014 plan.

Figures 4 to 12 show the findings of the updated audit. A description of the key updated audit findings for Cowra is included as follows.

### Cycleways and shared paths

A number of key connector roads in Cowra Township have on-road cycling lanes which are line marked and allow for improved cycling conditions on local roads. There are also a number of locations within Cowra township where shared paths have been installed including the Cowra Peace Precinct, Lachlan River Precinct and Pridham Street.

The audit map shows key roads and networks within Cowra where cycling is known to be occurring but there are no dedicated cycling facilities - either on-road cycling lanes or shared paths. In particular, the routes along Grenfell Road, Canowindra Road, Binni Creek Road, Lachlan Valley Way, Sydney Road and Young Road and were noted for their lack of continuous cycleway paths or shared paths.

### Footpaths

The map shows a relatively connected Township with footpath infrastructure linking key areas and attractors including the Cowra CBD, Cowra Peace Precinct, Lachlan River Precinct and many of the town's key community facilities, recreation areas and service districts.

The audit map shows key roads and links where dedicated footpath facilities are not provided. The audit shows that there are opportunities to improve links between West Cowra and other key attractors closer to the centre of town, and opportunities to fill gaps in the network within the CBD, Cowra Peace Precinct and parts of north Cowra.

### Kerb ramps

There are a number of kerb ramps that need to be provided or need replacing due to poor alignment, grade or condition. The use of roll top kerbs without kerb ramps was observed to create problems for some pedestrians, especially people using wheelchairs on formed footpaths that cross roll top kerbs. Council's Access Committee has identified a potential solution to the lack of a kerb ramp in Busby Lane adjacent to the Coles entrance to be implemented when grant or Council funding allows.

### School zones / safety around schools

Transport for NSW website information describes the 'Safety Around Schools' program area: State and local government agencies manage road safety issues around schools. School principals must approve any request to contact an agency. School communities also play a role in keeping children safe around schools. Some safety programs need active participation by community members.

Schools in Cowra are generally provided with constructed footpaths. Shared path installations have improve the connectivity of the pedestrian network in the vicinity of the Cowra High School.

Council's Traffic Committee has identified improvement projects for implementation when grant or Council funding allows:

- + Vaux St pedestrian refuge
- + Mulyan Primary kiss and drop zones are planned in Brisbane Street

- + Cowra Primary improvements to pedestrian crossing in Brisbane Street

### Obstacles

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

### Trip hazards

Footpath cracking and sections of broken paving were observed on some footpaths in the Cowra CBD. Some residential streets also showed signs of footpath deterioration or damage, such as cracks and raised concrete edges.

### Excessive cross-fall

An area where cross-fall presents a problem is on Brisbane Street and Macquarie Street. The purple lines on the map show problem areas.

### Road crossings

Recent improvements to the Cowra main street environment (completed by Council in accordance with the CBD masterplan) have generally improve crossing conditions for pedestrians in the Cowra CBD. The pedestrian crossings near the roundabout intersection of Vaux and Brisbane Streets are difficult to cross by pedestrians. The time provided for pedestrians to cross roads at traffic lights may be too short to allow all pedestrians to safely cross the road. There is

minimal use of kerb extensions and blisters to reduce effective road carriageway width and provide more effective road crossing points.

**Waterway crossings**

The Low Level Bridge over the Lachlan River is too narrow to accommodate existing pedestrian and motor vehicle movements and has wide gaps in the timber deck that presents an obstacle to cyclists wishing to use this route. The Bridge over the Waugoola Creek has been upgraded and is no longer an obstacle for cyclists that regularly use this route.

**Railway crossings**

No major issues observed.

**Lighting**

The Cowra Bridge underpass area is regularly used by pedestrians at night and is poorly lit.

**Tactile indicators**

Not all intersections and grade changes in the Cowra CBD are provided with tactile indicators.

**Bicycle parking facilities**

The audit map shows the locations where bicycle parking facilities have been installed in Cowra. The installation of additional facilities are key attractors would encourage cycling activity in Cowra.

**Line marking and signage**

The shared paths at the Cowra Peace Precinct and Lachlan River Precinct are generally line marked and have adequate signage installed.



**Project**

Cowra Pedestrian Access  
+ Mobility Plan 2024

**Figure Reference**

Figure 4 - Cowra Grid Network  
Reference Map

**Map Location**

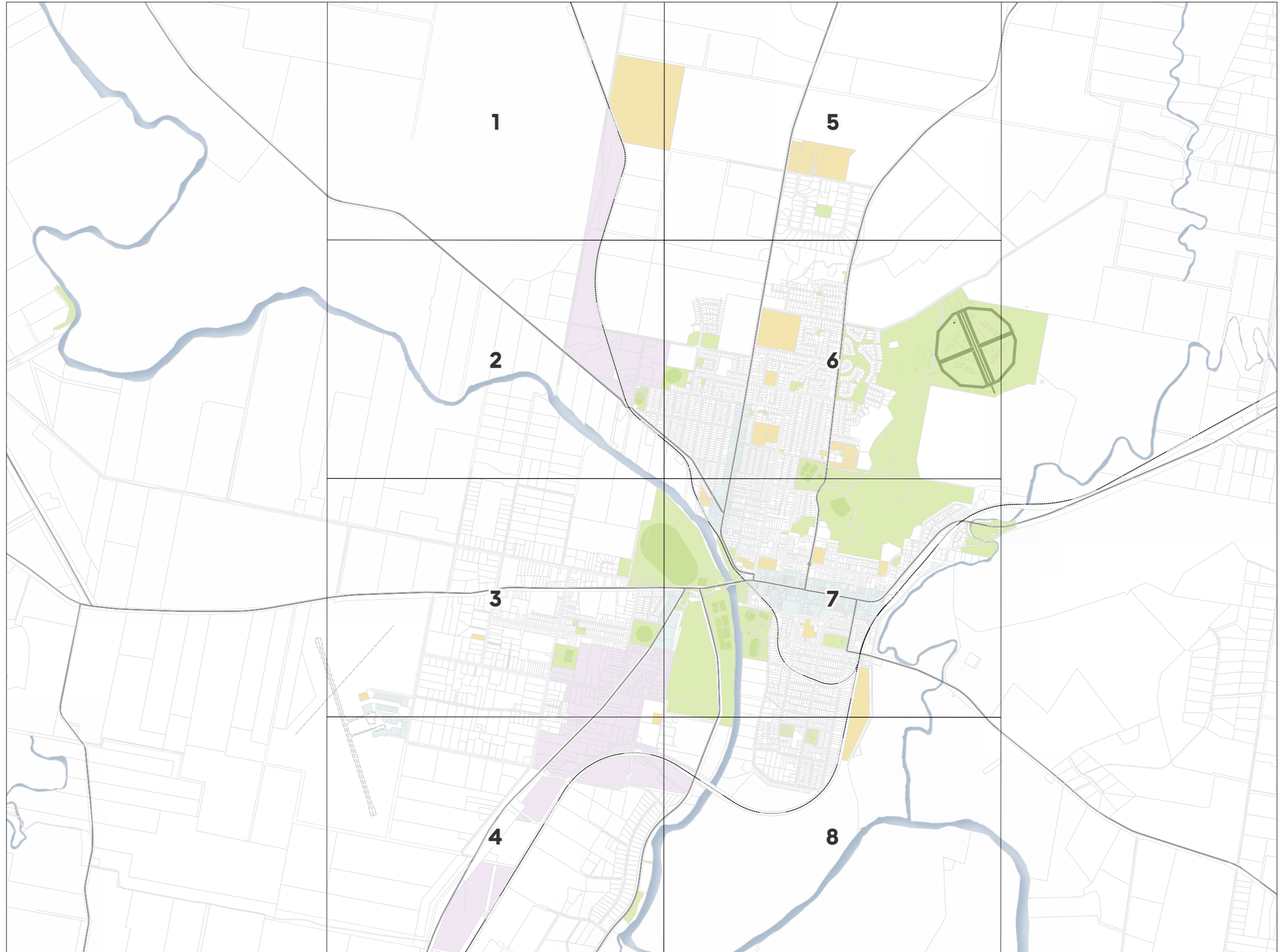
Cowra Township

**Sheet Ref**

N/A

**Map Scale**

0 100 200 300 400 500 m



**Project**

Cowra Pedestrian Access  
+ Mobility Plan 2024

**Figure Reference**

Figure 5 - Cowra - Existing Facilities  
Audit Map

**Map Location**

Cowra Township

**Sheet Ref**

Sheet 01 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



**Project**

Cowra Pedestrian Access  
+ Mobility Plan 2024

**Figure Reference**

Figure 6 - Cowra - Existing Facilities  
Audit Map

**Map Location**

Cowra Township

**Sheet Ref**

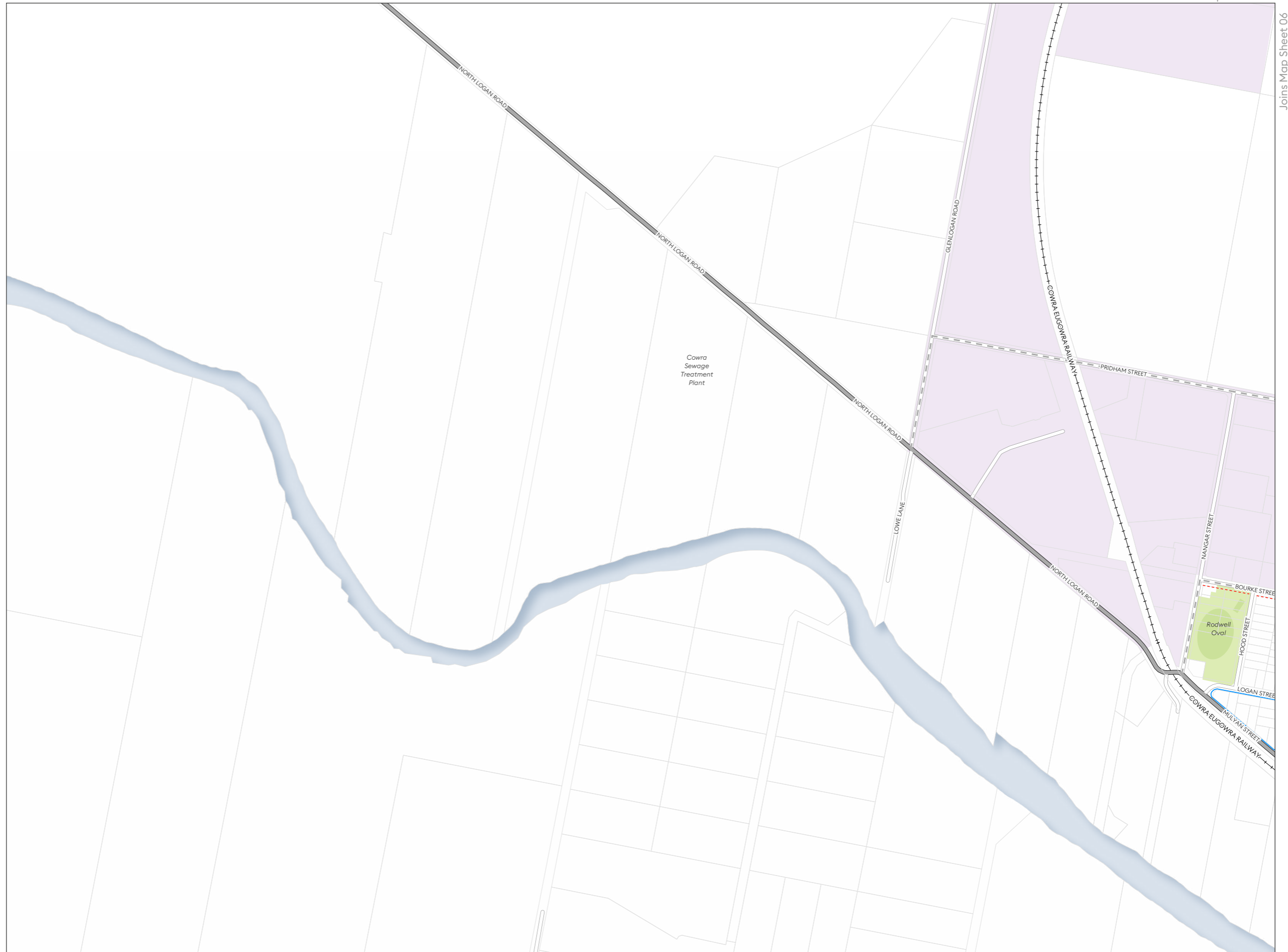
Sheet 02 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 01

