



**COOTAMUNDRA-
GUNDAGAI** REGIONAL
COUNCIL

Cootamundra & Villages Pedestrian Access and Mobility Plan

2023-2033



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Version Control

Ref	Date	Date effective	Council Resolution	Description
1.0				

1. Introduction

1.1 Background

Together with Transport for NSW (TfNSW), all local Councils in NSW have a responsibility to provide safe, convenient and connected pedestrian routes which will encourage people to walk rather than use cars. In 1998, TfNSW (then the Roads and Traffic Authority (RTA)) began a new program to assist councils in their planning for pedestrians. This program is known as PAMP – Pedestrian Access and Mobility Plan. A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and build pedestrian facilities (RTA, 2002).

The Cootamundra & Villages PAMP will align with Council's key principles and objectives identified in the Towards 2050 Community Strategic Plan, and the previous Cootamundra Shire PAMP plans. It will provide the framework for developing pedestrian routes or areas identified as important for walkability, safety, convenience and mobility, with a particular focus on footpaths, kerb ramps and crossing facilities at critical locations focusing on accessibility to internal attractors within the community.

A Cycleways Plan will be developed in collaboration with each PAMP and will primarily focus on developing safe cycleway infrastructure and connections with external attractors, separate from the main footpath network to ensure pedestrian safety. While a PAMP concentrates on pedestrian safety and internal footpath links, Cycleways are designed to provide external areas for cyclist to ride safely with reduced obstacles.

This PAMP will also align with the NSW Future Transport 2056 Regional Services and Infrastructure Plan and the NSW Walking Strategy, TfNSW Older Persons Transport and Mobility Plan 2018-2022, TfNSW Walking and Cycling Program 2020-2021, and The Australian Prevention Partnership Centre's Getting Australia Active III.

1.2 Objectives

The overarching aim of the Cootamundra & Villages PAMP is to address barriers to walking by providing improved pedestrian infrastructure at critical locations. The specific objectives are:

- To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration.
- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads.
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians.
- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards.
- To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups.
- To meet obligations under the Commonwealth Disability Discrimination Act (1996).

The Cootamundra & Villages PAMP will be used to guide investment in safe, convenient and connected pedestrian infrastructure. It is the key instrument for planning and building needed pedestrian infrastructure in a prioritised manner. It is essential in supporting all major pedestrian funding opportunities directed through TfNSW based on a prioritised delivery plan. This will ensure that all available funding sources are being used effectively to improve the pedestrian network.

The Cootamundra & Villages PAMP will be reviewed annually to assess progress and update priorities as required.

1.3 Methodology

The Cootamundra & Villages PAMP was developed over five stages:

1. Community consultation and analysis of relevant pedestrian statistics
2. Collection of relevant data including vehicle counts and a facilities audit
3. Identification of a pedestrian network hierarchy
4. Prioritisation of pedestrian needs and facilities
5. Development of a schedule of works.

1.4 Conceptual Framework

Two key conceptual frameworks have been considered in the development of the PAMP: Towards Zero and Safe Systems.

Towards Zero poses a challenge to all road authorities, stakeholders and road users to operate the road transport system without anyone being killed or seriously injured. Towards Zero is recognised as a process of going towards the goal of zero fatalities and injuries, and involves the whole community (Austroads 2016a).

In order to achieve Towards Zero, New South Wales has adopted the Safe System approach to planning.

The Safe System approach originated in Sweden and the Netherlands and was officially endorsed by the Australian Transport Council (ATC) in 2003. This approach now guides road safety policy in all jurisdictions across Australia and internationally.

Central to the Safe System is an acknowledgement of our limited ability as humans to tolerate physical force. It also recognises human error in the system is inevitable no matter how educated and compliant we are in obeying traffic laws.

The Safe System approach is underpinned by these principles:

- People are human and sometimes make mistakes – a simple mistake should not cost anyone their life.
- Roads, roadsides and vehicles need to be designed to minimise crashes or reduce forces if a crash happens.
- Road safety is a shared responsibility – everyone needs to make safe decisions on and around the road to prioritise safety.

The goal is to manage the forces that injure people in a crash to a level that the human body can tolerate without serious injury or deaths. The Safe System approach argues that for as long as mistakes are likely, all road users need to be protected, and this protection is best provided by four elements:

- safer roads and roadsides
- safer speeds
- safer vehicles and
- safer people.

Pedestrians (within the group of safer road users) and footpaths (within safer roads and roadsides) are directly addressed by this PAMP.



2. Study Area

2.1 Scope of Study

The Cootamundra & Villages PAMP is focused on the two most critical types of pedestrian infrastructure - footpaths and road crossings. The scope of the study is pedestrian facilities provided by Council. This includes footpaths (both shared and pedestrian only) and pedestrian crossing facilities. It does not include issues of access into buildings.

Pedestrian infrastructure includes footpaths, kerb ramps, kerb extensions, pedestrian refuges, pedestrian crossings, tactile indicators, seats and streetlighting. Implementation of new facilities needs to be complemented by ongoing maintenance such as repairing uneven footpath slabs, street sweeping, signs and line marking, and removing obstructions from footpaths.

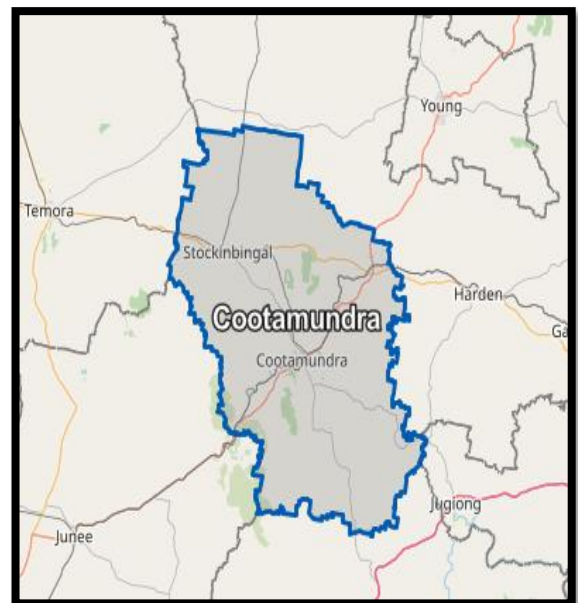
Good quality road crossings reduce the occurrence of crashes involving pedestrians and vehicles. Streets that facilitate safe and comfortable crossings reduce barriers that discourage people from walking. Road crossings can include pedestrian bridges or underpasses, traffic signals, refuges, kerb extensions, zebra crossings and median strips. These may be either standalone pedestrian facilities or incorporated into other traffic facilities.

Non-infrastructure actions such as educational programs do not form part of the PAMP but will be considered by the State Government and Council as part of other programs such as road safety and school-based programs.

2.2 Study Area

The focus areas of the Cootamundra & Villages PAMP are the township of Cootamundra and the villages of Stockinbingal and Wallendbeen.

Footpath networks within the rural communities will be assessed on a priority basis and considered for future funding.



3. Characteristics of the Local Government Area

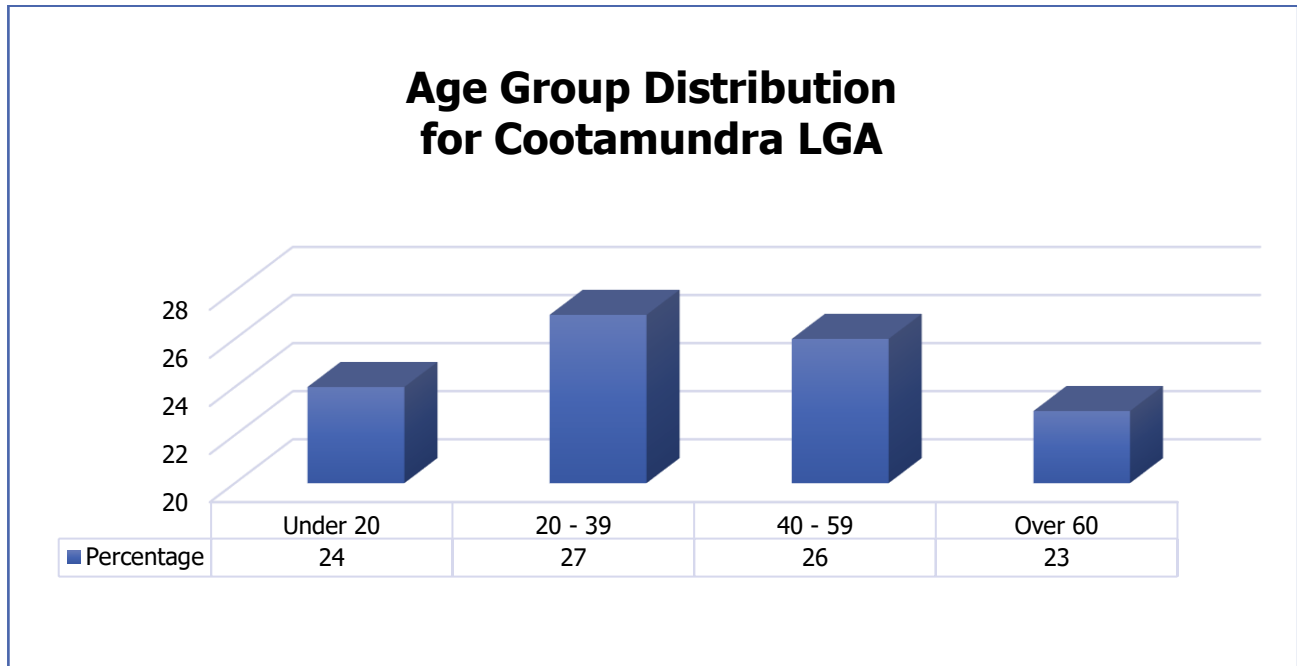
3.1 Population

The Cootamundra Shire is located in the Southwest Slopes region of New South Wales within the Riverina adjacent to the Olympic Highway, Burley Griffin Way and the main South railway line. It is situated about 390 kilometers south-west of Sydney CBD, and about 95 kilometers north-west of the Canberra CBD covering an area of 1524 square kilometers. The Cootamundra Shire includes the town of Cootamundra, the villages of Stockinbingal and Wallendbeen, and the localities of Frampton, Jindalee and Brawlin.

Population Density Comparison of the Cootamundra LGA

Cootamundra	Stockinbingal	Wallendbeen
7705	207	299

As reported by the Australian Bureau of Statistics 2021, Cootamundra LGA has an estimated resident population of 7705 people. Of these, 49.1% of residents are male, 50.9% are female. The median age for the Cootamundra LGA is 51 years, while residents over 60 years account for 23% of the population.



3.2 Road Hierarchy

The Cootamundra Civil Works team maintains 24 km of constructed footpaths, 218 km of sealed roads, 261 km of unsealed roads and is dedicated to ensuring the road network is kept to the highest possible standard for the safety and well-being of the community and visitors. The Cootamundra Road network includes 41 km of regional roads, 70 km of town streets, 17 km of village streets and 86km of State Roads: Burley Griffin Way and Olympic Highway.

3.3 Public Transport

Cootamundra and surrounding villages have a unique and advantageous location with respect to proximity to major centres such as Wagga Wagga, Canberra, Sydney and Melbourne. The transportation routes provide easy access to the Highway, passenger rail services run twice daily to Sydney and Melbourne, and numerous coach services operate to regional centres daily.

Public transport in the region is limited to coach and rail services; however, taxi services, community transport options, school buses and club patron buses are available within and surrounding Cootamundra.

3.4 Future Pedestrian Needs

The Community Strategic Plan (CSP) represents the highest level of strategic planning undertaken by local councils and helps determine Council's actions over the next ten years. The purpose of the CSP is to identify the community's main priorities and aspirations for the future and to plan strategies for achieving these goals. It guides all remaining strategies and plans and must be developed by councils with and on behalf of the community.

Outcomes	Measure	Source
A safe, sustainable and efficient road and pathway network	<ul style="list-style-type: none"> Community satisfaction with the safety of the road network in their town or village and across the region Community satisfaction with the condition of the road network in their town or village and across the region 	<ul style="list-style-type: none"> Cootamundra-Gundagai Regional Council community survey

In combination with the following three documents, the PAMP builds on CGRC's 2022 Community Strategic Plan (CSP) in achieving infrastructure and maintenance that respects community expectations and needs.

- The Cootamundra-Gundagai Regional Council Transport Strategy will bring together detailed supporting strategies and plans into a coherent strategy for the Cootamundra-Gundagai Regional Council transport system.
- The Cootamundra-Gundagai Regional Council Cycleway Plan will be a strategic infrastructure action plan focusing on the ongoing development of the cycle network both within and linking the main urban areas of the region and creating shared cycle and pedestrian networks within the region's villages.
- The Cootamundra-Gundagai Regional Council Active Community Accessibility Plan (ACAP) will combine both the Cycleways Plan and PAMP and will include tourism, planning and environmental aspects.

4. Research, Review and Data Collection

4.1 Literature Review

The following plans and policies have been used and/or referenced in the formation of this plan:

2026 Road Safety Action Plan
 National Road Safety Strategy 2011 – 2020
 NSW Road Safety Strategy 2012-2021
 Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths
 NSW Future Transport 2056 Regional Services and Infrastructure Plan
 NSW Walking Strategy
 TfNSW Older Persons Transport and Mobility Plan 2018-2022
 TfNSW Walking and Cycling Program 2020-2021
 The Australian Prevention Partnership Centre's Getting Australia Active III.

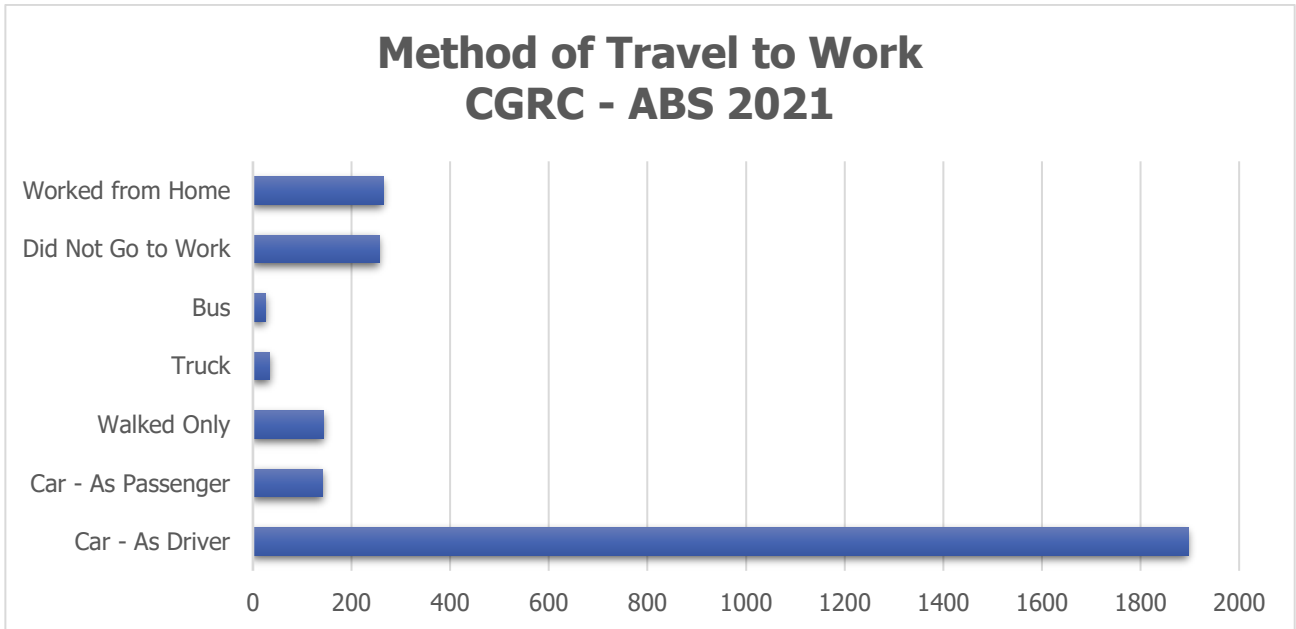
Other documents referenced and/or considered include customer service requests from the community regarding requests for footpaths, crossings and access points and relevant Council plans and policies relating to footpaths.

4.2 Traffic and Pedestrian Data

Within Cootamundra, Stockinbingal and Wallendbeen, pedestrian generators and attractors are mainly located within the CBD. Outlying generators and attractors include medical centres, schools, aged facilities, parks, businesses, transport hubs, and sporting and recreational facilities.

Traffic and pedestrian data from the Australian Bureau of Statistics 2021, information provided on vehicle movements and speeds within the region, and community feedback have all played a major role in the prioritisation of PAMP Routes and the identification of works needed to improve pedestrian facilities.

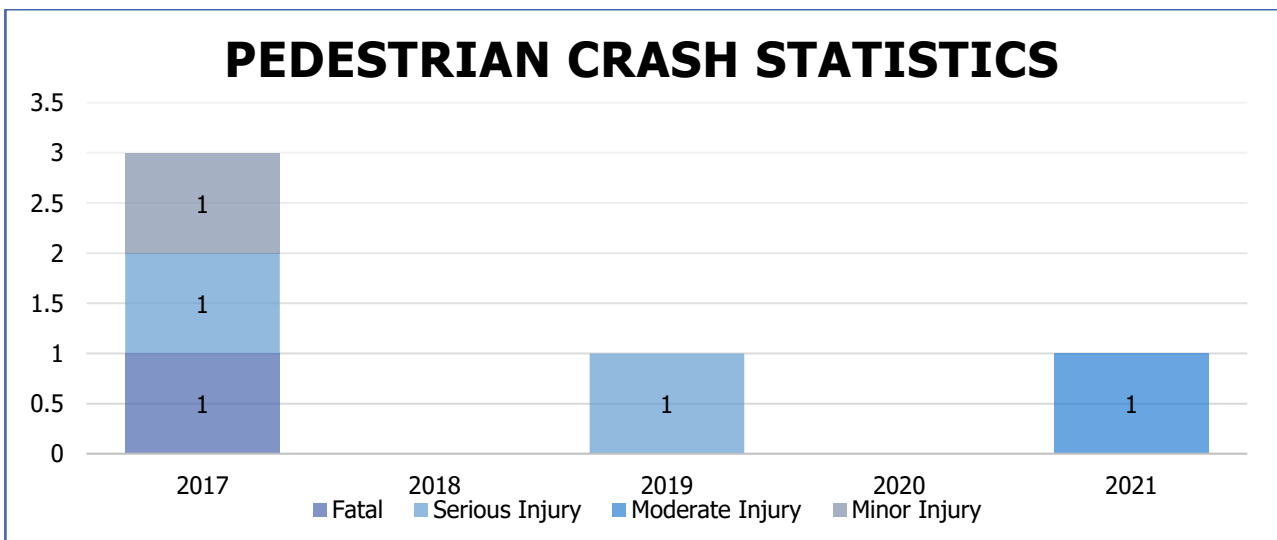
Footpath Audits are also regularly undertaken to assess the current status of pedestrian facilities. When auditing footpaths the condition of the footpath is assessed, trip hazards identified and reported, and maintenance carried out as required.



4.3 Pedestrian Crash Data

Pedestrians are vulnerable road users and in the event of a crash, unlike vehicle occupants, have little or no protection to shield them from the force of the crash. Crashes involving pedestrians often result in more severe outcomes and therefore appropriate pedestrian infrastructure is of critical importance.

Ratified data from the past five years (2017 to 2021 inclusive), reports a total of 5 pedestrian crashes within the CGRC LGA, one of which was fatal, two resulted in serious injuries and one pedestrian received minor injuries. There were no pedestrian crashes recorded in 2016 or 2018.

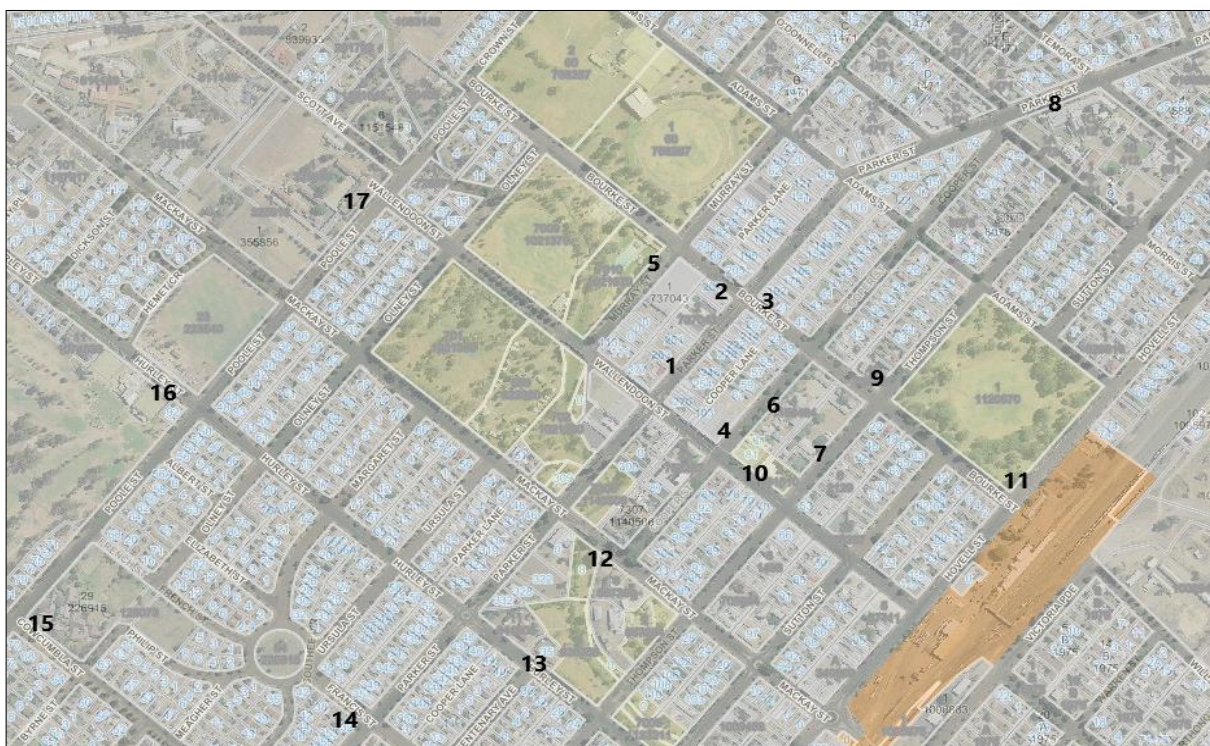


Crash statistics provide valuable information on location, time of day and weather conditions. In the CGRC LGA, four out of the five pedestrian crashes occurred on 2-way undivided roads of which one of crash occurred in darkness, two in daylight hours and two at dusk. Although there is no evidence of crash clusters in the region, the crash data does highlight the importance of additional footpaths and pedestrian crossings within residential areas.