Joins Map Sheet 06

Joins Map Sheet 03

**Project**

Cowra Pedestrian Access  
+ Mobility Plan 2024

**Figure Reference**

Figure 7 - Cowra - Existing Facilities  
Audit Map

**Map Location**

Cowra Township

**Sheet Ref**

Sheet 03 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 02

Joins Map Sheet 07

Joins Map Sheet 04

Joins Map Sheet 04

**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 8 - Cowra - Existing Facilities Audit Map

**Map Location**

Cowra Township

**Sheet Ref**

Sheet 04 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 03

Joins Map Sheet 08

**Project**

Cowra Pedestrian Access  
+ Mobility Plan 2024

**Figure Reference**

Figure 9 - Cowra - Existing Facilities  
Audit Map

**Map Location**

Cowra Township

**Sheet Ref**

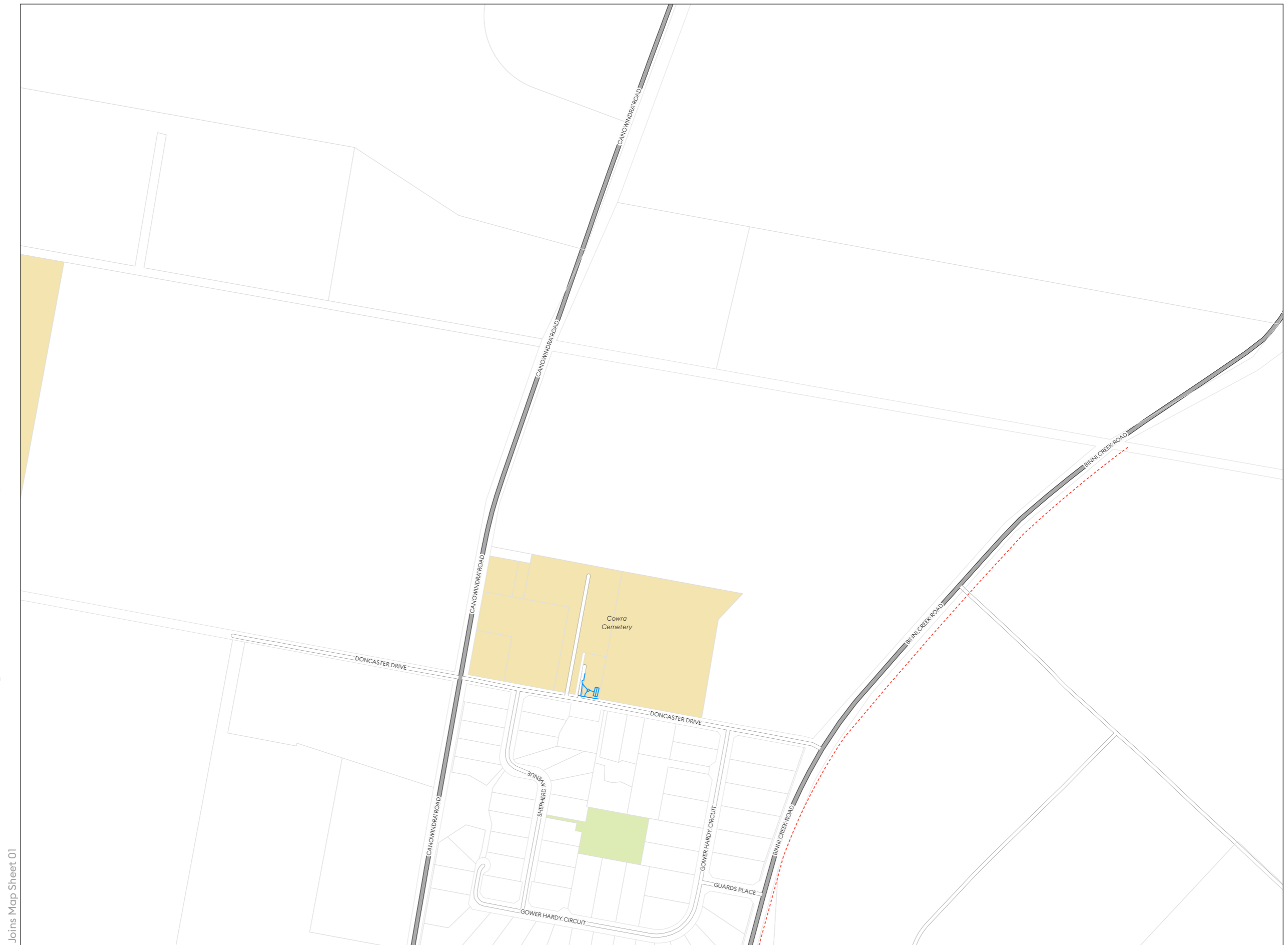
Sheet 05 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 01

Joins Map Sheet 06



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 10 - Cowra - Existing Facilities Audit Map

**Map Location**

Cowra Township

**Sheet Ref**

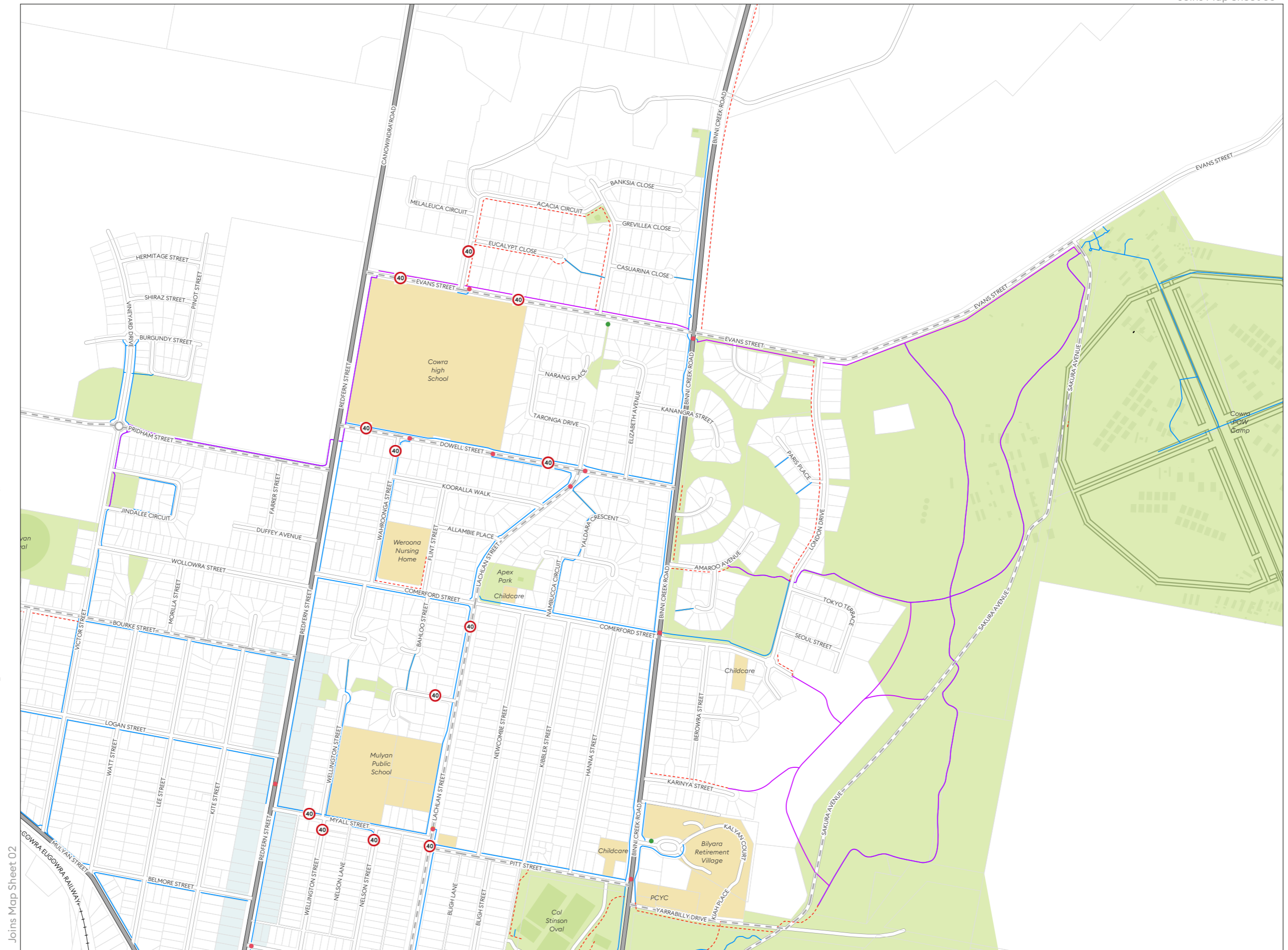
Sheet 06 of 08

**Map Legend**

- 40 40km Speed Zones
- Existing Bus Shelters
- Existing Pedestrian Refuge
- Existing Traffic Light Locations
- Existing Pedestrian Crossings
- Identified Network Gaps
- Existing Shared Paths
- Existing Walkways
- Existing Footpaths
- Existing Footpaths - Gravel
- Railway
- Primary Road / Cycling Network
- Local Road Network
- Laneways
- Key Walking and Cycling Routes
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Recreation Facilities
- Landuse - Community Facilities
- Landuse - General Village
- Waterways
- Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 02

**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 11 - Cowra - Existing Facilities Audit Map



**Map Location**

Cowra Township

**Sheet Ref**

Sheet 07 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 12 - Cowra - Existing Facilities Audit Map

**Map Location**

Cowra Township

**Sheet Ref**

Sheet 08 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



## Gooloogong

### Village Profile

The Cowra Local Strategic Planning Statement includes the following profile for Gooloogong:

*Gooloogong is one of the Shire's more substantial village settlements; located 38km north-west of Cowra nestled on the banks of the Lachlan River, set against a backdrop of the Conimbla National Park and rich with heritage-listed buildings and places.*

*Historic flooding in the area caused the original village to relocate to higher ground, resulting in there being two distinct settlements – a unique characteristic of the Village.*

*The Gooloogong Public School, Gooloogong Post Office and Shop, the Gooloogong Hotel, Gooloogong Memorial Hall and Gooloogong Public School continue to service the needs of the local community including the surrounding farming district.*

*The hub of the village is the Gooloogong Log Cabin Hall, a truly unique and iconic building that is used extensively for events, functions, markets and social interactions generally.*

*The Gooloogong Memorial Park and Caravan Park are highly valued recreational assets for local residents and are key attractions for tourists and visitors to the village. The potential for population growth and sustained economic development within the village is bolstered by its proximity Moxey Farms - a large scale dairy operation and employer in the region.*

### Walking and Cycling in Gooloogong

Like the majority of the villages in Cowra Shire, Gooloogong has a smaller and more dispersed population than Cowra, which generally equates to less pedestrian and cycling trips and therefore a lesser demand for walking and cycling facilities and enabling infrastructure. Notwithstanding, Gooloogong continues to provide commercial, education, employment and community facilities, and is one of the Shire's villages requiring improved pedestrian and cycling conditions.

Gooloogong has some formalised footpaths, but there are generally no formal shared paths or bicycle paths. A concrete / gravel path connects Main Street to the nearby Lachlan River.

Within the village, the local road network is characterised by sealed roads and wide verges which contribute significantly to village identity. Wider road reservations and lower traffic volumes also allow many residents to walk or cycle on the actual road carriageway or along the grassed verge.

Cycling along rural roads is particularly popular, via a number of well-established routes known to local cyclists including the Lachlan Valley which connects Gooloogong to the Cowra Township. Touring cyclists who also ride in other regions comment favourably on the good riding conditions in Cowra Shire, including the low traffic volumes, beautiful countryside, quality road surfaces and the 'loop' rides available along many rural roads.

Key attractors for walking and cycling activity in Gooloogong include the Gooloogong Pub, Memorial Park, Log Cabin Hall, Gooloogong Public School and the nearby Lachlan River.

### Gooloogong Audit Findings

An audit of existing pedestrian and cycling conditions across the Cowra Shire, including Gooloogong, was undertaken as part of the original Cowra Shire Pedestrian and Cycling Plan 2014. The audit was undertaken by means of a desktop review of local data as well as drive-through, and walk-through surveys of the study area.

The initial audits were completed with the aim of identifying gaps in the network as well as the barriers to people using the networks.

It has now been ten years since the initial audits were completed. Council has now compiled a more comprehensive inventory of walking and cycling infrastructure / assets in the Shire.

Using the 2014 audit as a starting basis, an updated review of walking and cycling conditions in Gooloogong has been completed. The review incorporates a comprehensive inventory of walking and cycling infrastructure / assets in the Village and also accounts for the various improvements to the walking and cycling network which have been completed following the recommendations of the 2014 plan.

Figure 13 show the findings of the updated audit. A description of the key updated audit findings for Gooloogong is included as follows.

#### Footpaths

The audit map shows the location of existing footpath infrastructure, which is predominantly focused along King Street and Main Street.

#### Kerb lay-backs

The audit shows that some of the existing footpaths in the village are not constructed with kerb lay-backs, or have kerb lay-backs which needs to be reconstructed / repaired.

#### School zones

There is an existing footpath construction linking the Gooloogong Public School to Main Street.

#### Cycleways

There are no on-road cycling lanes or off-road cycleways in Gooloogong that would benefit children and other people that cycle local roads.