4.4 Public Disability Car Spaces

The list and corresponding map below highlight the current locations of disability car parks available on Council roads in Cootamundra. Private disability car parks are not included in this list.

Map Number	Pedestrian Attractor	Location	Number of Spaces
1	Cootamundra CBD	257 Parker Street	2
2	Cootamundra CBD	Bourke St Intersection - Woolworths	2
3	Cootamundra CBD	Bourke St Intersection - Pharmacy	2
4	NSW Services	61 Cooper Street	1
5	Cootamundra Swimming Pool	Murray Street	2
6	Cootamundra Public School	Cooper Street	1
7	Cootamundra Public School	Thompson Street	1
8	Sacred Heart School	Parker Street	1
9	Anglican Church	Bourke Street	1
10	Library & Council Office	Wallendoon Street	1
11	Livvies Space Playground	Hovell Street	1
12	Pinnacle Services	36-44 Mackay Street	1
13	Disability Group Homes	37 Hurley Street	1
14	Cootamundra Pre-School	32-34 Francis Street	1
15	E.A. Southee School	67 Cowcumbra Street	1
16	Cootamundra Country Club	94-106 Hurley Street	1
17	Cootamundra High School	Poole Street	1
Total On-Street Public Disability Car Parks			21



5. Community Consultation

5.1 Participation

A public survey was carried out between 25 July and 31 December 2022 with the aim of ascertaining the needs and concerns of the community. In order to ensure that relevant stakeholder views were represented, a survey was distributed throughout the community via Council's website and Facebook page, as well advertised in the local paper. The PAMP Survey was also distributed by email contact with known community groups. A copy of the survey and the results are provided in Appendix D.

Recent service requests regarding pedestrian issues recorded in Council's management system and work health and safety footpath audits where also considered in establishing footpath priorities.

The Draft PAMP was placed on public exhibition for a period of 28 days and received xx submissions.

5.2 Community Consultation Results

At the end of the survey period, a total of 154 (122 in the initial consultation and another 22 submitted during a second round of consultation) responses were received with a summary of the pertinent results included below:

- The highest number of respondents were from Cootamundra with 77%. The least number of responses came from the Adjungbilly community, with 0.8%.
- 30% of the residents partaking in the survey require mobility aids when walking (such as wheelchairs, walking frames, etc).
- Footpaths and kerb ramps rated as the most important pedestrian infrastructure required to support pedestrian mobility needs at 71%.

The following were considered to be the most important issues as determined by residents:

- A lack of footpaths linking local facilities and attractors with the residential areas of town.
- Substandard kerb ramps and kerb heights throughout the network.
- The need for additional pedestrian crossings.

The majority of respondents provided further information with specific information regarding areas of interest, room for improvement and suggestions for new or improved paths. These comments have been considered when developing the schedule for future pedestrian facilities. A full summary of survey results has been provided in Appendix D.

6. PAMP Work Prioritisation

6.1 Work Prioritisation Identification

On-site physical audits have been conducted along all high, medium and low priority identified pedestrian routes noted as areas of concern through public consultation, recorded service requests and current work schedules. The key focus of the route audits was to identify access barriers for pedestrians with specific focus on access for less mobile pedestrians such as the elderly and people with disabilities.

The identified barriers found in a number of locations were:

- Poor kerb ramp design not meeting Australian Standard
- Lack of kerb ramps at pedestrian crossing points
- Lack of pedestrian refuges in areas of wide road crossing near pedestrian generators
- Lack of footpath infrastructure
- Cracking and raised paving in path of travel.

The audit was conducted using the following documents or sections thereof:

- How to Prepare a Pedestrian Access and Mobility Plan – RTA
- Austroads guidelines 2002 and in accordance with RTA Technical Direction TD2003 / RS03 Ver. 2 (August 2005).

All crossing points along the identified pedestrian routes were examined as a part of this PAMP. New footpaths have also been identified and can be seen in Appendix B. These footpaths are required to complete links, extend the existing network to popular facilities and improve existing footpaths where required.

6.2 Work Prioritisation Methodology

The priority of works has been determined based on the Best Practice Manual for Footpath, Nature Strips and Medians Matrix as published by Statewide Mutual Insurance. All works are ranked according to the total score as either High, Medium, Low or Low Low priority.

Each footpath, shared path and pedestrian crossing identified has been scored using this system. This ranking system does not intend to exclude works all together, but rather to provide a means of determining the priority of works.

Easy Guide to Assessing Footpath Risk Rating		LIGHTING	Lighting Excellent (5)	Lighting Good (4)	Lighting Adequate (3)	Lighting Inadequate (2)	No Artificial Lighting (1)
		SHADOWS	No Shadows	Little Shadow	Some Shadow	Medium Shadow	Heavy Shadow
TRIP SIZE (mm)	UNEVENNESS	SLIPPERINESS	If rating is in coloured, you must consider the volume of traffic and the location of the footpath. If they are important, go to the next level up.				
> 30 (5)	Extreme (5)	Extreme (5)	1	1	1	1	1
20 to 30 (4)	Very (4)	Very (4)	2	2	2	1	1
15 to 20 (3)	Uneven (3)	Uneven (3)	2	2	2	2	1
5 to 15 (2)	Slight (2)	Slight (2)	3	3	3	2	2
< 5 (1)	(1)	(1)	4	4	4	4	4

High Priority 1 to Lower Priority 4

Conclusions and Recommendations

From the works identified in Appendix B, Council shall identify prioritised works and plan within the given resources available for the financial year.

The following recommendations are made as part of this Plan:

Increased inclusive mobility:

- Council provide access on foot for as many places as possible, particularly to public buildings and health services.
- Ensure walking and mobility needs are considered in all future Master Plans and redevelopment opportunities.
- Ensure walking and mobility needs are considered in all future development applications and planning processes.
- Ensure that as far as practical the construction and maintenance of paths provide acceptable cross fall, grades and other design standards to suit disability requirements.

Well designed and managed spaces and places for people:

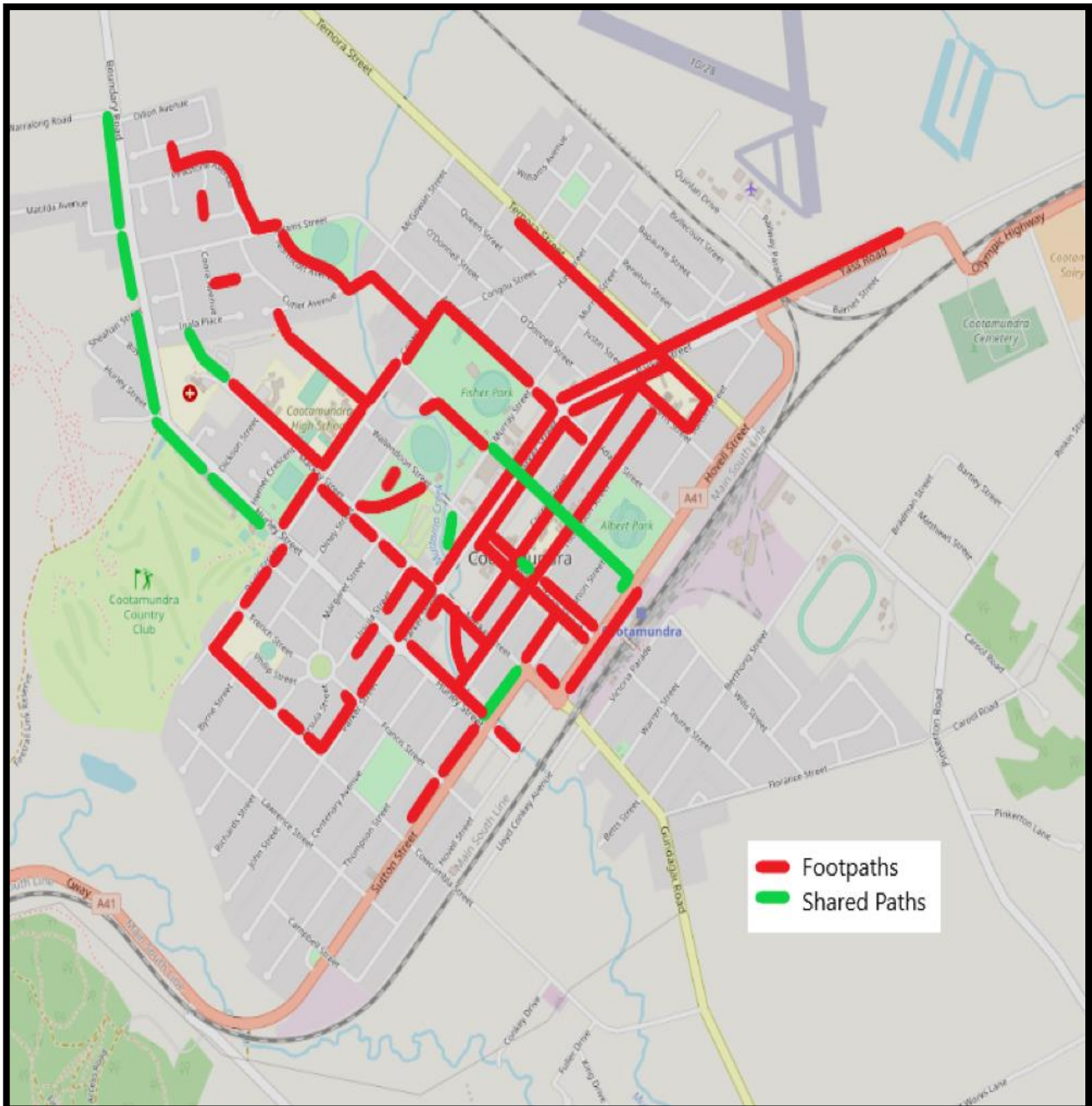
- Ensure pedestrian needs are promoted as part of future road reconstructions.
- Community events coordinated by Council will provide access for pedestrians and people with reduced accessibility.
- Ensure vegetation on road verges is managed so as not to inhibit the safe and accessible use of these areas by pedestrians.

Increased safety for pedestrians:

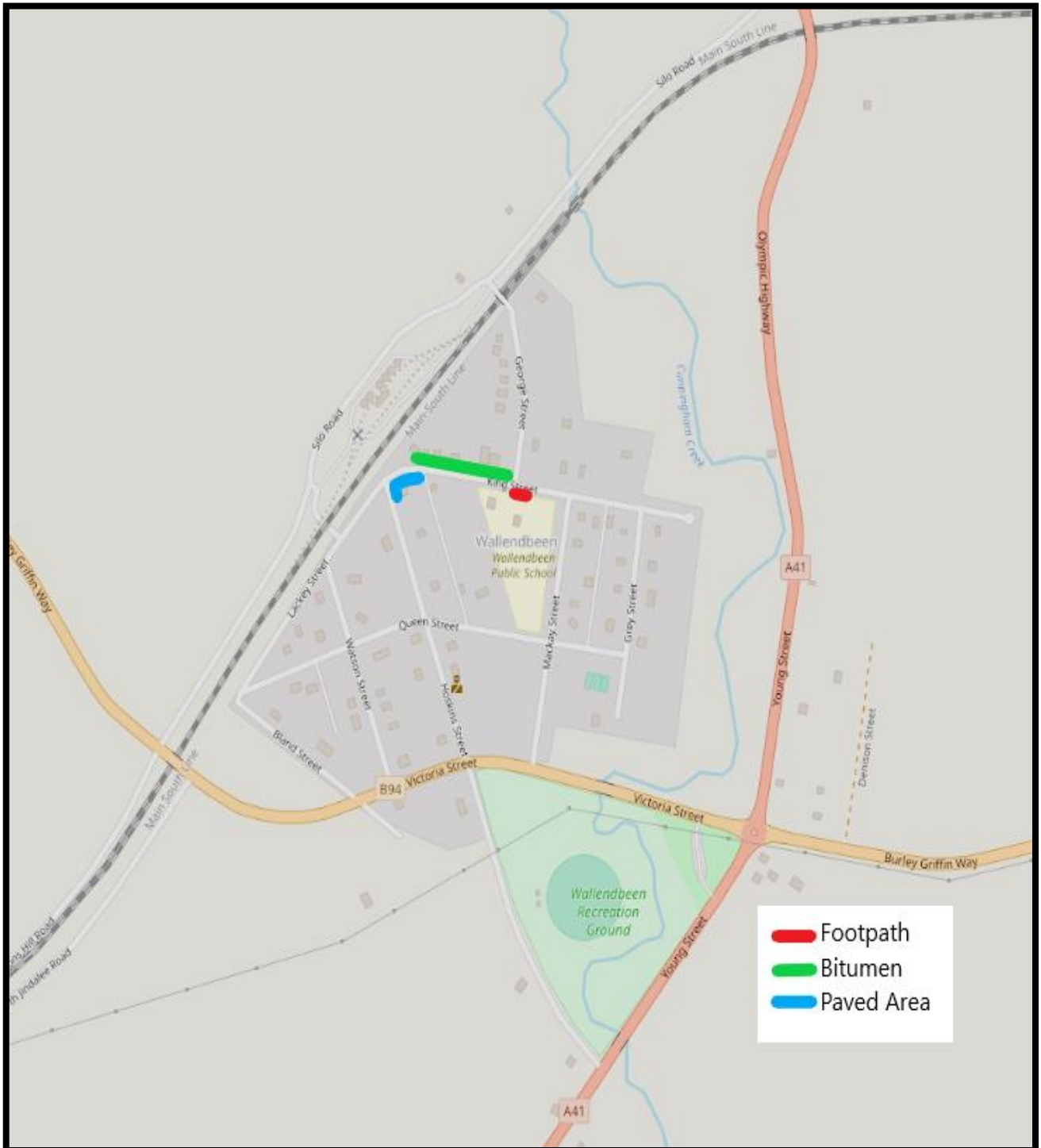
- Ensure pedestrian safety is prioritised in high pedestrian areas and in areas of vulnerable road users (schools, aged care, CBD).
- Promote a healthy community .
- Encourage the use of footpath and shared footpath/cycleway network for health and recreational use.