**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 13 - Gooloogong - Existing Facilities Audit Map

**Map Location**

Gooloogong Village

**Sheet Ref**

Sheet 01 of 01

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 m



## Woodstock

### Village Profile

The Cowra Local Strategic Planning Statement includes the following profile for Woodstock:

*Woodstock is also one of the Shire's more substantial village settlements, located 23km north-east of Cowra it is set amongst a landscape of rolling hills and productive agricultural land. In the early days Woodstock was a thriving gold mining settlement and much of this history is still an important part of the fabric of the village, with many buildings captured by heritage listing.*

*Today, there remains a healthy range of commercial, community and recreation facilities that serve the day to day needs of village residents and the wider surrounding farming district. The Royal Hotel is an iconic building and commands a presence on the main entry into the village. The former Woodstock Bank Building, opposite, serves to remind of a time when life at Woodstock was a little busier.*

*\Other key facilities include the Woodstock Post Office, the Woodstock Bowling Sport and Recreation Club, JJ Dresser & Co Stock and Station Agent, Woodstock Primary School, Woodstock Police Station, Woodstock Soldiers Memorial Hall, Country Women's Association Hall, and a number of Churches.*

*The Woodstock Soldiers Memorial Park, Woodstock Showground, Woodstock Park Speedway, Lions Park, Jenny Kerr Park, Woodstock Swimming Pool are all valued by village residents.*

### Walking and Cycling in Woodstock

Like the majority of the villages in Cowra Shire, Woodstock has a smaller and more dispersed population than Cowra, which generally equates to less pedestrian and cycling trips and therefore a lesser demand for walking and cycling facilities and enabling infrastructure. Notwithstanding, Woodstock continues to provide commercial, education, employment and community facilities, and is one of the Shire's villages requiring improved pedestrian and cycling conditions.

Woodstock has some formalised footpaths, but there are generally no formal shared paths or bicycle paths.

Within the village, the local road network is characterised by sealed roads and wide verges which contribute significantly to village identity. Wider road reservations and lower traffic volumes also allow many residents to walk or cycle on the actual road carriageway or along the grassed verge.

Cycling along rural roads is particularly popular, via a number of well-established routes known to local cyclists including the Mid Western Highway which connects Woodstock to the Cowra Township. Touring cyclists who also ride in other regions comment favourably on the good riding conditions in Cowra Shire, including the low traffic volumes, beautiful countryside, quality road surfaces and the 'loop' rides available along many rural roads.

Key attractors for walking and cycling activity in Woodstock including the Soldiers Memorial Park, Showground, School and Pub.

### Woodstock Audit Findings

An audit of existing pedestrian and cycling conditions across the Cowra Shire, including Woodstock, was undertaken as part of the original Cowra Shire Pedestrian and Cycling Plan 2014. The audit was undertaken by means of a desktop review of local data as well as drive-through, and walk-through surveys of the study area.

The initial audits were completed with the aim of identifying gaps in the network as well as the barriers to people using the networks.

It has now been ten years since the initial audits were completed. Council has now compiled a more comprehensive inventory of walking and cycling infrastructure / assets in the Shire.

Using the 2014 audit as a starting basis, an updated review of walking and cycling conditions in Woodstock has been completed. The review incorporates a comprehensive inventory of walking and cycling infrastructure / assets in the Village and also accounts for the various improvements to the walking and cycling network which have been completed following the recommendations of the 2014 plan.

Figure 14 show the findings of the updated audit. A description of the key updated audit findings for Gooloogong is included as follows.

### Footpaths

The audit map shows the location of existing footpath infrastructure, which is focused along First Avenue.

### Kerb lay-backs

The audit shows that some of the existing footpaths in the village are not constructed with kerb lay-backs, or have kerb lay-backs which needs to be reconstructed / repaired.

### School zones

Wyangala Public School has now closed.

### Cycleways

There are no on-road cycling lanes or off-road cycleways in Wyangala that would benefit children and other people that cycle local road routes.

### Hazards

Without constructed footpaths, the topography in Wyangala presents a number of trip hazards. Constructing footpaths in areas with excessive grade affects compliance with accessibility in Wyangala.

### Lighting

The new alignment of Trout Farm Road through Wyangala has resulting in more through traffic in the village.

### Waterway crossings

The new bridge currently has horizontal gaps in the concrete deck that may present a hazard for cyclists. With the opening of the new bridge, road traffic route across the Wyangala Dam has ceased. The remnants of a concrete footway bridge exist over the Creek at Wyangala Village. Consideration should be given to the removal / reuse of redundant bridge crossings.

**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 14 - Woodstock - Existing Facilities Audit Map

**Map Location**

Woodstock Village

**Sheet Ref**

Sheet 01 of 01

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 m



## Wyangala

### Village Profile

The Cowra Local Strategic Planning Statement includes the following profile for Wyangala:

*Wyangala is a truly unique village settlement 38km southeast of Cowra near the junction of the Abercrombie and Lachlan Rivers. The village is distinguished by a beautiful setting dominated by granite outcrops and overlooked by the Wyangala Dam Wall, a marvellous sight in its own right.*

*Originally settled in the mid-1840's (known as Wyangala Flats), the construction of the original dam wall (1928 - 1935) and major upgrade (1961-1971) provided the impetus for the growth of the Village, which accommodated the many construction workers and their families. The Wyangala of today is a little less busy, however the character of the village remains intact and there are still a number of excellent commercial, community and recreational facilities that serve the needs of residents and tourists to the area.*

*The Wyangala Country Club is the hub of the social interaction within the village and offers golf, lawn bowls, tennis and a community transport service.*

*Wyangala Waters Holiday Park is a primary tourism attractor for the Cowra Shire generally, offering key opportunities for hiking, mountain biking, fishing, water skiing, boating, camping, caravanning and picnicking. Dissipater Park (at the base of the Dam Wall) contains wonderful open spaces and play areas with BBQ facilities, toilets, and picnic shelters.*

### Walking and Cycling in Wyangala

Like the majority of the villages in Cowra Shire, Wyangala has a smaller and more dispersed population than Cowra, which generally equates to less pedestrian and cycling trips and therefore a lesser demand for walking and cycling facilities and enabling infrastructure. Notwithstanding, Wyangala is large enough in terms of residential, civic, commercial and tourism activity that it requires improved pedestrian and cycling conditions.

Wyangala has one existing formalised footpath, which is focused along First Avenue and leads to the Country Club. There are no formal shared paths or bicycle paths.

Within the village, wider road reservations and lower traffic volumes allow many residents to walk or cycle on the actual road carriageway or along the grassed verge.

Cycling along rural roads is particularly popular, via a number of well-established routes known to local cyclists including the Darbys Falls Road which connects Wyangala to the Cowra Township. Touring cyclists who also ride in other regions comment favourably on the good riding conditions in Cowra Shire, including the low traffic volumes, beautiful countryside, quality road surfaces and the 'loop' rides available along many rural roads.

Key attractors for walking and cycling activity in Wyangala include the Country Club, Dissipater Park and Reflections Holiday Park.

### Woodstock Audit Findings

An audit of existing pedestrian and cycling conditions across the Cowra Shire, including Woodstock, was undertaken as part of the original Cowra Shire Pedestrian and Cycling Plan 2014. The audit was undertaken by means of a desktop review of local data as well as drive-through, and walk-through surveys of the study area.

The initial audits were completed with the aim of identifying gaps in the network as well as the barriers to people using the networks.

It has now been ten years since the initial audits were completed. Council has now compiled a more comprehensive inventory of walking and cycling infrastructure / assets in the Shire.

Using the 2014 audit as a starting basis, an updated review of walking and cycling conditions in Woodstock has been completed. The review incorporates a comprehensive inventory of walking and cycling infrastructure / assets in the Village and also accounts for the various improvements to the walking and cycling network which have been completed following the recommendations of the 2014 plan.

Figure 15 show the findings of the updated audit. A description of the key updated audit findings for Gooloogong is included as follows.

### Footpaths

The audit map shows the location of existing footpath infrastructure, which is predominantly focused along Parkes Street

and Rankin Street. A key gap in the network is the lack of a footpath linking the Swimming Pool / Bowling Club back to Parkes Street.

### Kerb lay-backs

The audit shows that some of the existing footpaths in the village are not constructed with kerb lay-backs, or have kerb lay-backs which needs to be reconstructed / repaired.

### School zones

There is an existing footpath construction linking the Woodstock Public School to other key attractors along Parkes Street and Rankin Street.

### Cycleways

There are no on-road cycling lanes or off-road cycleways in Woodstock that would benefit children and other people that cycle local road routes.

### Railway Crossings

The footpath crossing the Blayney to Demondrille Railway that links Woodstock CBD to Lions Park presents an obstacle to pedestrians and cyclists that regularly use this route.

### Hazards

Footpath cracking and sections of broken and raised paving were observed on concrete footpaths.



**Project**

Cowra Pedestrian Access  
+ Mobility Plan 2024

**Figure Reference**

Figure 15 - Wyangala - Existing Facilities  
Audit Map

**Map Location**

Wyangala Village

**Sheet Ref**

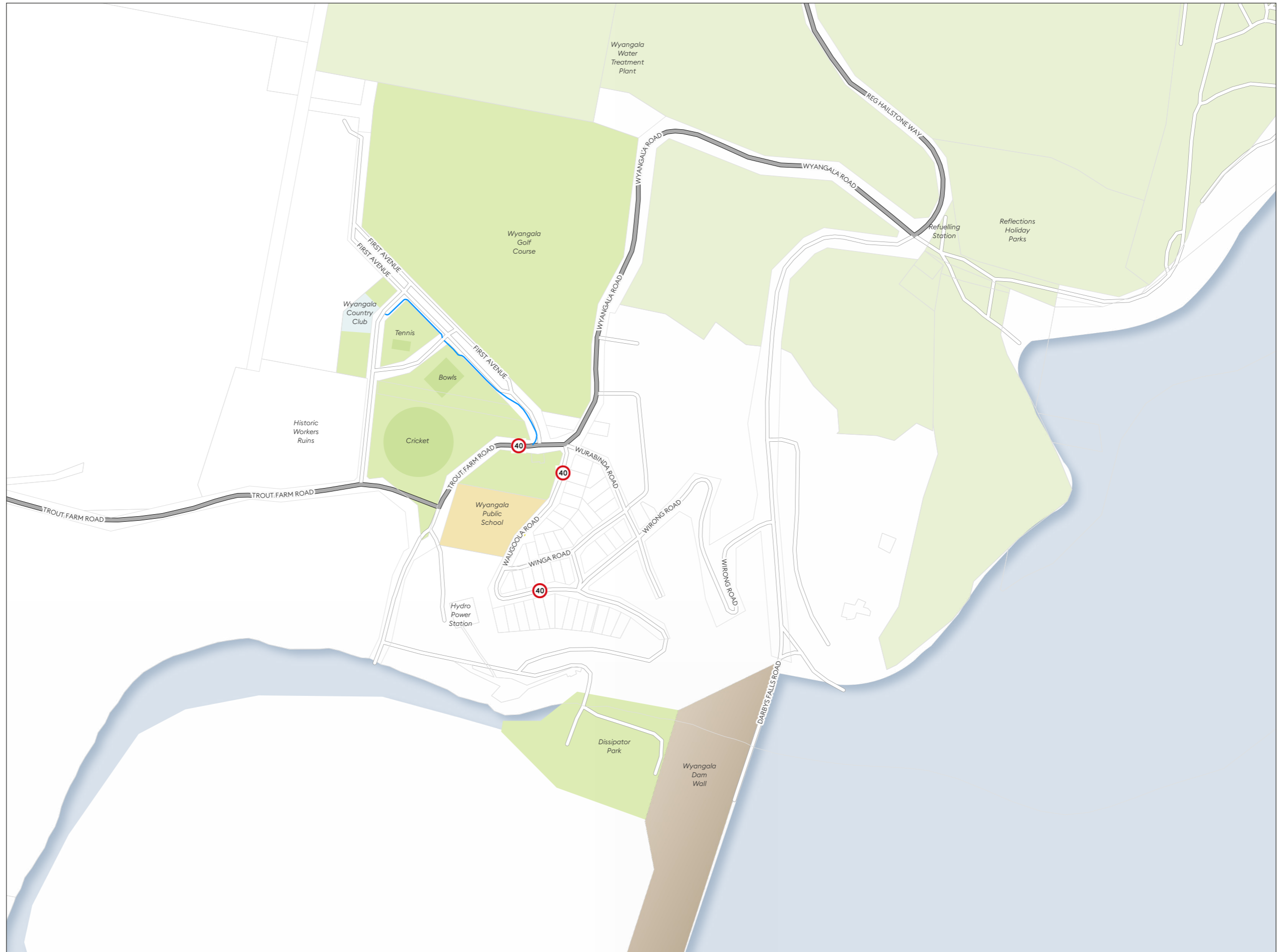
Sheet 01 of 01

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Identified Network Gaps
-  Existing Shared Paths
-  Existing Walkways
-  Existing Footpaths
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 m



## Other Villages & Rural Areas

Aside from Woodstock, Gooloogong and Wyangala, there are five other village settlements in the Cowra Shire including:

- + Wattamondara
- + Darbys Falls
- + Billimari
- + Noonbinna
- + Morongla

The original audits that were undertaken of the rural areas and these villages revealed a relatively good network of sealed roads that interconnected the villages to many parts of the Cowra Shire. The actual road carriageway on village streets and grassed verges are being used by pedestrians and cyclists. Many of the road routes through villages are being used by road bike cyclists and cycling tours.

A detailed review of existing walking and cycling conditions in these villages is not proposed. Strategic need for improvements to infrastructure in these villages will be tracked through the Cowra Shire Village Action Plan.



# 06

## NETWORK PLANNING



### Identifying User Types

There are a number of different path users within the community, each of which has varying expectations, characteristics and skills that need to be provided for. An indication of the variety of users includes;

- + Cyclists - Commuters, fitness, utility riders, students, children, recreation and tourists.
- + Pedestrians - Commuters, students, utility, joggers, walkers, dog walkers, people pushing prams, elderly, families, people with a disability (visual, cognitive, hearing and mobility impaired).
- + Other wheel vehicles - Wheelchairs, electric scooters, skate boarders, roller skates and scooters.