Appendix A – Maps of Existing Pedestrian Network

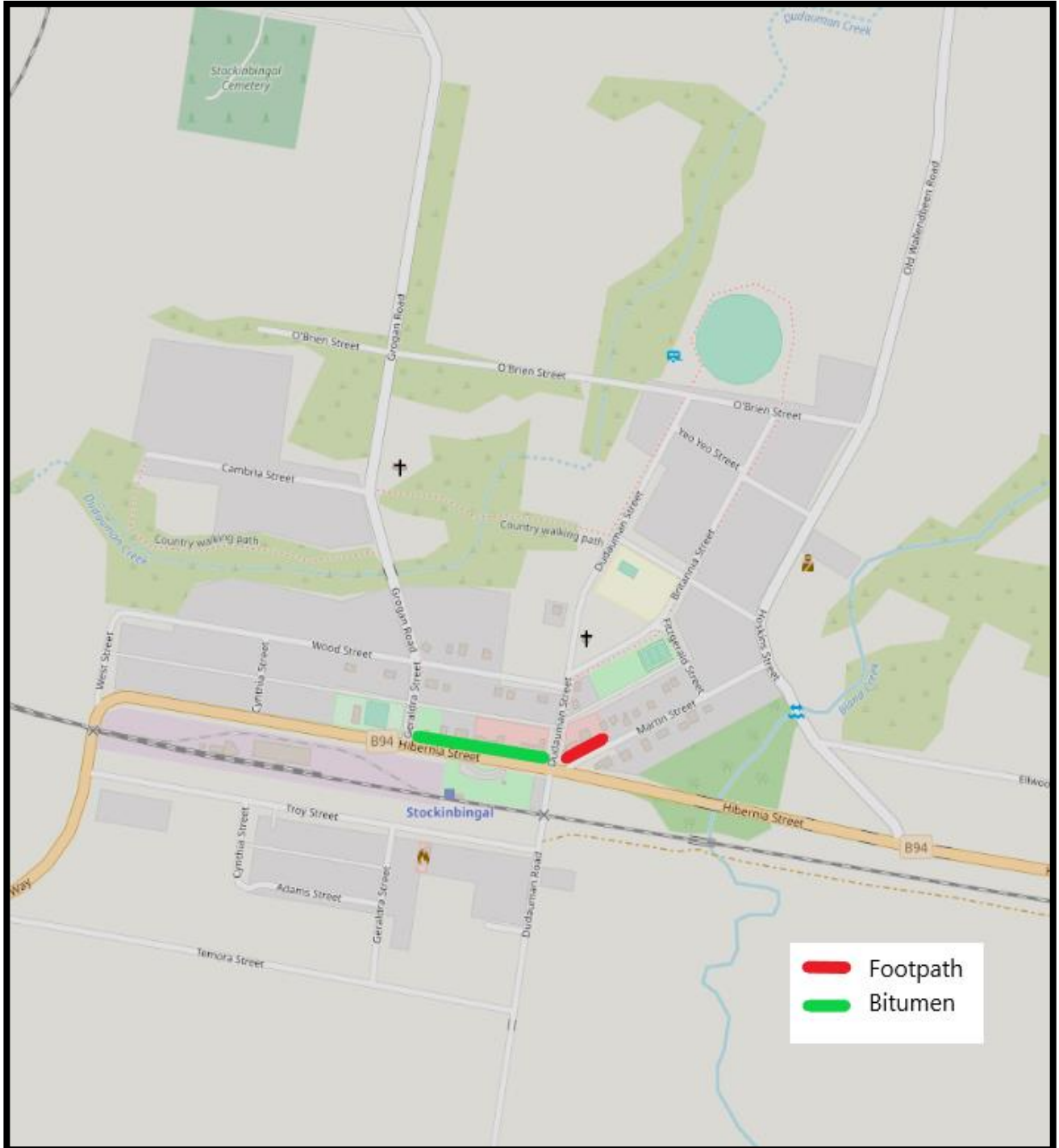
Cootamundra



Wallendbeen



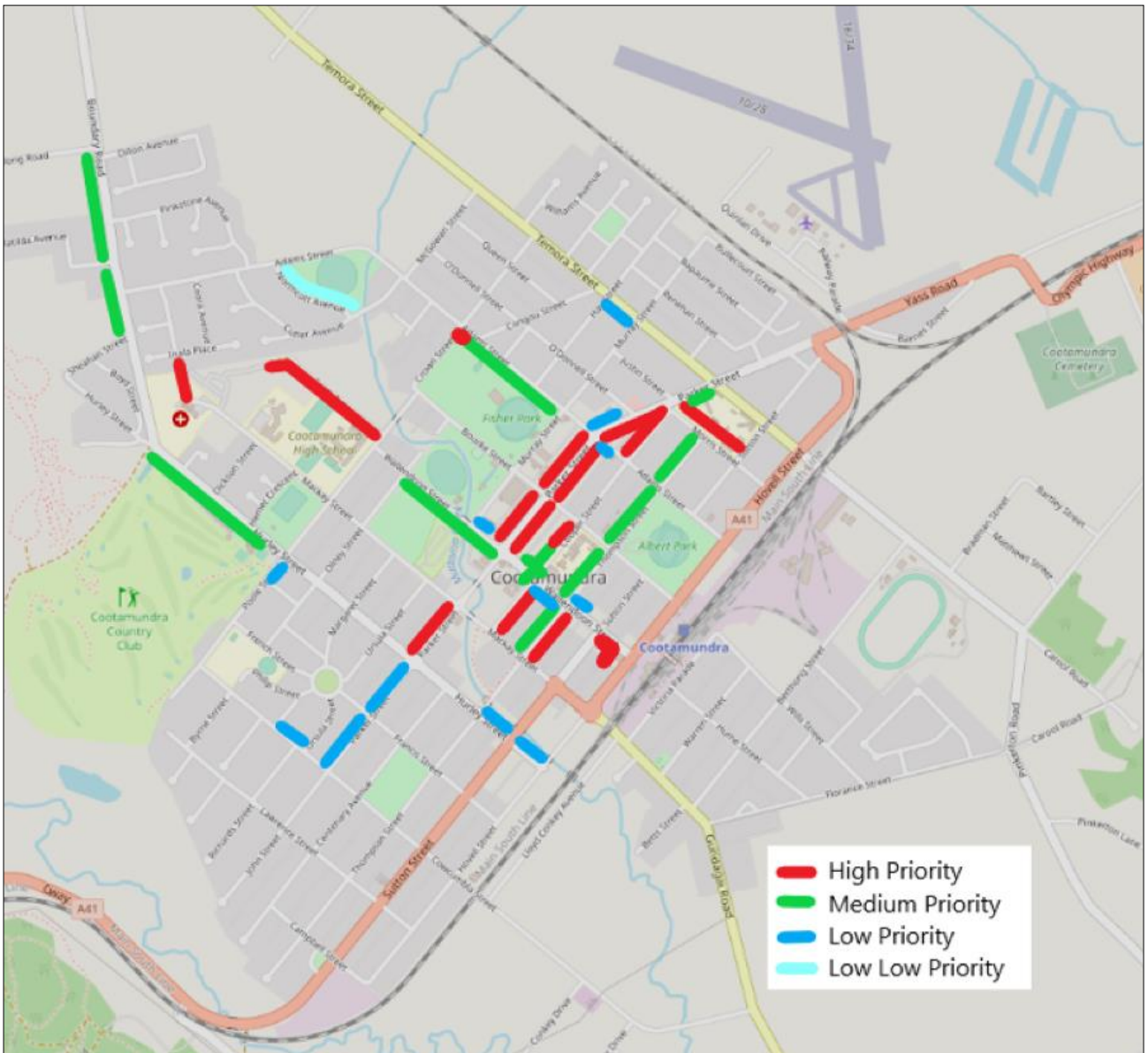
Stockinbingal



Appendix B – Maps of Prioritised Pedestrian Works

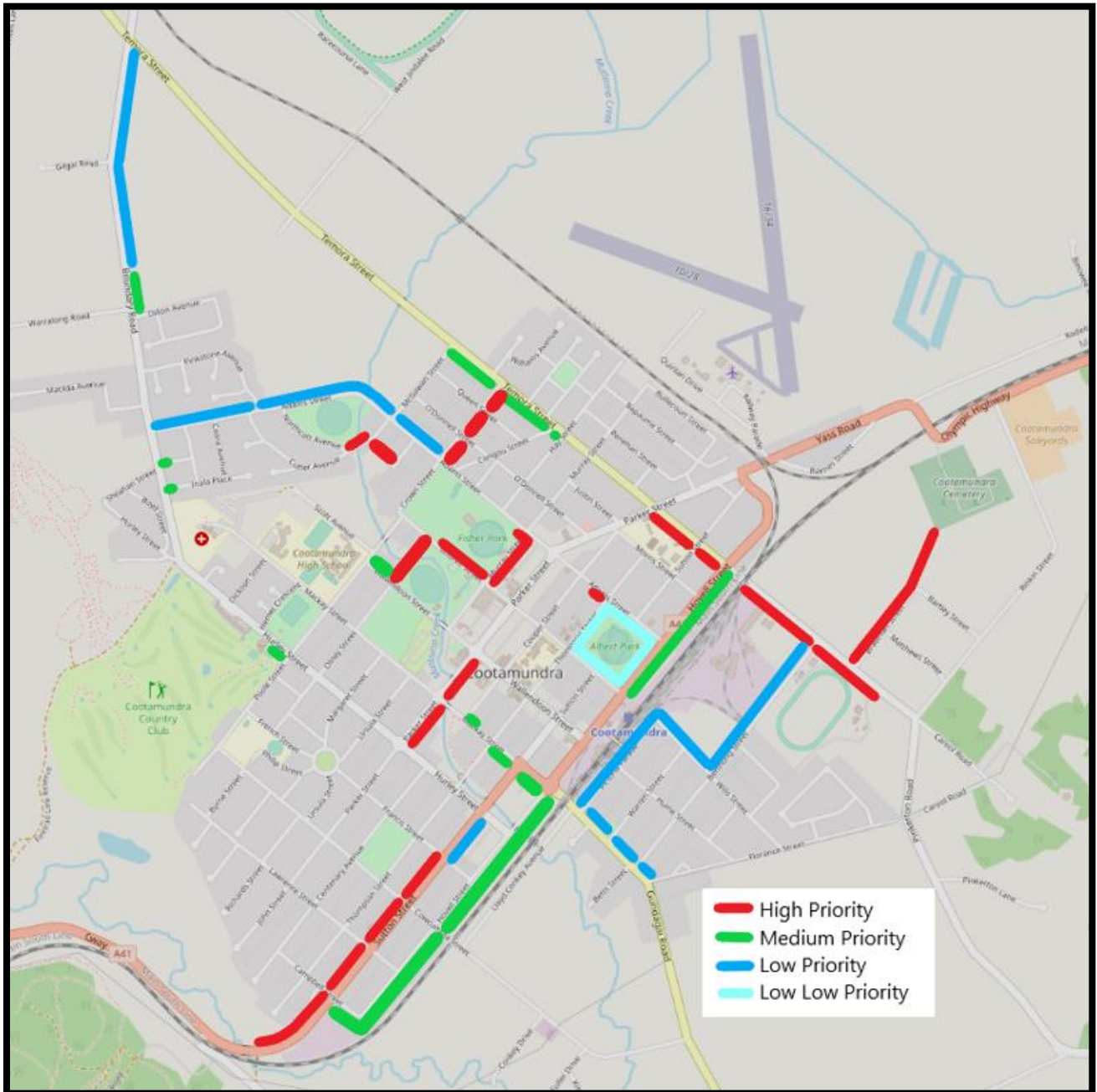
Cootamundra

Footpath Repairs and Replacements



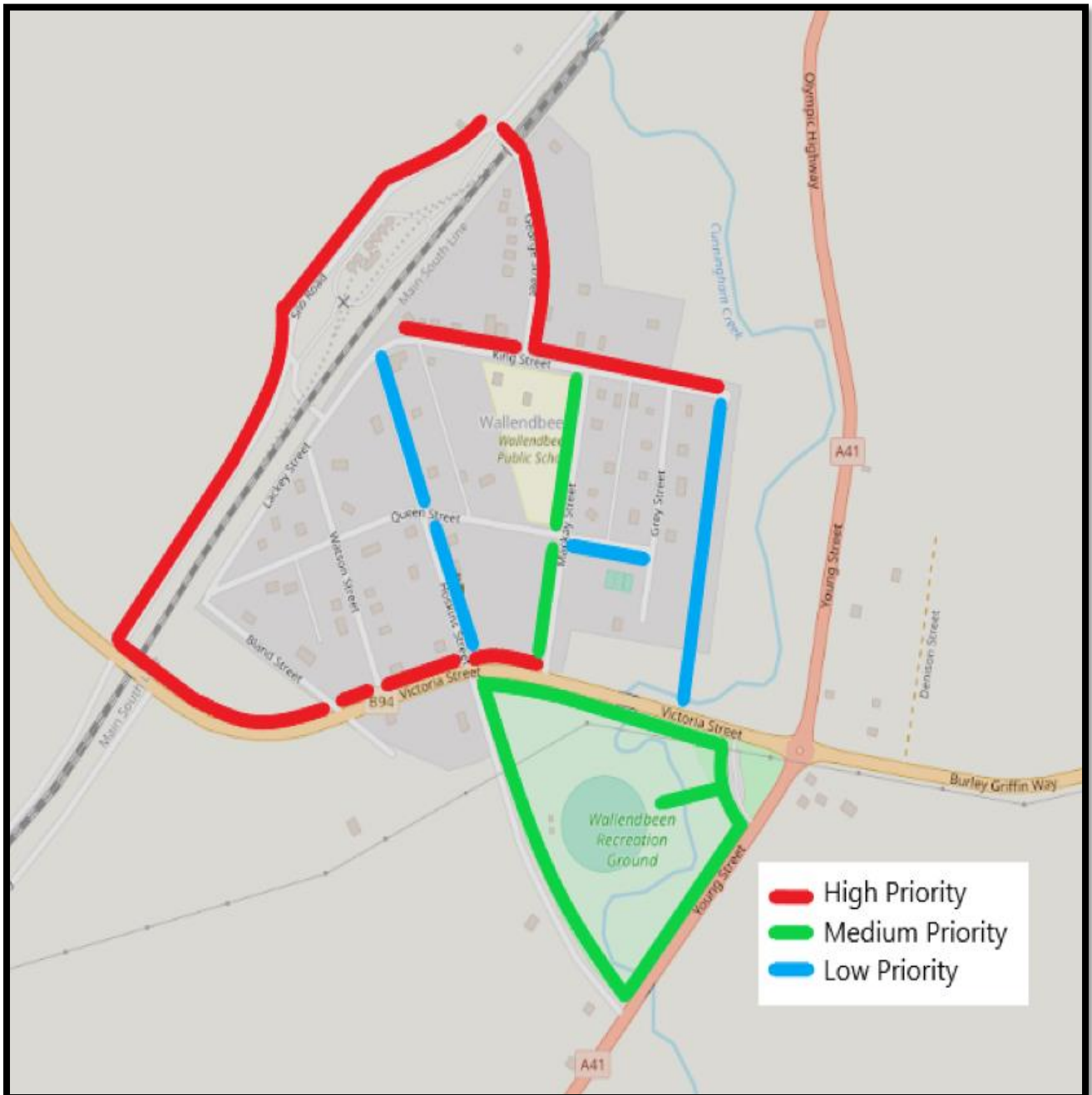
Cootamundra

New Infrastructure



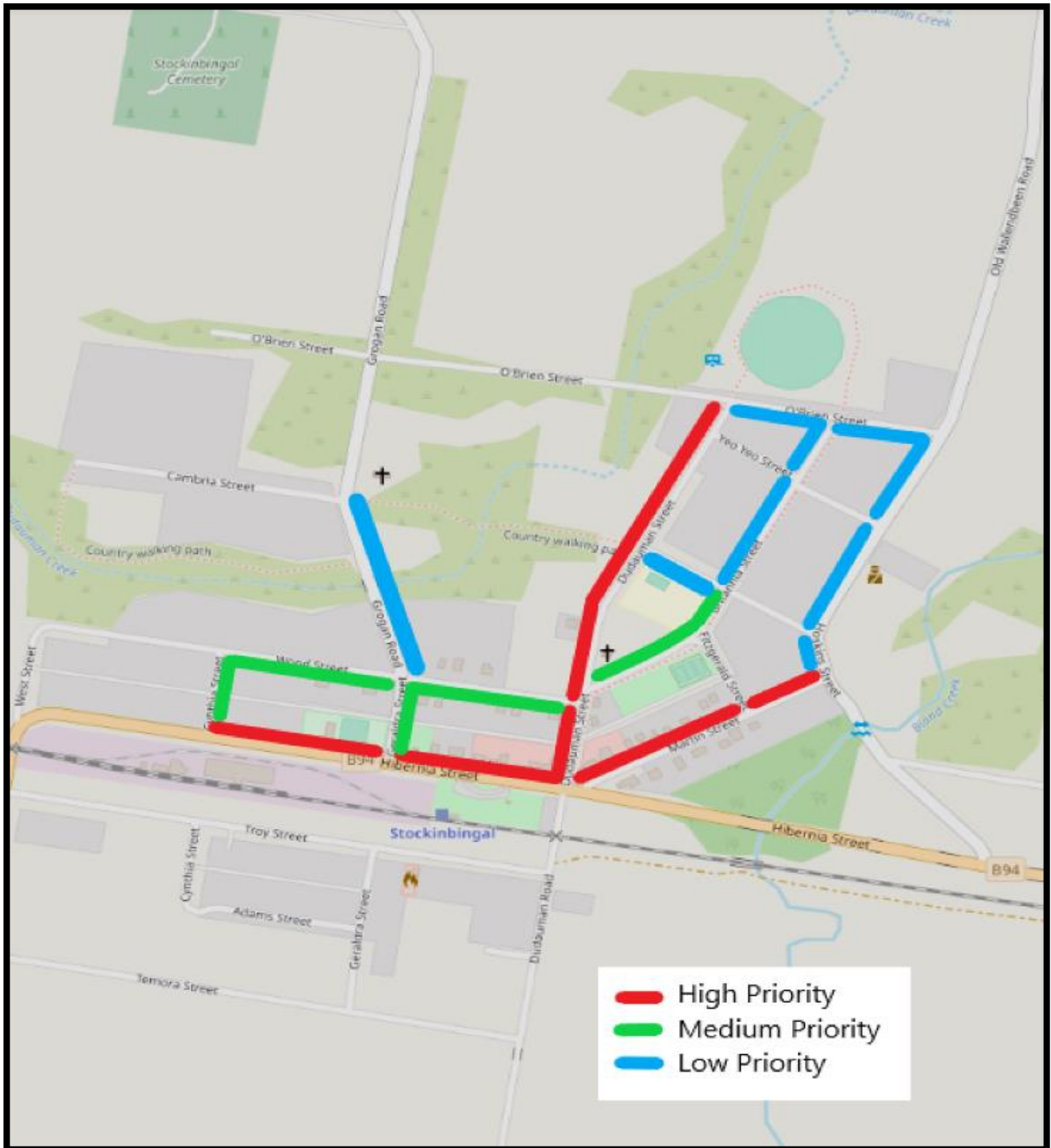
Wallendbeen

New Infrastructure



Stockinbingal

New Infrastructure



Appendix C - PAMP Audit: Key Results and Corrective Actions

No	COOTAMUNDRA - Existing Footpaths, Ramps & Crossings	PRIORIT Y	LENGT H	WIDT H	ARE A	RAMP S	COST	COMMENT
CR1	Parker St - Hurley to Mackay St	High	210	1.4	294	4	\$ 73,270.00	
CR2	Mackay St between Scott Ave(Nursing Home & Tafe walkway)	High	167	1.4	233.8	4	\$ 62,649.00	
CR3	Thompson St - Wallendoon St to Mackay St	High	100	2.5	250	4	\$ 62,600.00	
CR4	Cooper St - Wallendoon St to Bourke St - Western Side	High	150	2	300	4	\$ 70,900.00	
CR5	Cooper St - Mackay to Wallendoon- East Side	High	210	1.4	294	4	\$ 73,270.00	
CR6	Mackay St - from Driveway of Adina Court to Footbridge	High	190	2.5	475	4	\$ 99,680.00	
CR7	Scott Ave - Poole to Driveway of Nursing home	High	340	2.5	850	4	\$ 161,480.00	
CR8	Cooper St - Adam St to SH School	High	210	2	420	8	\$ 100,100.00	
CR9	Morris St - Parker to Sutton Sts - SH Catholic School/church (major works project)	High	285	2	570	8	\$ 124,850.00	
CR10	Parker St SH School to Cooper St (V section)	High	210	1.4	294	8	\$ 82,670.00	
CR11	Adam Street - Corner of Adams and Crown Street	High	5	2.5	12.5	0	\$ 14,060.00	
CR12	Parker Street CBD Ramps and Paver Replacement	High	210	2	420	8	\$ 100,100.00	
CR13	Wallendoon Street Pedestrian Crossing Relocation	Medium	245	2	490	8	\$ 111,650.00	