The footpath, bicycle and shared pathway network needs to take into consideration the needs of all potential users of formed paths.

A summary of the main user types is provided as follows:

#### Recreation and tourists

Recreational pedestrians and cyclists place a high value on enjoying the experience. They often travel in a group and are usually less constrained by time and vary widely in skill and experience. Popular recreation destinations include routes along rivers, natural corridors and reserves, as well as attractive road routes with low traffic volume

and speed. They prefer good surfaces, minimal gradients (where possible), a high degree of safety and personal security, routes that are pleasant, attractive and interesting and circuitous routes with multiple route options. On-road lane or shared paths are suitable for recreational users.

#### Commuter

Commuters comprise adults and secondary students who use the footpath/cycling network mainly as a mode of transport for journeys to and from a workplace, school or TAFE. They prefer the fastest safe route between their origin and destination and are generally more skilled and experienced. On-road lanes and footpaths are suitable for commuters. Commuters value end of trip facilities, such as change rooms, showers, lockers and bicycle racks.

#### Fitness

Sports people use the road environment to access sporting events and for fitness and training purposes. They often travel in groups seeking long distances for training purposes which can take them onto busier roads. Fitness cyclists generally do not use off-road routes because of their higher speed and conflict with other users. Fitness pedestrians prefer shared paths but will use any path if necessary. They value quality end of trip facilities, such as cafés and seating areas.

#### Utility / shopping

Trips are generated for specific purposes, such as running errands, shopping, visiting friends, local destinations and points of interest. Local trips are often short length trips and can be unpredictable. Users may be constrained by time and vary widely in skill and experience. They prefer footpaths, shared paths, low volume roads, minimal gradients, a high degree of safety and personal security.

#### Secondary / tertiary school students

Older students have similar characteristics as commuters and utility / shopping users. On-road lanes or shared paths are suitable for older students.

#### Infants / preschool / primary school students

Infants, preschool and primary school aged pedestrians and cyclists have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. They require adult supervision and/or off-road paths and facilities.

## Cyclist Needs

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

Cyclists are also considered 'at risk road users' due to the severe outcomes that can occur when a rider crashes their bike or when they come into conflict with motor vehicles. Most cyclists are very aware of their vulnerability on the road network and use safety lights, helmets, bells and high visibility gear when riding.

Cyclist's basic needs are a smooth, hazard-free riding surface and enough operating space to avoid conflict with other road users. The NSW National Cycling Participation Survey (2019) indicates that key needs of cyclists are safety, reduced motor vehicle speed, adequate separation from motor vehicles, off-road paths, signage and bicycle parking facilities.

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

In Cowra Shire there are certain areas and links that attract higher levels of bicycle usage than in other areas. Due to the relative high costs in providing physical infrastructure that specifically caters to cyclists, these 'high use activity areas' will determine where improvements and upgrades are most needed.

## Pedestrian Needs

Everyone is a pedestrian, be it walking 30 metres from the car to a place of work, walking to school or the shops, or running for fitness. Basic pedestrian needs are a smooth, hazard-free footpath surface, however the needs of cyclists can be more complicated.

Pedestrians account for 16% of the NSW road toll (2026 NSW Road Safety Action Plan). Pedestrians are considered 'at risk road users' due to the severe outcomes that can occur when they come into conflict with motor vehicles.

There is a strong desire within State and local governments for pedestrian safety across the entire road network. This is reflected in a range of road safety programs as well as the provision of 40km/h High Pedestrian Activity Areas, School Zones and 10km/h Shared Zones and other infrastructure treatments.

Pedestrian activity and movement is by its very nature difficult to plan for. Unlike motor vehicles that travel along designated road carriageways and generally follow the Australian Road Rules, the movement of pedestrians is composed of a range of random, individual movements.

Achieving separation between pedestrians and motor vehicles is an important road safety objective. To allow for this, separate footpaths and a reduction in vehicle speeds where pedestrians and motorists come into contact is important.

The footpath environment also accommodates a range of non-walking users, such as young cyclists, roller skaters, scooter and skate board riders, wheelchair and mobility scooters. When you add carers with prams and strollers, dog walkers, joggers, vehicles negotiating driveways as well as

workers accessing street trees and utility services, footpaths can become a very busy part of the road environment. It is important to note that footpaths are often shared by many different users.

The needs of pedestrians should therefore be considered as part of the footpath 'environment' rather than a series of separate walking paths required for one particular user. It follows that pedestrian needs are better assessed by considering areas of 'high pedestrian activity' rather than 'pedestrian routes'.

## Access Impaired Needs

Disability is an issue that affects a significant proportion of the population. The 2018 ABS Survey of Disability, Ageing and Carers reported that 17.7% of Australians had a long-term disability that restricted their everyday activities.

Planning for the transport needs of disabled persons presents its own unique challenges, with a person in a wheelchair requiring different assistance to negotiate the active transport network than a person who is sight impaired. Navigation to end of trip facilities, such as parking facilities, water points and toilets also requires special consideration.

Motorized scooter usage is a growth industry and there is a need to review current and future innovations in these mobility devices to ensure infrastructure improvements are aligned with technology.

A key focus of the Cowra Pedestrian and Cycling Plan 2024 is to provide mobility and access facilities for disabled and older persons in our community, particularly in high activity areas such as commercial precincts, health care facilities, public buildings and parklands.

## Aged Access Needs

Age is related to a variety of characteristics and skills that influence the risk of traffic injury. These age-related characteristics can also affect the way in which people of different ages interact with the movement network.

A significant number of people aged 65 and older limit their walking because of fear of falling whilst walking over rough or uneven surfaces, steps or stairs. The main needs of aged persons are for level walking surfaces that are free of hazards. Aged persons also appreciate end of trip facilities, such as seating, water points and toilets.

The following factors work together to increase the risk of older people:

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

The following measures have been adapted from the WHO Pedestrian Safety Manual 2013 and can be implemented to improve the safety, comfort and amenity of elderly pedestrians:

- + Increase the time allocated to pedestrians at signalized pedestrian crossings.

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

## Needs of Children and Young Families

### Children

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

Children can use the same facilities as adults however they are still at risk from traffic for many reasons. Preschool, infant and primary school aged bike and scooter riders have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. Although children may think they can handle the road network, Kidsafe NSW advises they are:

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

- + They may lack understanding of the dangers presented under different conditions, such as wet weather or darkness.

An extensive network of structured sporting activities is available for children in Cowra Shire that helps to keep them active and engaged. There are also a number of areas where children can go 'off-road' and explore the environment and practice skills on their own or with friends. Some of these areas have become obscured and there are inadequate cues to invite children and their parents / guardians to use these spaces as part of the active transport network.

Key objectives of the Cowra Pedestrian and Cycling Plan 2024 should be to highlight areas that provide opportunities for off-road play and to link these areas to residential neighbourhoods and the wider network.

### Young Families

The footpath environment also needs to cater for the needs of young families. There are many benefits of walking and cycling as a young family including improved physical and mental health, family bonding (connecting, talking and sharing experiences) as well as social interaction and community engagement (including with other parents, neighbours etc).

Young families are more likely to choose walking and cycling as a preferred method of travel when networks are designed to include widened paths, compliant kerb ramps, kerb extensions and refuge islands for safe road crossings and quality of end-of-trip facilities

## Network Planning

In Cowra, the aim is to connect primary activity areas, secondary attractors and residential areas via an integrated network of footpaths, on-road cycling lanes and shared paths.

The key activity areas and active transport networks have been identified in the suite of maps that have been developed in support of this plan.

Generally, the active transport network is proposed to be enhanced by:

- + Building upon the existing infrastructure and where practical, utilises the highly developed existing road and footpath network.
- + Linking primary activity areas with high quality, high-priority routes which will generally provide the most direct means of travelling between the key attractors and generators.
- + Providing feeder links and connections to primary routes which may also provide indirect means of travelling to key activity areas and generators.

### Network Planning Principles

Pedestrians and cyclists move around the public domain in different ways to motor vehicles. Key elements underpinning an efficient and usable network can be best summed up in the following principles.

#### Coherence

Coherence can be characterised by the completeness of the network or the completeness of connecting routes. A cohesive network should be continuous and it should be clear to the user where the path leads. Sign-posting and line-marking should indicate major destinations as well as the 'serious transport intent' of sections of road routes. The quality of network facilities should be consistent throughout the length of the route regardless of whether the facility uses a separate or shared road profile. End of trip facilities, such as seating, watering stations, toilets, change room facilities, bicycle racks and storage facilities should also be integrated into the cohesive network.

#### Safety

Perceived and actual safety is very important to pedestrians and cyclists. Pedestrians of all ages and genders need to feel that it is safe to walk, whenever they choose to do so. Route safety and security is important to pedestrians, who desire well-lit pathways and open-to-viewer routes. Road crossings present the greatest danger to pedestrians. Therefore, safe crossing locations need to be provided at regular intervals along major streets or where there are key desire lines to cross major streets. Pedestrians will rarely walk along an indirect route to access safe crossing points, so frequent crossing points must be provided.

Cyclists travel faster than pedestrians and therefore are less concerned about personal security. However, cyclists are still slower and smaller than motor cars and trucks, making them less likely to be seen. When they do come into conflict, cyclists have little protection in a collision. On-road paths and off-road paths reduce the risk of collision with motor vehicles, but still endanger cyclists at squeeze points and intersections with roads. They can also involve potential conflict with pedestrians where the off-road facility is a shared path. The general principles of predictability and clear priority remain important for off-road paths, including directional segregation and high visibility for all users.

In Cowra, there is an increased need for a focus on safety when planning for walking and cycling within our community. Geographically, Cowra lies in the heart of the Central West and is at the junction of three main highway systems. This creates competing interests between road users travelling through the Township and those using the local walking and cycling network.

#### Directness

Pedestrians and cyclists do not like to travel out of their way to reach a destination. This is a natural response to avoid the extra effort involved in walking or riding extra distances. Paths serving desire lines between activity areas need to be direct and legible in order to provide for and encourage walking and riding trips. Wherever possible, barriers should be overcome, with slight deviations or additional safe crossing points. A careful balance must be found between providing a direct route and also one free of delays, excessive energy expenditure, or safety concerns.

### Amenity

People are more likely to walk or cycle in an attractive environment because it is enjoyable. Areas with high volumes of vehicular traffic, excessive noise and poor pavements may discourage walking and cycling. Urban areas should be maintained at a human scale that provides an attractive and safe environment. Pedestrian and cycling facilities should be designed to fit into the surrounding environment so that the enjoyment of the experience is enhanced. The route should be scenic, quiet, and free of heavy traffic and traffic travelling at high speeds. The best walking and cycling environments are often found along quiet rural roads, in urban parklands or residential areas that have been traffic calmed.

#### Suitability for all users

Quality environments must be available to all who choose to use them. Paths and facilities must have appropriate gradients and be continuous and free of obstructions such as signage, street furniture and overhanging tree branches. The needs of hearing and vision-impaired users should be considered at primary attractors, especially where user safety is an issue.

## Identifying Activity Generators

There are certain areas of the Cowra Shire that generate significantly more pedestrian and bicycle activity than other areas.

Identifying activity generators is particularly important to consider in the Cowra Shire Pedestrian and Cycling Plan.

The different activity generators have been divided into four main groups as follows:

### Primary Activity Area

The primary activity areas in Cowra Shire are considered to be the Cowra Central Business District and Redfern Street Cowra.

Throughout the day, pedestrians and cyclists are attracted to these areas from surrounding areas. They are therefore important trip destinations and attractors for commuters, shoppers and tourists. To a lesser extent they also attract recreation and sport cyclists seeking short term services such as banking or cafés.

Due to the high levels of activity occurring within these areas, safety, amenity and suitability for all users are important design goals.

End of trip facilities, particularly toilets, water points, seating and bicycle parking facilities should also be provided in primary activity areas.

### Secondary Activity Generators

These include shops, schools, popular sporting and recreational facilities, clubs, hospitals and community facilities such as the larger congregation churches that are not centrally located within primary

activity areas. Again, the secondary activity generators in Cowra Shire are considered to be located in Cowra Township.

These land-uses are busy places at certain times of the day or week. Safety and end of trip facilities are important design goals for secondary activity generators.

### Primary Routes

These are routes from residential areas to the primary activity areas and secondary activity generators.

They are collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of population.

These routes take account of the existing street network and topographical constraints, aiming to provide a direct and convenient route to the major trip generators.

### Hazard Areas

Through the analysis of crash data and consultation undertaken, there are a number of areas / routes that have been noted from accident reports or from road users as being potentially dangerous or particularly stressful places for pedestrian and cyclists, including:

- + Cowra CBD.
- + Cowra Low Level Bridge.
- + School zones.
- + Lachlan Valley Way, from Noonbinna East Road to Cowra Township.

The audit maps and the improvement maps in this plan have mapped the key activity generators in Cowra, Gooloogong, Woodstock and Wyangala respectively.

## Identifying Appropriate Paths

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

### Footpaths

Footpaths are suitable for a wide range of pedestrian situations. Footpaths are required to be designed and built to meet minimum dimension requirements. Design elements of footpaths include width, gradient, pavement materials that are slip resistant, type of kerb and adequate setback distance of the footpath from the roadway.

The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians states that the general minimum footpath width of 1.2m is adequate for most road and street situations except in commercial and shopping environments.

### Shared paths

Shared use paths are a type of off-road facility that are generally wider than footpaths (minimum 2.4m) and allow common use of the facility by both cyclists and pedestrians.

According to the AUSTROADS Guide, a shared use path may be appropriate where demand exists for both a pedestrian path

and a bicycle path but where the intensity of use is not expected to be sufficiently great to provide separate facilities. Shared paths are a popular response to connecting attractors and as paths in large parklands.

In some situations shared paths may cause friction between pedestrians and cyclists. Displaying highly visible signs and rules applying to the proper use of share paths are important considerations when planning these paths.

### Shared streets

Shared local streets are safer streets with 'design speeds' of no more than 40km/h that enable more people of all ages and abilities to cycle.

### Exclusive off-road cycle paths

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

### On-road cycle paths

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



## Design Considerations

As this is a strategic document, detailed design issues have not been reproduced in a comprehensive manner.

The design of pedestrian and cycling infrastructure must consider a number of important guidelines and standards including (but not limited to):

- + Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling
- + Guide to Traffic Management Part 8: Local Street Management, 2020
- + Guide to Traffic Management Part 13: Safe System Approach to Transport Management, 2020
- + Austroads Guide to Traffic Engineering Practice Part 13: Pedestrians
- + Austroads Guide to Traffic Engineering Practice Part 14: Bicycles
- + Australian Standard 1428 suite of Australian Standards.

Where feasible, the design of new pedestrian and cycling infrastructure should also take into account local conditions.

The overall topography of Cowra Shire has a mix of flat, undulating and steep landscapes. Elements of the urban areas have steep streets making provision of footpaths and bicycle routes important for general mobility, particularly in wet weather. This however may make it difficult to install facilities according to Australian Standards, particularly kerb ramps. The overall goal is to install facilities that are safe, practical and that fit a solution to the topography and nature of the facility.

A broad overview of relevant design considerations when planning new pedestrian and cycling facilities is included as follows.

### Pavement Surfaces

There are a variety of pavement materials commonly used as part of the construction of new active transport infrastructure. These are described as follows.

#### Concrete and Asphalt

This provides a hard surface and is generally functionally appropriate. This material is ideal where footpaths are on a gradient and exposed to water, as the texture of these surface materials are slip resistant. Most footpaths in Snowy Monaro Shire are of these construction types. Some main street beautification works use a combination of asphalt, concrete and brick paver to provide variety and interest.

#### Pavers and Bricks

For aesthetic reasons and to add interest and variety, pavers and brick paving are often used. Pavers have been used extensively in commercial areas and at tourist destinations. When used for pedestrian paths, glazed surfaces should be avoided as they are slippery when wet. Stone path surfaces should also be avoided as they can fail flatness tests. Pavers are ideal for sight impaired pedestrians as a guidance using different pavement colours, however overuse of colours can also be confusing.

#### Spray seal emulsion

Generally less hard wearing than concrete, asphalt or pavers. It is often used as a cheaper option in low trafficked areas where drainage is not an issue. It may also be considered where a new path is being trialled to determine its longer-term material type.

#### Loose surface material

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

Ideally loose surface paths should be free of obstructions and therefore should not include steps, stairways or obstacles that affect safety.

### Lighting

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

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

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

The main objective of cycleways lighting is to ensure adequate lighting is provided so that cyclists, travelling at reasonable speed are able to avoid potholes and any other traffic hazards.

Generally provision for public lighting for bicycles may occur where:

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

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

### Signage and Line Marking

Signage and or markings should be provided throughout the entire network to guide pedestrians and cyclists use of the bicycle and shared path network.

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

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

The use of a green surface for bicycle lanes which draws motorists' attention to the presence of bicycles is recommended at busy or higher-speed locations and areas where the road layout is complex.

Technical advice on signage and marking treatments is provided in:

- + Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009.
- + NSW RTA bicycle Guideline (Section 9 – Signage and network information).

Many people who have impaired vision have some residual vision and some are able to read print signage. It is necessary, therefore, to provide alternatives to ensure effective communication. These may include tactile symbols, verbal announcements or one-on-one assistance for locating a specific location.

Tactile and Braille Signage - Tactile signs consist of raised shapes, for example the raised shape of a woman on a toilet door. As not all people with vision impairment read Braille, it is important to provide both Braille and tactile signage. Braille uses raised writing in the form of a cell of dots which is read by touch. Different combinations of raised dots within a cell signify different letters, abbreviations and words.

Font / Writing Style - A sign's readability is highly affected by its font and print case. Though there are currently no standards for print type, Blind Citizens Australia currently recommends the use of Sans Serif font types.

Symbols - Simple lettering, distinctive logos and symbols can help convey information effectively where print may be difficult to use e.g. male and female.

### End of Trip Facilities

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

Exercise equipment is also being used / provided in some parks to facilitate more intensive fitness training. These facilities are the 'outdoor' equivalent of a gym, and may include weights and resistance benches, step-up and pull-up devices and the like.

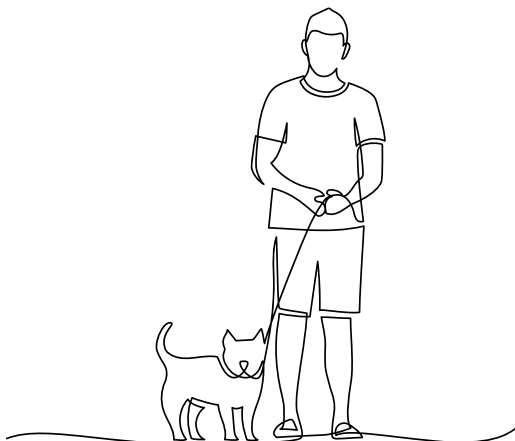
### Landscape Design

Landscape works which are poorly planned and designed can have negative impact on pathway use. It is important that landscaping is designed, constructed and managed to:

- + Provide clear sightlines.
- + Promote good visibility.
- + Provide safe side clearances.
- + Prevents intrusion into pedestrian / cycling operating space.
- + Manages tree root damage to pathways.
- + Provide passive surveillance and promotes an open easy – supervised environment.
- + Manage weeds, especially catheads.

# 07

## PROPOSED IMPROVEMENT PLANS



### Improvement Plans

The proposed locations for pedestrian and cycling improvements are presented in this section. These projects have been identified through one or more of the following:

- + An updated audit of existing pedestrian and cycling conditions in Cowra Shire.
- + Original consultation completed as part of the Cowra and Pedestrian Cycling Plan 2014.
- + Consultation completed as part of the Cowra Local Strategic Planning Statement or Village Action Plan.
- + Consultation with the Cowra Council Access Committee.
- + Consultation with the Cowra Council Traffic Committee.

The Proposed Improvement Plans are presented in a series of maps, as necessary, for each location and typically include the following detail:

- + Public Roads (sealed, unsealed, tracks-in-use).
- + Railway Infrastructure.
- + Primary Activity Generators.
- + Secondary Activity Generators.
- + Other key land-uses and / or landmarks.
- + Existing and proposed footpath locations.
- + Existing and proposed shared path locations.
- + Existing and proposed on-road cycling locations
- + Existing and proposed end of trip facilities.

### Guiding Principles

#### Focusing efforts in areas of highest importance

Effective and useful planning relies on focusing effort and resources in areas that it is most needed. Cowra Shire Council has limited funds for improvements and these funds need to be carefully directed towards achieving optimal outcomes. The plan needs to focus efforts on areas with high levels of pedestrian and cyclist activity as well as the desire lines of high potential and demand. Consideration should also be given to locations which may merit a review of road conditions based on a poor safety record.

#### Focusing on potential pedestrian and cyclists

It is important to consider existing pedestrians and cyclists, however, the biggest advantage in terms of increasing patronage is to target people who currently are not active pedestrians or cyclists, but who are likely to become so if conditions improve. The plan needs to consider ways to promote behaviour-changes that encourages new users.

#### Developing effective infrastructure to improve conditions

The plan aims to develop innovative infrastructure interventions, based on the NSW guidelines and other applicable guidelines and standards.

#### Setting achievable targets

Funds are limited and there is a need to focus on specific actions that are achievable by Council. There is no sense in developing a plan that proposes excessive expenditure beyond the means of the community. It is better to set targets that can be realistically achieved over the intended 4-10 year implementation period. Should extra funding become available and targets are met earlier, it is a relatively simple task of reviewing the plan to set more goals and targets.

**Project**

Cowra Pedestrian Access  
+ Mobility Plan 2024

**Figure Reference**

Figure 16 - Cowra Grid Network  
Reference Map

**Map Location**

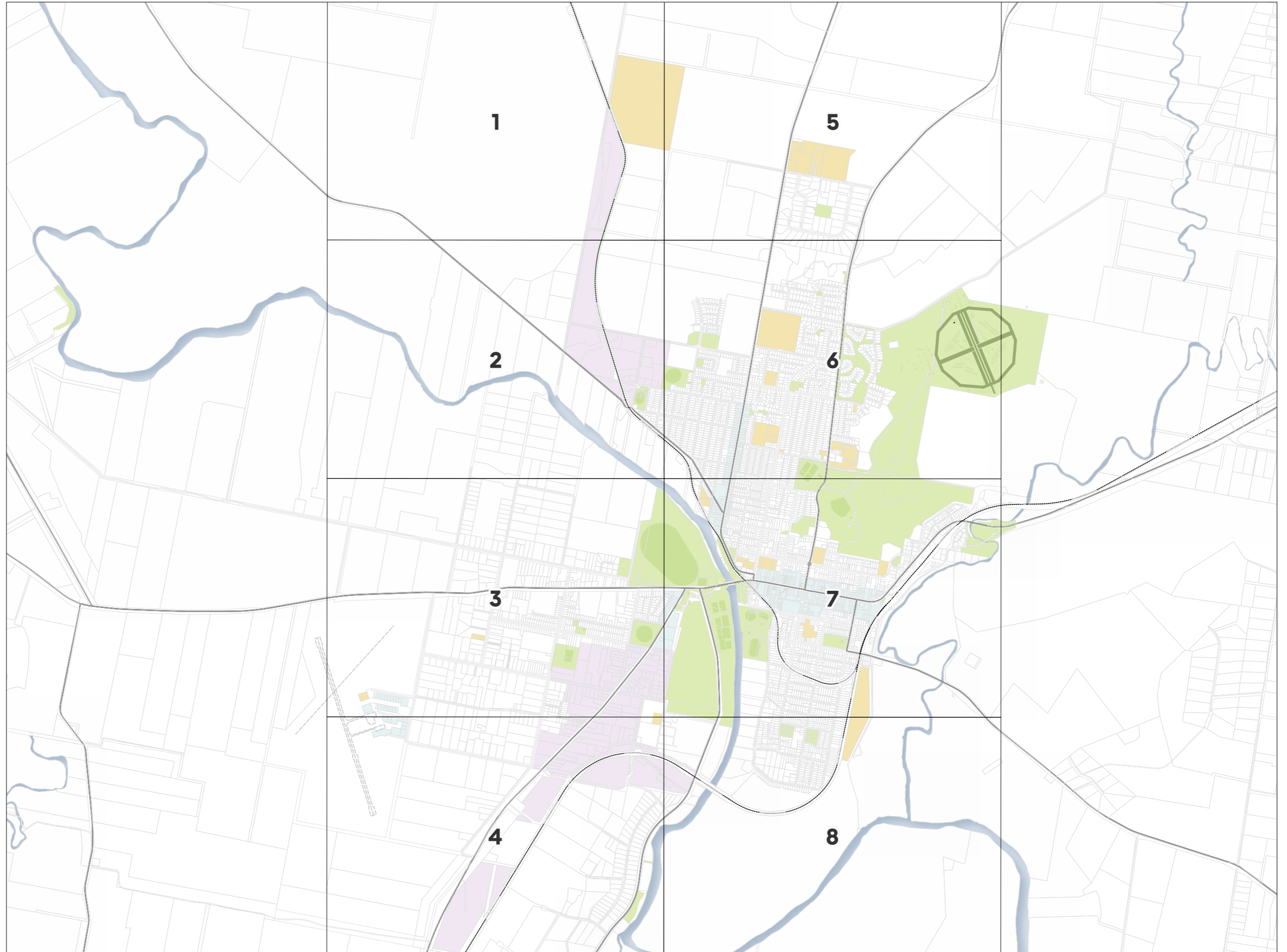
Cowra Township

**Sheet Ref**

N/A

**Map Scale**

0 100 200 300 400 500 m



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 17 - Cowra - Proposed Improvement Plan

























**Map Location**

Cowra Township

**Sheet Ref**

Sheet 01 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 18 - Cowra - Proposed Improvement Plan




