CR14	Cooper Street Pedestrian Crossing	Medium	215	2	430	8	\$ 101,750.00
CR15	Thompson St - Adam St to SH School	Medium	220	1.4	308	4	\$ 75,740.00
CR16	Thompson St - Bourke St to Adams St	Medium	250	2.5	625	4	\$ 124,400.00
CR17	Thompson St - Wallendoon St to Bourke St	Medium	210	2	420	4	\$ 90,700.00
CR18	Thompson St - Wallendoon to Mackay Sts	Medium	210	2.5	525	4	\$ 107,920.00
CR19	Murray St - from Adam to Bourke Sts	Medium	240	2.5	600	4	\$ 120,280.00
CR20	Parker St to SH Catholic School	Medium	210	1.4	294	4	\$ 73,270.00
CR21	Adam St - Murray to Crown -Replacement upgrade	Medium	430	2.5	1075	4	\$ 198,560.00
CR22	Wallendoon St - Jubilee Park - Replacement upgrade	Medium	400	2.5	1000	4	\$ 186,200.00
CR23	Adams St from Parker to Parker Lane - Elders Cnr	Low	60	2.5	150	2	\$ 41,420.00
CR24	Parker St - from Cowcumbra to Hurley St	Low	440	1.4	616	8	\$ 139,480.00
CR25	Hurley St - Cnr Hovell to Sutton St - Replacement upgrade	Low	120	1.4	168	4	\$ 51,040.00
CR26	Hurley St -Sutton to Thompson St - Replacement upgrade	Low	120	2.5	300	4	\$ 70,840.00
CR27	Poole St - Hurley to Albert - Replacement upgrade	Low	80	1.4	112	2	\$ 36,460.00
CR28	Temora St -Murray st to Hay St	Low	120	1.4	168	4	\$ 51,040.00
CR29	Cowcumbra - Meagher to Ursula St	Low	110	1.4	154	4	\$ 48,570.00
CR30	Bradman Oval - near play equipment	Low	350	2.5	875	4	\$ 165,600.00

No	COOTAMUNDRA - Bitumen Footpath Replacement	PRIORIT Y	LENGT H	WIDT H	ARE A	RAMP S	COST	
CR30	Boundary Road - Sheahan St to Warralong Rd	Mediu m	630	2.5	157 5	6	\$ 415,200.00	
CR31	Hurley Street - Bass Terrace to Little Hurley Lane	Mediu m	250	2.5	625	4	\$ 172,000.00	
CR32	Wallendoon Street - NAB	Low	55	5	275	0	\$ 82,400.00	
CR33	Wallendoon Street - Old Coota Holden	Low	48	5	240	4	\$ 73,440.00	
CR34	Wallendoon Street - Car Wash	Low	55	5	275	4	\$ 82,400.00	
CR35	Parker Street - Old Mitre 10 Site	Low	50	2.5	125	4	\$ 44,000.00	
CR36	Wallendoon Street - Newsagency to Coffee Shop Corner	Low	50	2.5	125	4	\$ 44,000.00	Kerb and guttering to be replaced
CR37	Wallendoon Street - Art Centre Frontage and Laneway to Sutton Street	Low	70	2.5	175	4	\$ 56,800.00	Kerb and guttering to be replaced. Possible inclusion of Art Centre Mosaics
No	MISSING LINKS AND NEW INFRASTRUCTURE - COOTAMUNDRA	PRIORIT Y	LENGT H	WIDT H	ARE A	RAMP S	COST	
CN1	Parker St between Globe Hotel & Muttama Creek - in front of courthouse - replace current path from Globe & Courthouse	High	100	1.4	140	2	\$ 41,400.00	
CN2	Adam St between Thompson & Laneway	High	60	1.4	84	2	\$ 31,520.00	
CN3	Parker St - Army Cadets to Units	High	200	2.5	500	4	\$ 103,800.00	
CN4	Parker St - 328 to Cnr Hurley St	High	60	1.4	84	2	\$ 31,520.00	
CN5	Bourke St - Nicholson Park to Cnr Murray St	High	280	2.5	700	4	\$ 136,760.00	
CN6	Temora St - Hovell St to Parker St School Gate	High	210	2	420	2	\$ 86,000.00	

CN7	Murray St & Adam St intersection - centre refuge and blisters	High	50	2.5	125	4	\$	42,000.00	
CN8	Murray Street - Adam St to Bourke St	High	220	2.5	550	4	\$	112,040.00	
CN9	Cutler Avenue Causeway	High	80	2.5	200	2	\$	49,660.00	Footbridge over causeway
CN10	Bradman Street - Link from Cemetery to Showground through Claron Estate	High	750	2.5	5	2	\$	325,700.00	
CN11	Pinkerton Road - Showground Link to Hovell St	High	480	2.5	0	8	\$	228,560.00	
CN12	Sutton Street - Fancis St to Old Fuel Depot and Pioneer Park	High	1000	2.5	0	6	\$	438,100.00	
CN13	Crown Street - Temora Street to Adam Street	High	375	2.5	5	14	\$	199,400.00	
CN14	Adams Lane - Short Street to Cutler Avenue	High	125	2.5	5	6	\$	77,600.00	
CN15	Olney Street Footbridge - Bourke Street to Wallendoon Street	High	230	2.5	575	4	\$	116,160.00	
CN16	Hovell Street - Mackay Street to Cowcumbra Street	Medium	680	2.5	0	8	\$	310,960.00	
CN17	Cowcumbra Street - Sutton Street to Hovell Street	Medium	130	2.5	325	6	\$	79,660.00	
CN18	Mackay - Sutton Street to Hovell Street	Medium	120	2.5	300	4	\$	70,840.00	
CN19	Wallendoon - Olney to High School	Medium	140	2.5	350	4	\$	79,080.00	
CN20	Mackay Street - between Thompson & Sutton St	Medium	110	2.5	275	2	\$	62,020.00	
CN21	Mackay Street - between laneway and Cooper St	Medium	20	2.5	50	0	\$	20,240.00	
CN22	Temora Street - Hay St to McGowan St	Medium	500	2.5	0	0	\$	218,000.00	
CN23	Boundary Road - Oliver Selwyn Dr to Dillion Ave	Medium	300	2.5	750	4	\$	145,000.00	

CN24	Hovell Street - Railway Station to Pinkerton Rd	Medium	680	2.5	1700	8	\$ 310,960.00	
CN25	Hurley Street - Country Club to Poole St	Medium	100	2.5	250	4	\$ 62,600.00	
CN26	Boundary Road Links - Inala & Allumba Pl	Medium	80	2.5	200	4	\$ 54,360.00	
CN27	Adam Street - Crown St to Boundary Road	Low	1200	2.5	3000	16	\$ 544,000.00	Footbridge over causeway
CN28	Sutton St - Hurley St to Francis St	Low	220	2.5	550	16	\$ 140,240.00	
CN29	Boundary Road - extend current path to Temora Street	Low	760	2.5	1900	4	\$ 334,520.00	
CN30	Gundagai Road - Victoria Pde to Florance St	Low	380	2.5	950	16	\$ 206,160.00	
CN31	Railway bridge link to showground - Berthong, Wills & Victoria	Low	1500	2.5	3750	6	\$ 644,100.00	
CN32	Albert Park - complete boundary footpath	Low	1000	2.5	2500	8	\$ 442,800.00	
No	MISSING LINKS AND NEW INFRASTRUCTURE - WALLENDREEN	PRIORITY	LENGTH	WIDTH	AREA	RAMP	COST	
WN1	King Street - Richmond St to Hoskins St	High	560	2.5	1400	4	\$ 252,120.00	
WN2	George Street - King St to Silo Rd (Bridge)	High	350	2.5	875	3	\$ 163,250.00	
WN3	Silo Road - Burley Griffin Way to George St	High	1000	2.5	2500	4	\$ 433,400.00	
WN4	Victoria Street - Mackay St to Silo Road (Bridge)	High	750	2.5	1875	8	\$ 339,800.00	
WN5	Mackay Street - Victoria St to King St	Medium	430	2.5	1075	6	\$ 203,260.00	
WN6	Victoria Street - Rest area to Hoskins St (Oval Boundary)	Medium	420	2.5	1050	4	\$ 194,440.00	
WN7	Hoskins Street - Victoria St to Young St (Oval Boundary)	Medium	520	2.5	1300	4	\$ 235,640.00	

WN8	Young Street - Hoskins St to rest area including link to oval	Medium	490	2.5	1225	6	\$ 227,980.00	Footbridge link from rest area to Barry Grace Oval
WN9	Queen Street - Grey St to Mackay St	Low	140	2.5	350	4	\$ 79,080.00	
WN10	Richmond Street - King St to Victoria St	Low	450	2.5	1125	8	\$ 216,200.00	Footbridge link
WN11	Hoskins Street - King St to Victoria St	Low	460	2.5	1150	6	\$ 215,620.00	
No	MISSING LINKS AND NEW INFRASTRUCTURE - STOCKINBINGAL	PRIORITY	LENGTH	WIDTH	AREA	RAMPS	COST	
SN1	Hibernia Street - Cynthia St to Dudauman St	High	500	2.5	1250	6	\$ 232,100.00	
SN2	Martin Street - Hibernia St to Hoskins St	High	400	2.5	1000	6	\$ 190,900.00	
SN3	Dudauman Street - Hibernia Street to O'Brien St	High	670	2.5	1675	10	\$ 311,540.00	
SN4	Wood Street - Cynthia St to Dudauman St	Medium	520	2.5	1300	8	\$ 245,040.00	
SN5	Cynthia Street - Hibernia St to Wood St	Medium	150	2.5	375	4	\$ 83,200.00	
SN6	Geraldra Street - Hibernia St to Wood St	Medium	150	2.5	375	4	\$ 83,200.00	
SN7	Britannia Street - Dudauman St to O'Brien	Medium	250	2.5	625	4	\$ 124,400.00	
SN8	Britannia Street - Cambria St to O'Brien St	Low	330	2.5	825	4	\$ 157,360.00	
SN9	Hoskins Street - Martin St to O'Brien St	Low	450	2.5	1125	8	\$ 216,200.00	
SN10	O'Brien Street - Hoskins St to Dudauman St	Low	300	2.5	750	6	\$ 149,700.00	
SN11	Cambria Street - Britannia Street to Dudauman Street	Low	135	2.5	337.5	4	\$ 77,020.00	