**Map Location**

Cowra Township

**Sheet Ref**

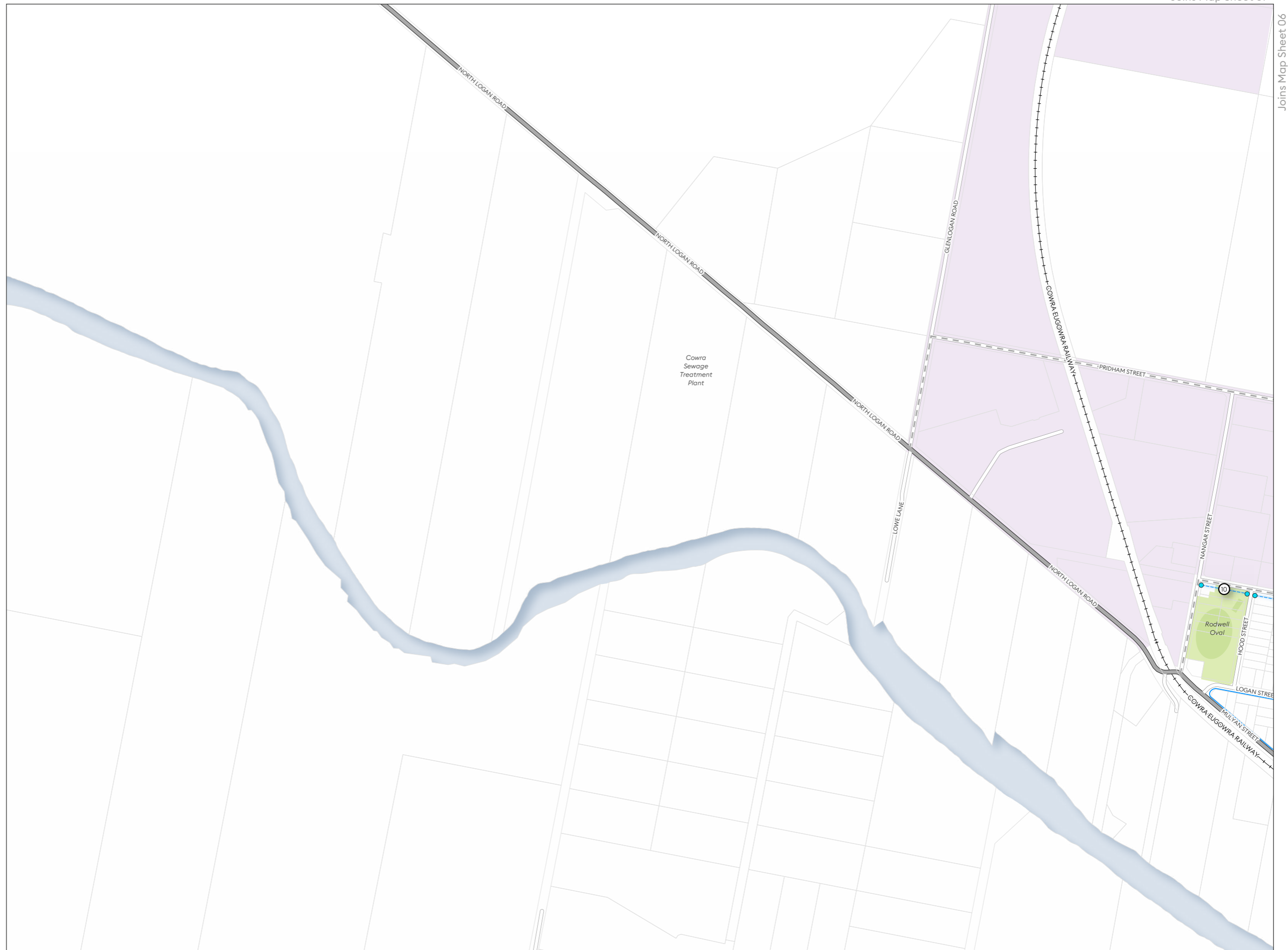
Sheet 02 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 01

Joins Map Sheet 06

Joins Map Sheet 03

**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 19 - Cowra - Proposed Improvement Plan






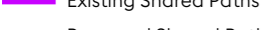
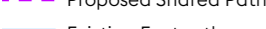
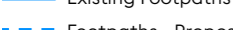
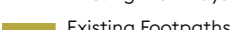


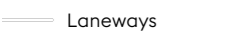



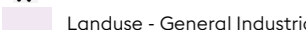



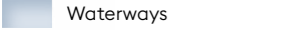

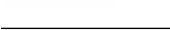
**Map Location**

Cowra Township

**Sheet Ref**

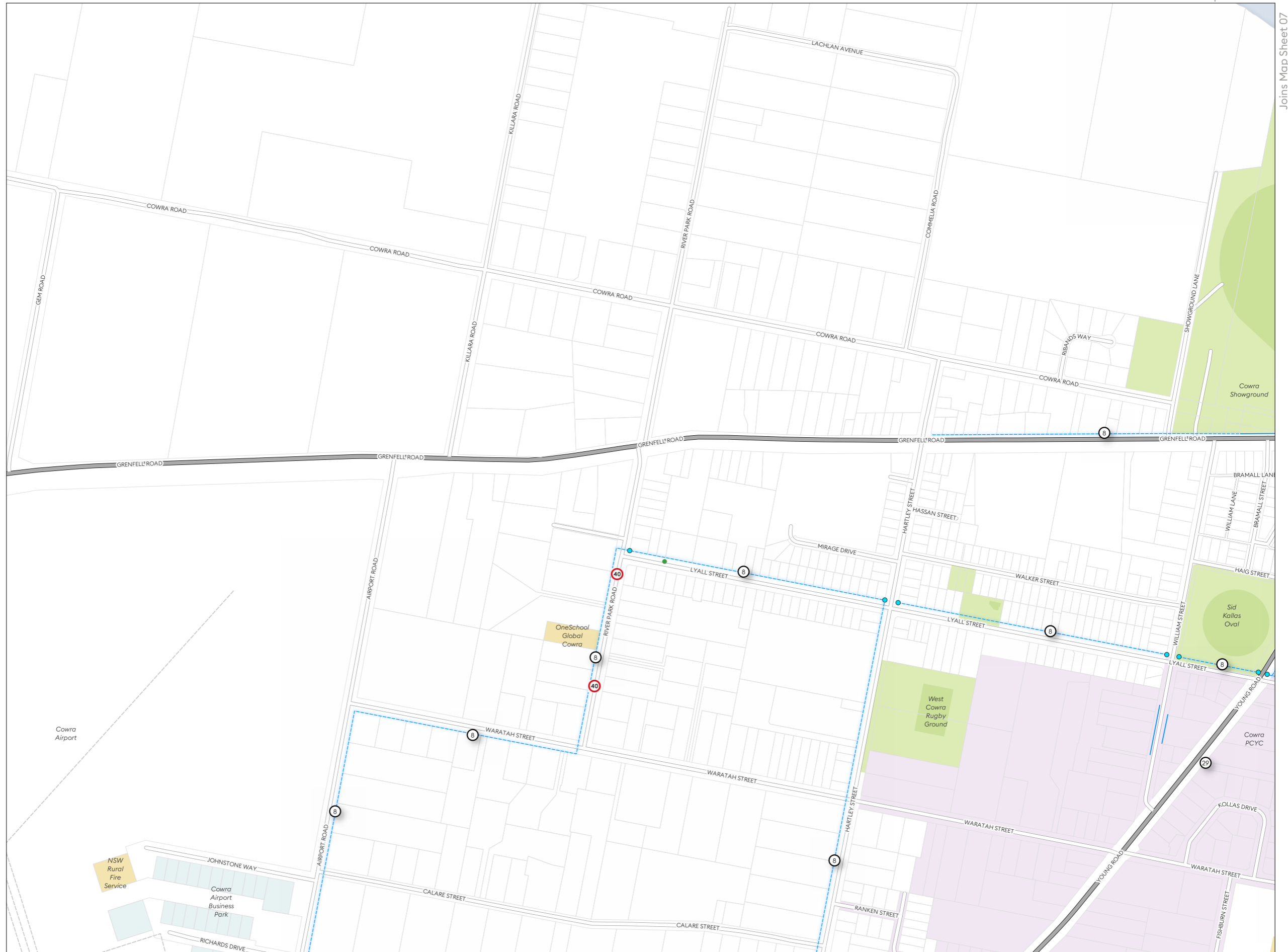
Sheet 03 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 02

Joins Map Sheet 07

Joins Map Sheet 04

Joins Map Sheet 04

**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 20 - Cowra - Proposed Improvement Plan


























**Map Location**

Cowra Township

**Sheet Ref**

Sheet 04 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



Joins Map Sheet 03

Joins Map Sheet 08



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 21 - Cowra - Proposed Improvement Plan






