SN12	Grogan Road - Wood Street to Cambria Street	Low	290	2.5	725	4	\$ 140,880.00
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High	10737		25191.3	167	\$ 4,968,959.00
Medium	9300		22442	142	\$ 4,588,550.00
Low	7993		19420.5	150	\$ 3,942,970.00
Low Low	1350		3375	12	\$ 608,400.00
Grand Total	29380		70428.8	471	\$ 14,108,879.00
Check	29380		70428.8	471	\$ 14,108,879.00
	0		0	0	0

Cost Percentage Split	High	%	Medium	%	Low	%	Low Low	%	Total	Percent age
COOTAMUNDRA - Existing Footpaths, Ramps & Crossings	\$ 1,025,629.00	7%	\$ 1,190,470.00	8%	\$ 438,850.00	3%	\$ 165,600.00	1%	\$ 2,820,549.19	20%
COOTAMUNDRA - Bitumen Footpath Replacement	\$ -	0%	\$ 587,200.00	4%	\$ 383,040.00	3%	\$ -	0%	\$ 970,240.07	7%
MISSING LINKS AND NEW INFRASTRUCTURE - COOTAMUNDRA	\$ 2,020,220.00	14%	\$ 1,413,720.00	10%	\$ 1,869,020.00	13%	\$ 442,800.00	3%	\$ 5,745,760.38	41%
MISSING LINKS AND NEW INFRASTRUCTURE - WALLENDBEEN	\$ 1,188,570.00	8%	\$ 861,320.00	6%	\$ 510,900.00	4%	\$ -	0%	\$ 2,560,790.18	18%
MISSING LINKS AND NEW INFRASTRUCTURE - STOCKINBINGAL	\$ 734,540.00	5%	\$ 535,840.00	4%	\$ 741,160.00	5%	\$ -	0%	\$ 2,011,540.14	14%
Totals	\$ 4,968,959.00	35%	\$ 4,588,550.00	33%	\$ 3,942,970.00	28%	\$ 608,400.00	4%	\$ 14,108,879.00	100%

Length Percentage Split	High	Medium	Low	Low Low	Total	Percentage
COOTAMUNDRA - Existing Footpaths, Ramps & Crossings	2287	2630	1050	350	6317	22%
COOTAMUNDRA - Bitumen Footpath Replacement	0	880	328	0	1208	4%
MISSING LINKS AND NEW INFRASTRUCTURE - COOTAMUNDRA	4220	2860	4060	1000	12140	41%
MISSING LINKS AND NEW INFRASTRUCTURE - WALLENDBEEN	2660	1860	1050	0	5570	19%
MISSING LINKS AND NEW INFRASTRUCTURE - STOCKINBINGAL	1570	1070	1505	0	4145	14%
Totals	10737	9300	7993	1350	29380	100%

All prices subject to CPI and market increase.

Appendix D - PAMP Survey and Results Summary

Pedestrian Access and Mobility Plan (PAMP) Survey

What is a PAMP?

Together with the Roads and Maritime Services (RMS), Councils in NSW have a responsibility to provide safe, convenient and connected pedestrian routes which will encourage people to walk rather than use cars. In 1998, the RMS began a new program to assist councils in their planning for pedestrians. This program is known as PAMP – Pedestrian Access and Mobility Plan.

The Cootamundra-Gundagai Regional Council (CGRC) PAMP will align with Council's key principles and objectives identified in the 2022 Community Strategic Plan in achieving pathway network infrastructure and maintenance that respects community expectations and needs. It will provide the framework for developing pedestrian routes or areas identified as important for walkability, safety, convenience and mobility, with a particular focus on footpaths, kerb ramps and crossing facilities at critical locations.

The CGRC PAMP will be used to guide investment in safe, convenient and connected pedestrian infrastructure. It is the key instrument for planning and building needed pedestrian infrastructure in a prioritised manner. It is essential in supporting all major pedestrian funding requests directed through Transport for NSW (TfNSW) and will ensure that all available funding sources are being used effectively to improve the pedestrian network.

Community consultation and feedback is important in the development of this PAMP and Council thanks you for your participation.

1. Do you live in the Cootamundra-Gundagai Regional Council (CGRC) local district?
 - Yes
 - No

2. Do you utilise the services and facilities at the townships, villages and/or rural communities within CGRC (please mark all relevant locations)?
 - Cootamundra
 - Gundagai
 - Stockinbingal
 - Wallendbeen
 - Muttama
 - Coolac
 - Nangus
 - Tumblong
 - Adjungbilly

3. Are you familiar with the local footpath networks in the townships, villages and/or rural communities within CGRC (please mark all relevant locations)?
 - Cootamundra
 - Gundagai
 - Stockinbingal

- Wallendbeen
- Muttama
- Coolac
- Nangus
- Tumblong
- Adjungbilly

4. Do you, or other family members, require mobility aids (such as wheelchairs, walking frames, etc) when travelling around the local area?

- Yes
- No

5. Which type of community services and facilities located within the CGRC LGA do you access most frequently?

- Hospitals
- Health Clinics
- Childcare Centres
- Aged Care Facilities
- Pre-schools
- Primary Schools
- High Schools
- Tafe
- Community Business District/Mainstreet
- Businesses not located in the CBD
- Clubs/Pubs
- Post Office
- Railway Stations
- Bus Stops
- Taxi Ranks
- Parks
- Playgrounds
- Ovals
- Tourist Facilities
- Recreation Areas (Tennis Courts, Swimming Pools, Sports Stadiums, Golf Courses)
- Other (please specify) _____

6. Please provide the name and/or location of your top three most frequented services or facilities:

1. _____
2. _____
3. _____

7. Which types of pedestrian infrastructure best supports your pedestrian mobility needs?

- Footpaths and kerb ramps
- Footpath repairs
- Pedestrian crossings
- Pedestrian refuges
- Other (please specify) _____

8. Please provide your top three priority locations with regard to footpath infrastructure improvements (your wish list):

1. _____
2. _____
3. _____

9. Have you utilised existing cycleways within the region?

- Yes
- No

10. If so, which cycleways have you enjoyed the most and/or best suit your needs?

1. _____
2. _____
3. _____

11. Are you aware that Cootamundra-Gundagai Regional Council has a Road Safety Officer available to discuss local concerns with members of the community?

- Yes
- No

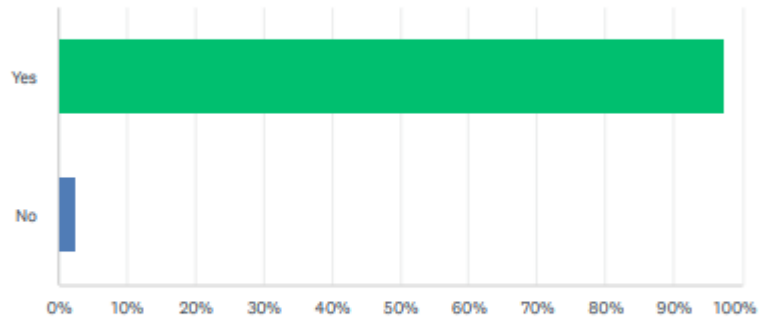
12. Is there additional information you would like noted regarding pedestrian access and mobility in the CGRC region:

Thank you for participating in this survey – your opinion is important to us.

If you require any further information, please contact the Road Safety Officer on 1300 459 689.

Q1 Do you live in the Cootamundra-Gundagai Regional Council (CGRC) district?

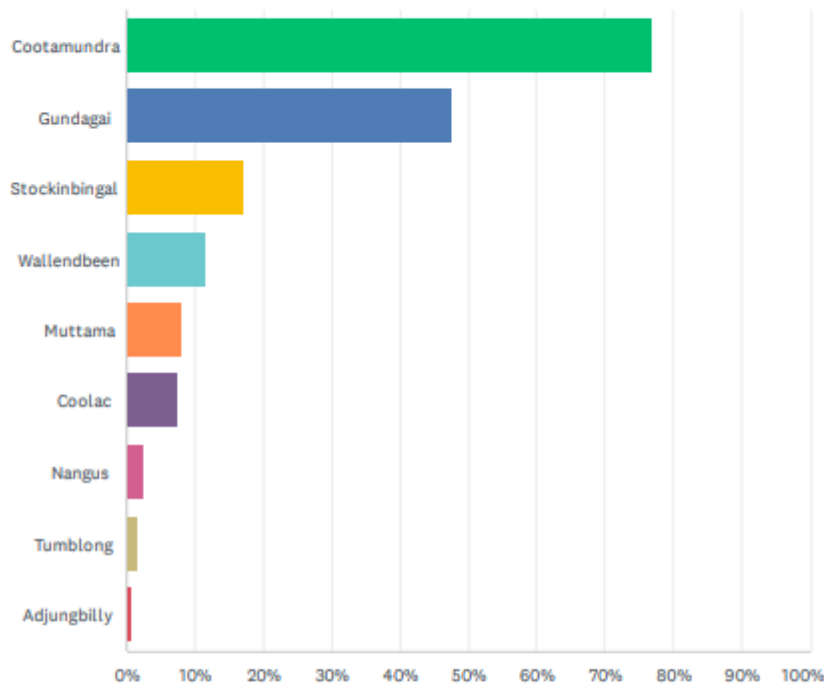
Answered: 122 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	97.54%	119
No	2.46%	3
TOTAL		122

Q2 Do you utilise the services and facilities at the townships, villages and/or rural communities within the CGRC district (please mark all relevant locations)?

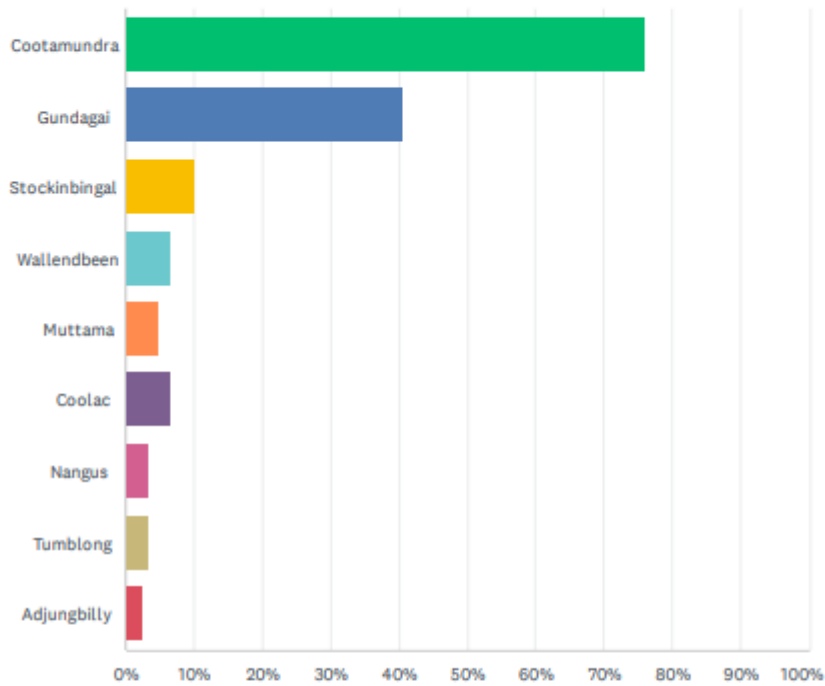
Answered: 122 Skipped: 0



ANSWER CHOICES	RESPONSES	
Cootamundra	77.05%	94
Gundagai	47.54%	58
Stockinbingal	17.21%	21
Wallendbeen	11.48%	14
Muttama	8.20%	10
Coolac	7.38%	9
Nangus	2.46%	3
Tumblong	1.64%	2
Adjungbilly	0.82%	1
Total Respondents: 122		

Q3 Are you familiar with the local footpath networks in the townships, villages and/or rural communities within CGRC (please mark all relevant locations)?