**Map Location**

Cowra Township

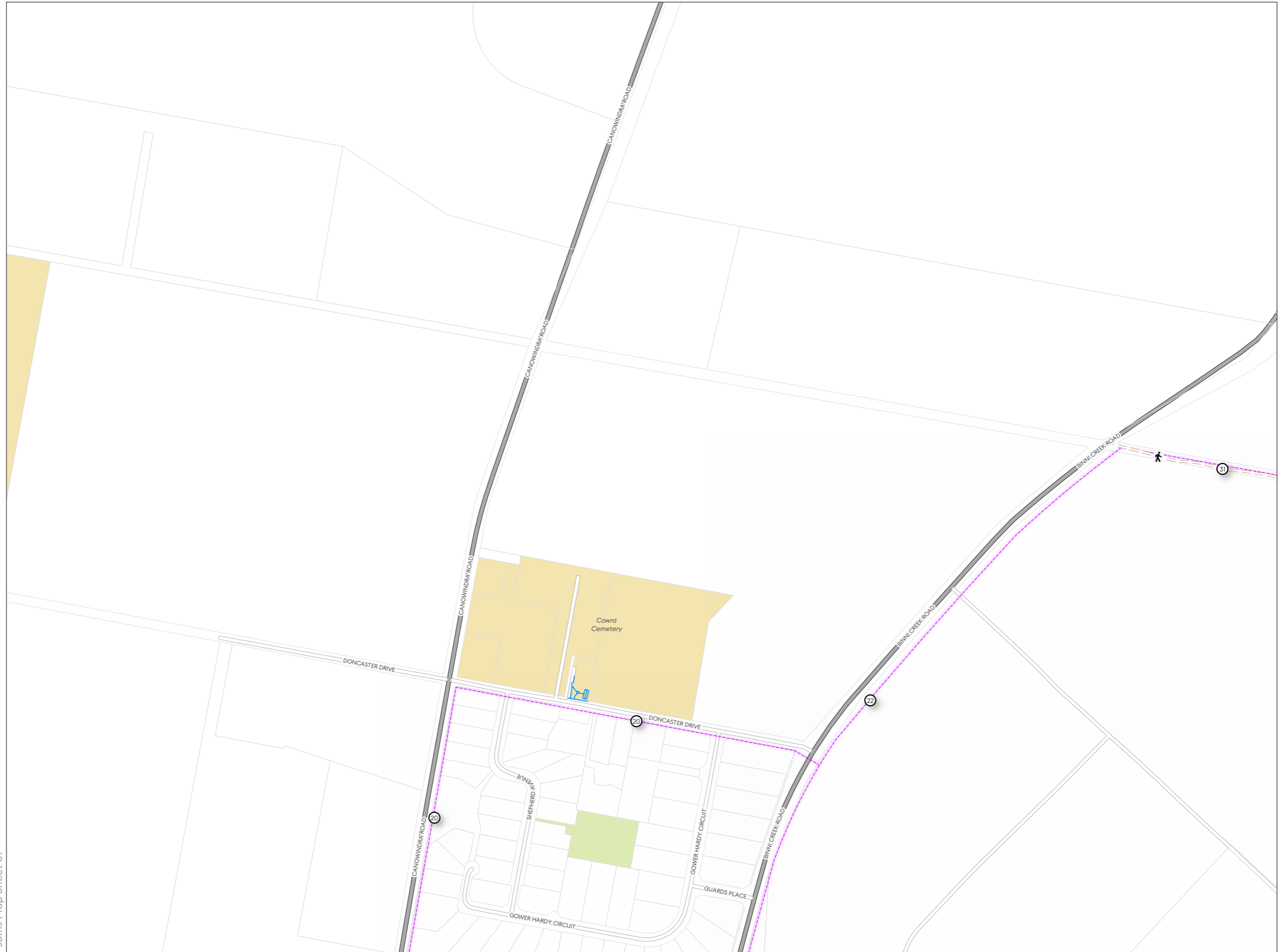
**Sheet Ref**

Sheet 05 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**



Joins Map Sheet 01

Joins Map Sheet 06

**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 22 - Cowra - Proposed Improvement Plan

**Map Location**

Cowra Township

**Sheet Ref**

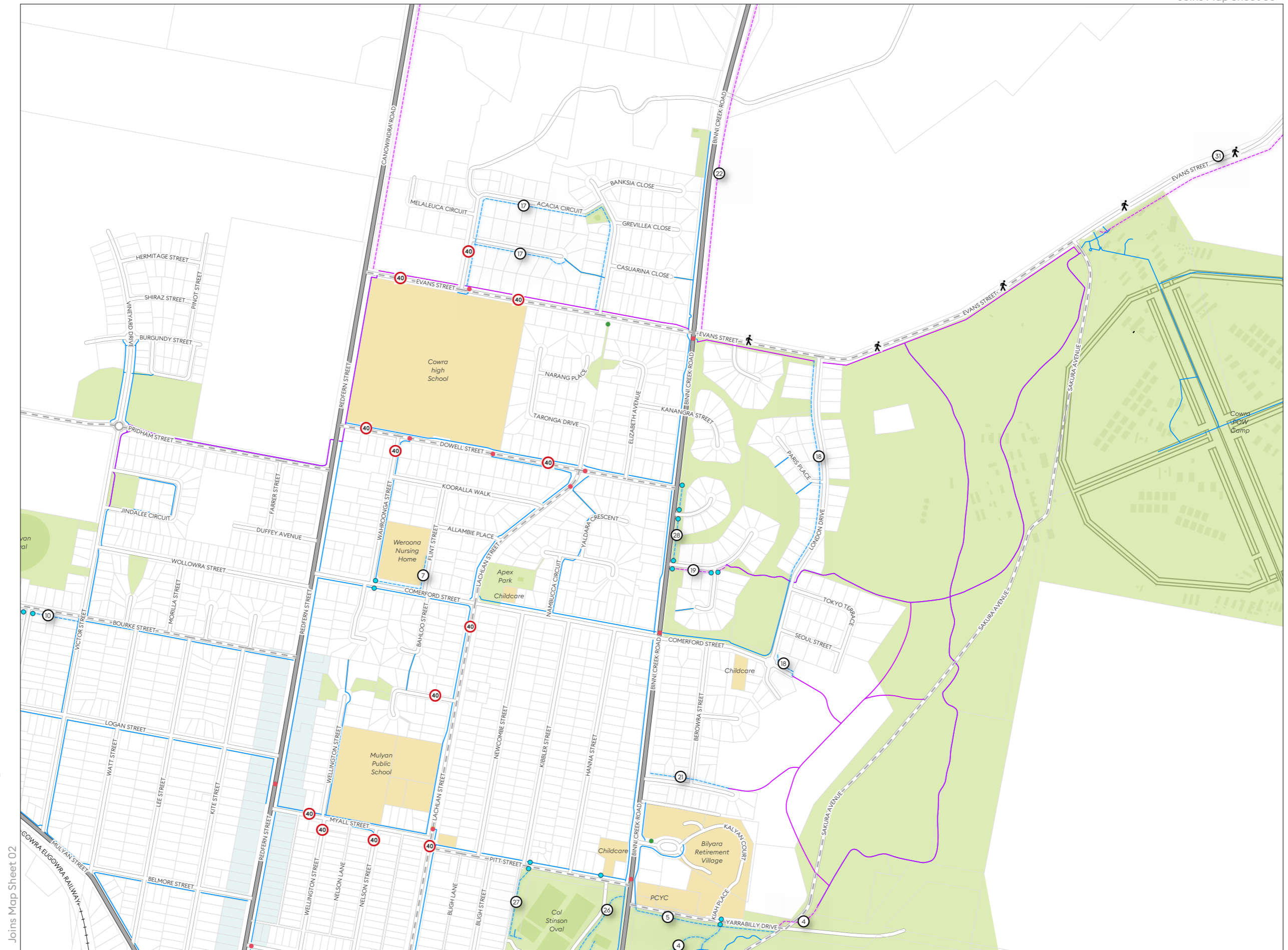
Sheet 06 of 08

**Map Legend**

- 40 40km Speed Zones
- Existing Bus Shelters
- Existing Pedestrian Refuge
- Existing Traffic Light Locations
- Existing Pedestrian Crossings
- Kerb Ramp Installation / Upgrade
- Proposed Pedestrian Refuge
- Existing Shared Paths
- Proposed Shared Paths
- Existing Footpaths
- Footpaths - Proposed
- Existing Walkways
- Existing Footpaths - Gravel
- Railway
- Primary Road / Cycling Network
- Local Road Network
- Laneways
- Key Walking and Cycling Routes
- 🚲 Onroad Cycle Stencils
- 🚶 Walking Track - Signposted
- Landuse - General Industrial
- Landuse - General Commercial
- Landuse - Recreation Facilities
- Landuse - Community Facilities
- Landuse - General Village
- Waterways
- Crown Land

**Map Scale**

0 100 200 300 400 500 m



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 23 - Cowra - Proposed Improvement Plan




























**Map Location**

Cowra Township

**Sheet Ref**

Sheet 07 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 24 - Cowra - Proposed Improvement Plan



















**Map Location**

Cowra Township

**Sheet Ref**

Sheet 08 of 08

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 400 500 m



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 25 - Gooloogong - Proposed Improvement Plan

























**Map Location**

Gooloogong Village

**Sheet Ref**

Sheet 01 of 01

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 m



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 26 - Woodstock - Proposed Improvement Plan

























**Map Location**

Woodstock Village

**Sheet Ref**

Sheet 01 of 01

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**

0 100 200 300 m



**Project**

Cowra Pedestrian Access + Mobility Plan 2024

**Figure Reference**

Figure 27 - Wyangala - Proposed Improvement Plan























**Map Location**

Wyangala Village

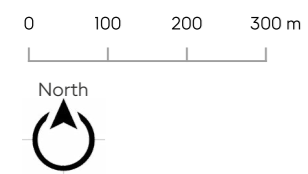
**Sheet Ref**

Sheet 01 of 01

**Map Legend**

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land

**Map Scale**



# 08

## PRIORITIES + ACTIONS



The facilities and treatments required to create a cohesive, safe and compliant system provides the basis for the proposed improvements in Cowra Shire. A criterion was developed to prioritise the projects and this reflect the importance in the pedestrian and cycling outcomes. The criteria questions included:

- + Does it fill a gap in the network?
- + Has it been identified in consultation?
- + Has it been identified by an audit?
- + Will it benefit more than one user type?
- + Will it be suitable for all users?
- + Is it located in a high activity area?
- + Does it improve pedestrian/cyclist visibility?
- + Is it in a hazard area?
- + Does it improve road safety awareness behaviour?
- + Will it reduce speed?
- + Would it be peer supported?
- + Is it practical in the context of Cowra Shire?
- + Is it a cost-effective solution?

Each of the questions is scored out of a total of either 5 or 10 points.

Given the limited resources available to Cowra Shire Council to undertake the proposed improvements, the scoring of each project is divided into High, Medium and Low priority.





Category	Score	Description
High	45-65	<p>Highest priority for implementation</p> <p>Key criteria for consideration include whether the proposed facility:</p> <ul style="list-style-type: none"> <li>+ Addresses an identified and significant safety issue</li> <li>+ Significantly improves pedestrian access and mobility or is part of a broader connection that significantly improves pedestrian access and mobility</li> <li>+ Connects a diverse number of residential areas, key attractors and public transport facilities</li> <li>+ Responds to existing/demonstrated high pedestrian demand</li> <li>+ Facilitates significant growth in pedestrian volumes in the future</li> </ul>



Medium	25-45	<p>Medium priority for implementation</p> <p>Key criteria for consideration include whether the proposed facility:</p> <ul style="list-style-type: none"> <li>+ Addresses an identified and moderate safety issue</li> <li>+ Moderately improves pedestrian access and mobility or is part of a broader connection that moderately improves pedestrian access and mobility</li> <li>+ Connects a variety of residential areas, key attractors and/or public transport facilities</li> <li>+ Responds to existing/demonstrated moderate</li> <li>+ Pedestrian demand</li> <li>+ Facilitates moderate growth in pedestrian volumes in the future</li> </ul>
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Low	0-25	<p>Low priority for implementation</p> <p>Key criteria for consideration include whether the proposed facility:</p> <ul style="list-style-type: none"> <li>+ Addresses an identified safety concern</li> <li>+ Improves pedestrian access and mobility</li> <li>+ Connects residential areas, attractors and/or public transport facilities</li> <li>+ Responds to existing/demonstrated minor pedestrian demand</li> </ul>
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Project No.				Does it fill a network gap?	Has it been identified in consultation?	Has it been identified by an audit?	Will it benefit more than one user type?	Will it be suitable for all users?	Is it located in a high activity area?	Does it improve pedestrian and cyclist visibility?	Is it in a hazard area?	Does it improve road safety awareness behaviour?	Will it reduce speed?	Would it be peer supported?	Is it practical?	Is it a cost effective solution?	Total
Place	Project Description	From	To														
Project # 6	Low Level Bridge Rd on-road footpath	Redfern Street	Boorowa Road	4	4	4	4	3	5	5	4	4	4	4	3	4	52
Project # 7	Weroona pedestrian path link	Wahroonga / Comerford St	Flint Street	4	3	4	4	4	5	5	3	4	4	4	4	4	52
Project # 8	West Cowra pedestrian path links	Various	Various	5	4	4	3	4	4	4	3	4	3	4	4	3	49
Project # 9	Mees Street pedestrian path installation	Lyll Street	Legh Street	4	4	4	3	4	4	4	3	3	3	4	4	4	48
Project # 10	Bourke Street pedestrian path installation	Nangar Street	Victor Street	4	4	4	3	4	3	3	2	3	3	4	4	4	45
Project # 11	Lachlan River pedestrian / cycling bridge	Edgell Park	River Park	4	4	4	4	4	4	3	2	3	3	4	2	2	43
Project # 12	Neila Street pedestrian path installation	Taragala Street	Brisbane Street	4	3	4	3	3	3	3	3	4	3	3	4	3	43
Project # 13	Brisbane Ave / Whitby St pedestrian path installation	Courallie Street	Darling Avenue	4	3	4	3	3	3	3	3	3	3	3	4	3	43
Project # 14	Cowra Van Park pedestrian path installation	River Park	Low Level Bridge Road	3	3	4	4	3	4	3	3	3	3	3	4	3	43
Project # 15	Macassar Street pedestrian path installation	Redfern Street	Scenic Drive	4	3	4	4	3	4	3	3	3	3	3	3	3	43
Project # 16	Macquarie Street pedestrian path installation	Liverpool Street	Macassar Street	4	3	4	4	3	4	3	3	3	3	3	3	3	42
Project # 17	Acacia Cct pedestrian path installation	Evans Street	Evans Street	3	3	4	3	3	2	3	2	3	3	2	3	3	37
Project # 18	London Drive pedestrian path installation	Evans Street	Tokyo Place	3	3	4	3	3	2	3	2	3	3	2	3	3	37
Project # 19	Amaroo Avenue shared path installation	Binni Creek Road	Existing shared path	3	2	3	3	3	2	3	2	3	3	2	3	3	34
Project # 20	Canowindra Road / Doncaster Drive shared path installation	Evans Street	Binni Creek Road	2	2	1	3	3	2	3	1	2	2	1	2	1	25
Project # 21	Karinya Street pedestrian path installation	Binni Creek Road	Existing shared path	2	2	2	2	3	1	2	1	2	2	2	2	2	25
Project # 22	Binni Creek Road shared path installation	Evans Street	Farm Road	2	2	2	2	2	1	2	1	2	2	1	2	2	23
Project # 23	Vaux Street pedestrian refuge installation	Vaux Street	Vaux Street	0	1	3	3	2	2	3	1	2	1	2	2	1	23
Project # 24	Keswick Street pedestrian path installation	Redfern Street	Macquarie Street	2	2	2	2	2	1	1	1	2	2	2	2	1	22
Project # 25	Brisbane Lane pedestrian path installation	Brisbane Lane	Saje Court	1	2	2	2	2	2	1	1	2	2	2	2	1	22

Project No.				Does it fill a network gap?	Has it been identified in consultation?	Has it been identified by an audit?	Will it benefit more than one user type?	Will it be suitable for all users?	Is it located in a high activity area?	Does it improve pedestrian and cyclist visibility?	Is it in a hazard area?	Does it improve road safety awareness behaviour?	Will it reduce speed?	Would it be peer supported?	Is it practical?	Is it a cost effective solution?	Total
Place	Project Description	From	To														
Project # 26	Binni Creek Road pedestrian path installation	Binni Creek Road	Cowra Skate Park	2	2	2	2	2	2	1	1	1	1	2	2	2	22
Project # 27	Pitt Street pedestrian path installation	Pitt Street	Netball Courts	2	2	2	2	2	2	1	1	1	1	2	2	2	22
Project # 28	Binni Creek Road pedestrian path installation	Amaroo Avenue	Dowell Street	2	2	2	2	2	2	1	1	1	1	2	2	2	22
Project # 29	Young Road pedestrian path installation	Lyllall Street	Waratah Street	2	1	2	2	2	2	1	1	1	1	2	2	2	21
Project # 30	Taragala Street shared path installation	Vaux Street	Brougham Street	2	1	2	2	2	2	1	1	1	1	2	2	2	21
Project # 31	Farm Road shared path installation	Binni Creek Road	Cowra POW Camp	0	1	1	2	2	1	1	1	1	1	1	2	1	14
Project # 32	Lachlan Valley Way road shoulder widening	Noonbinna Road	Grenfell Road	0	1	0	1	1	1	1	1	1	1	1	1	0	10
<b>Woodstock Projects</b>																	
Project # 1	Woodstock Soldiers Memorial Park path link	Purcell Drive	Noyeau Street	5	5	5	5	5	5	4	4	4	3	5	4	3	57
Project # 2	Carrington Street pedestrian path installation	Parkes Street	Waugoola Street	4	5	5	4	4	4	4	3	4	3	5	4	4	54
Project # 3	Waugoola Street pedestrian path installation	Carrington Street	Rankin Street	4	5	5	4	4	4	4	3	4	3	5	4	4	54
<b>Gooloogong Projects</b>																	
Project # 1	Log Cabin pedestrian path link on Main Street	Main Street	Main Street	4	5	5	4	4	4	4	3	4	3	5	4	4	54
Project # 2	Racecourse and Showground path link	King Street	Nelligan Lane	3	4	4	4	3	3	4	3	4	3	4	4	3	46
Project # 3	Main Street pedestrian path installation	East Street	Bank Street	3	4	3	4	3	3	4	3	4	3	3	4	3	44
Project # 4	Road stencilling - Forbes, Cowra and East Streets	As described	As described	1	4	2	2	2	3	4	2	4	4	3	4	4	39
<b>Wyangala Projects</b>																	
Project # 1	Wyangala Public School path link	First Avenue	Wyangala Public School	4	4	4	3	4	3	3	3	3	3	4	4	3	45
Project # 2	Dissipator Park shared path link	Trout Farm Road	Dissipator Park	3	3	2	3	3	4	3	4	3	3	4	3	2	40

# 09

## ONGOING ACTIONS



### Supporting a Culture of Active Transport

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

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

As this is a strategic document, detailed behaviour-change interventions and road safety programs have not been considered comprehensively. These issues need to be addressed over a longer period and with greater community input.

The following community awareness, education and activation strategies are suggested for further consideration by Cowra Shire Council and the wider local community over the life of the Cowra Pedestrian and Cycling Plan 2024.

Actions	Time frame
Create a cycling routes guide and / or way-finding map	1-5 years
Review active transport path signage and investigate opportunities for improvements	1-5 years
Encourage shared path etiquette, including signage and use of social media	1-5 years
Investigate community crowd funding models that ensure delivery of priority projects for Cowra Shire	1-5 years
Install bicycle parking facilities, and encourage the inclusion of change room facilities in new employment generating developments	5-10 years
Investigate / implement street tree plantings in appropriate locations along walking and cycling routes	5-10 years
Partner with the NSW government and community organisations to deliver skills development and road safety awareness initiatives	Ongoing

## Maintaining the Active Transport Network

The development of a comprehensive maintenance program which identifies key tasks and frequency of works is an important part of a quality network.

## Monitoring Progress

Implementing the priorities of the Cowra Pedestrian & Cycling Plan 2024 will require on-going review of progress and regular feedback to key stakeholders and the wider community.

Council will monitor, review and report on its progress under the Cowra Pedestrian Cycling Plan 2024 using the existing Integrated Planning and Reporting (4-Year Delivery Program) Framework under the Local Government Act 1993 to ensure that its planning priorities are being achieved.

## Funding Programs, Initiatives + Infrastructure

### Council

Council has road maintenance and upgrade program which can be directed towards the expansion, maintenance and rehabilitation of the following pedestrians and cyclist facilities within the Shire:

- + Footpaths
- + Shared paths
- + Pedestrian bridges
- + Kerb lay-backs
- + Median Refuges
- + Pedestrian crossings
- + Related infrastructure

Other internal sources of funding include:

- + Significant upgrades to state and local owned road networks.

- + Streetscaping and masterplanning programs and initiatives relating to key areas of the public domain.
- + Section 7.11 contributions – collected from new development in the relevant areas. However, these contributions will not be able to fund all of the actions in this Plan;

### State and Federal Government

Grant funding is available for a variety of community based and pedestrian/safety programs or projects from key government sources which include:

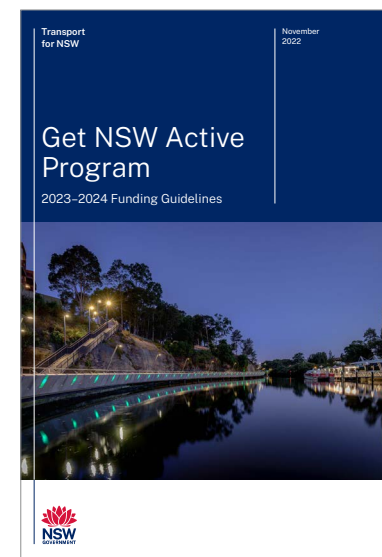
- + Building Better Regions Fund (Federal)
- + Get NSW Active Program (NSW)
- + Regional Tourism Infrastructure Fund (NSW)
- + Stronger Country Communities Fund (NSW)

Council will specifically target grant funding from the Federal and State governments in order to deliver the infrastructure outlined in this plan.

Grant funding for non-infrastructure solutions may also be available through other government departments.

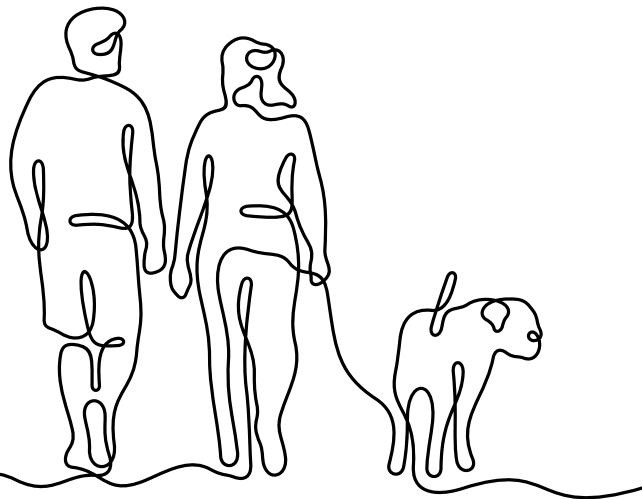
### Other sources

Outside of the typical government funding sources there may be opportunities for Council to partner with developers and / or relevant community groups to deliver new infrastructure that benefits walking and cycling in the Cowra Shire.



# 10

## PROJECT SHEETS



A number of project sheets have been developed for some of the priority projects in Cowra, Gooloogong, Woodstock and Wyangala. These project sheets are presented Section 10 of the plan.



## Cowra Project No. 1

### Project Description

Inert Project Description

### Project Benefit

Insert Project Benefit

### Project Specifications

Shared path x 950m @ \$430/m


End of trip facilities (seating, signage and water points), estimated at \$75,000

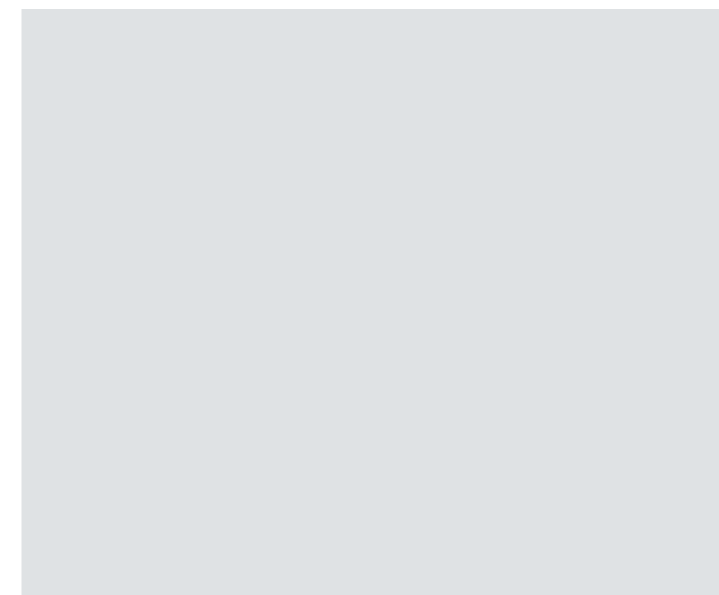
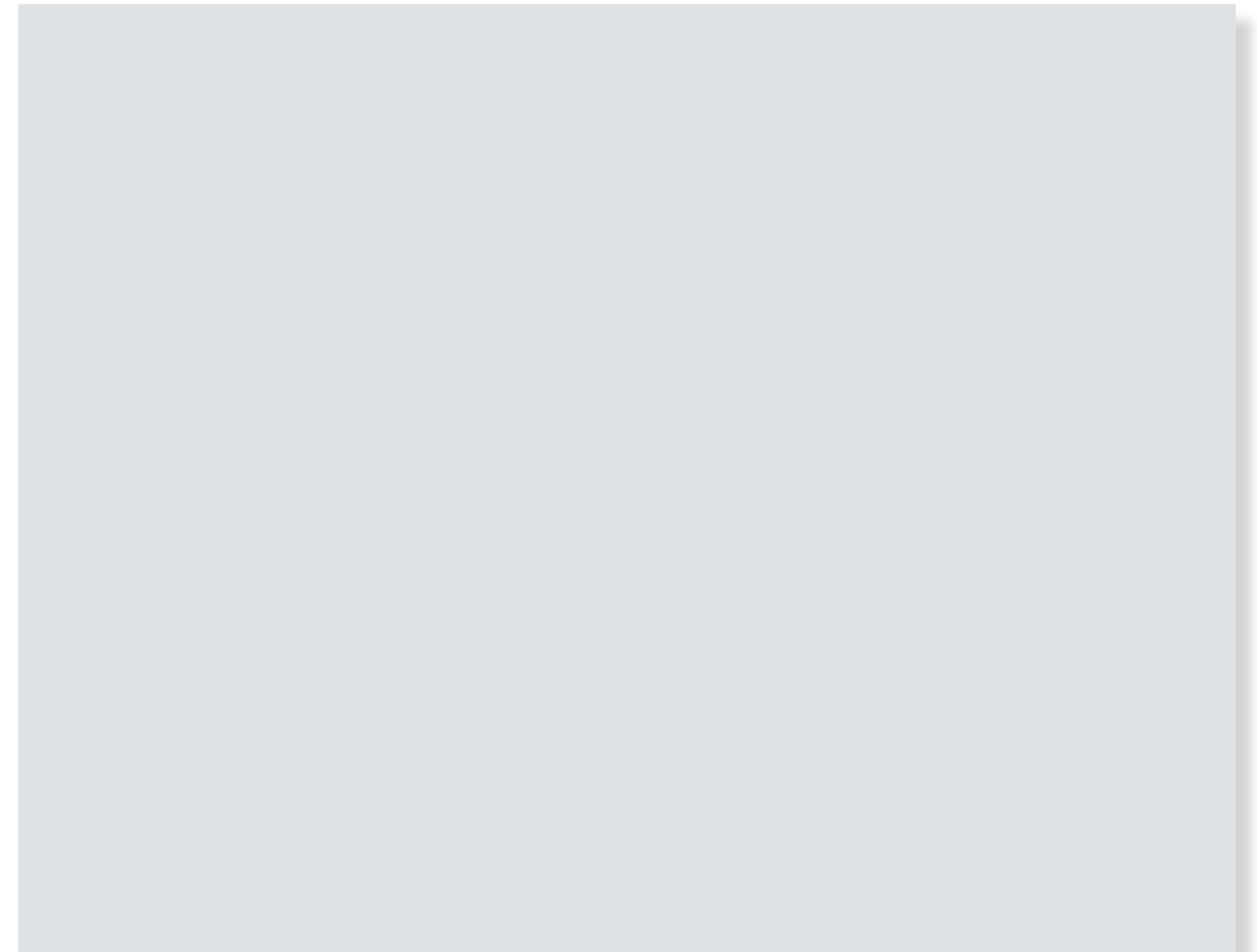
Drainage and footpath rehabilitation, estimated @ \$7,500

Traffic control, estimated @ \$3,500 for preparation / implementation of a Traffic Control Plan

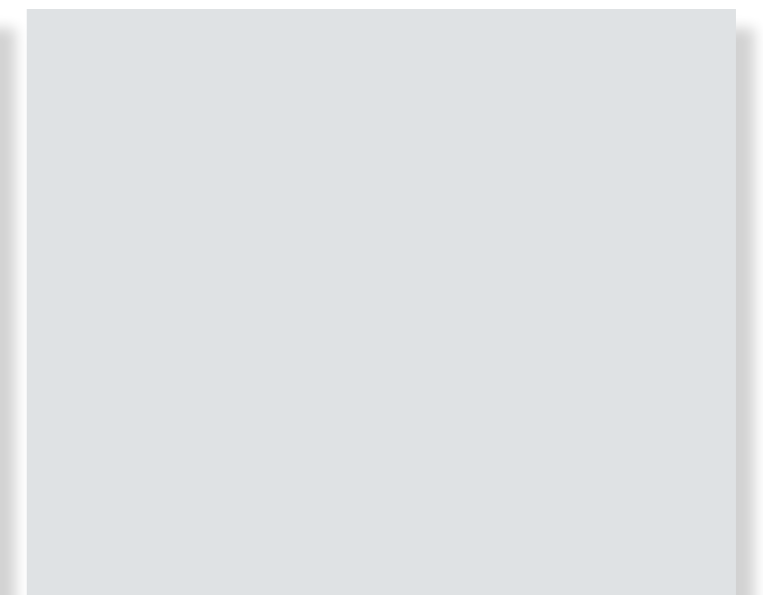
### Estimated Cost

\$494,500

-  40km Speed Zones
-  Existing Bus Shelters
-  Existing Pedestrian Refuge
-  Existing Traffic Light Locations
-  Existing Pedestrian Crossings
-  Kerb Ramp Installation / Upgrade
-  Proposed Pedestrian Refuge
-  Existing Shared Paths
-  Proposed Shared Paths
-  Existing Footpaths
-  Footpaths - Proposed
-  Existing Walkways
-  Existing Footpaths - Gravel
-  Railway
-  Primary Road / Cycling Network
-  Local Road Network
-  Laneways
-  Key Walking and Cycling Routes
-  Onroad Cycle Stencils
-  Walking Track - Signposted
-  Landuse - General Industrial
-  Landuse - General Commercial
-  Landuse - Recreation Facilities
-  Landuse - Community Facilities
-  Landuse - General Village
-  Waterways
-  Crown Land



Site Photograph



Site Photograph





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