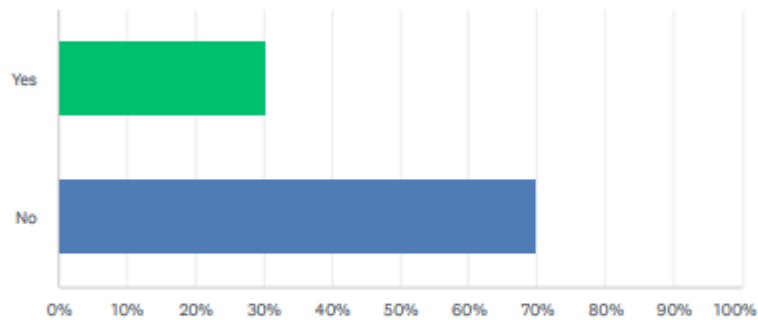
Answered: 121 Skipped: 1



ANSWER CHOICES	RESPONSES	
Cootamundra	76.03%	92
Gundagai	40.50%	49
Stockinbingal	9.92%	12
Wallendbeen	6.61%	8
Muttama	4.96%	6
Coolac	6.61%	8
Nangus	3.31%	4
Tumblong	3.31%	4
Adjungbilly	2.48%	3
Total Respondents: 121		

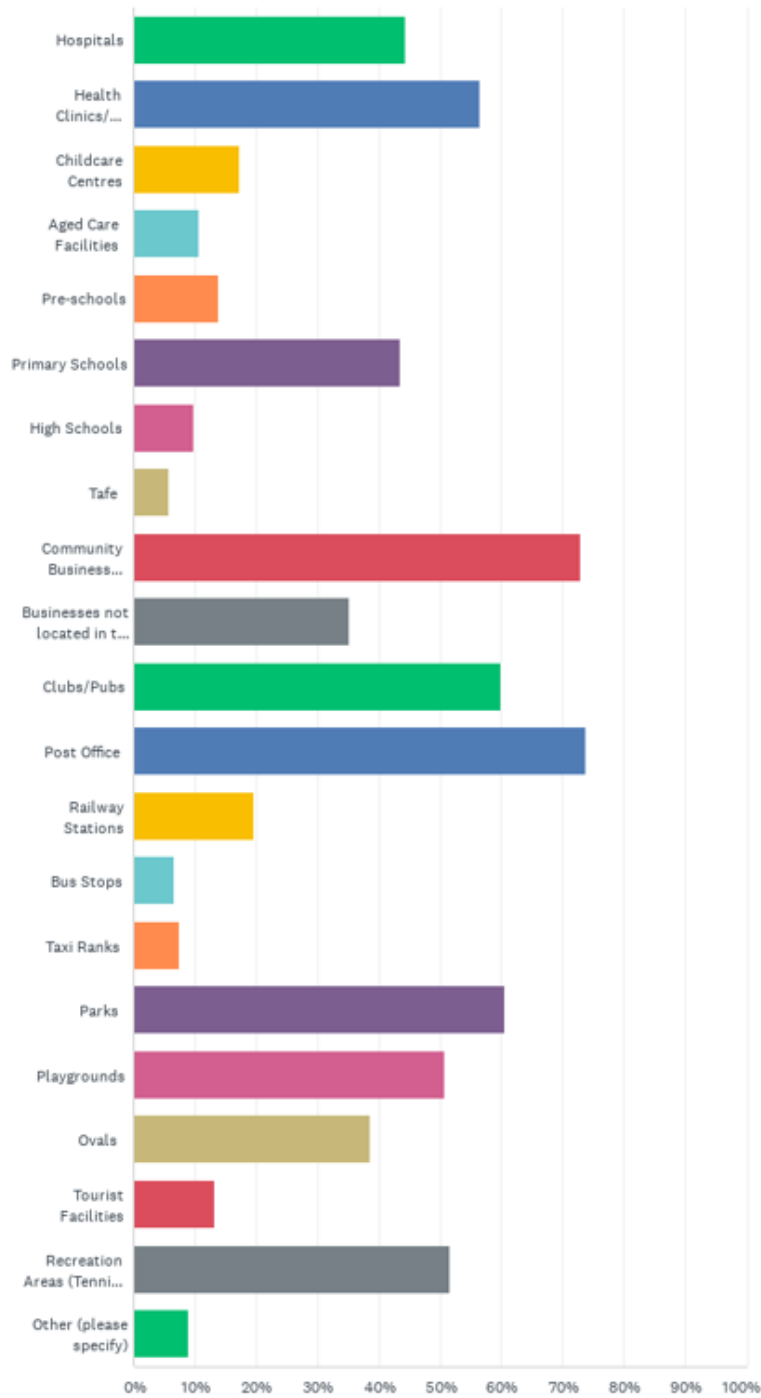
Q4 Do you, or other family members, require mobility aids (such as wheelchairs, walking frames, etc) when travelling around the local area?

Answered: 122 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	30.33%	37
No	69.67%	85
TOTAL		122

Q5 Which type of community services and facilities located within the CGRC region do you access most frequently



ANSWER CHOICES	RESPONSES	
Hospitals	44.26%	54
Health Clinics/ Medical Centres	56.56%	69
Childcare Centres	17.21%	21
Aged Care Facilities	10.66%	13
Pre-schools	13.93%	17
Primary Schools	43.44%	53
High Schools	9.84%	12
Tafe	5.74%	7
Community Business District (CBD)/Mainstreet	72.95%	89
Businesses not located in the CBD	35.25%	43
Clubs/Pubs	59.84%	73
Post Office	73.77%	90
Railway Stations	19.67%	24
Bus Stops	6.56%	8
Taxi Ranks	7.38%	9
Parks	60.66%	74
Playgrounds	50.82%	62
Ovals	38.52%	47
Tourist Facilities	13.11%	16
Recreation Areas (Tennis Courts, Swimming Pools, Sports Stadiums, Golf Courses)	51.64%	63
Other (please specify)	9.02%	11
Total Respondents: 122		

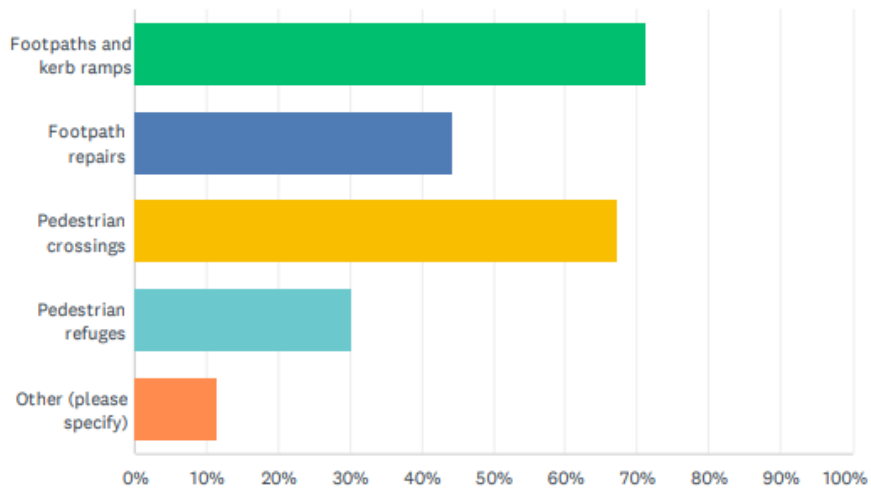
Q6 Please provide the name and/or location of your top three most frequented services or facilities:

Answered: 117 Skipped: 5

ANSWER CHOICES	RESPONSES	
1.	99.15%	116
2.	98.29%	115
3.	97.44%	114

Q7 Which types of pedestrian infrastructure best supports your pedestrian mobility needs?

Answered: 122 Skipped: 0



ANSWER CHOICES	RESPONSES	
Footpaths and kerb ramps	71.31%	87
Footpath repairs	44.26%	54
Pedestrian crossings	67.21%	82
Pedestrian refuges	30.33%	37
Other (please specify)	11.48%	14
Total Respondents: 122		

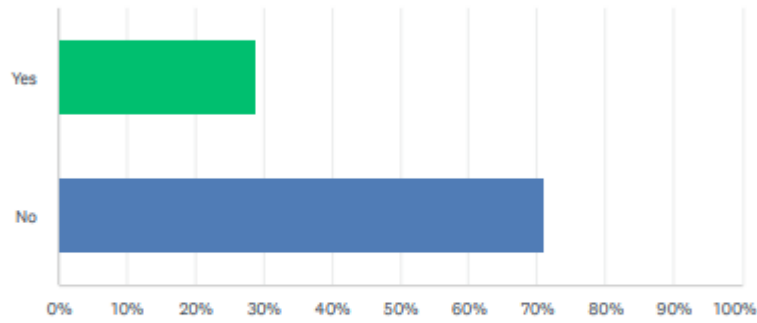
Q8 Please provide your top three priority locations with regard to footpath infrastructure improvements (your wish list)?

Answered: 112 Skipped: 10

ANSWER CHOICES	RESPONSES	
1.	100.00%	112
2.	87.50%	98
3.	69.64%	78

Q9 Have you utilised existing cycleways within the region?

Answered: 121 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	28.93%	35
No	71.07%	86
TOTAL		121

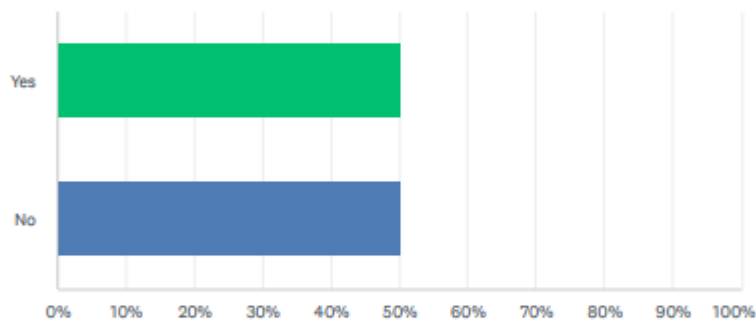
Q10 If so, which cycleways have you enjoyed the most and/or best suit your needs?

Answered: 54 Skipped: 68

ANSWER CHOICES	RESPONSES	
1.	100.00%	54
2.	40.74%	22
3.	27.78%	15

Q11 Are you aware the CGRC has a Road Safety Officer available to discuss local concerns with members of the community?

Answered: 120 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	50.00%	60
No	50.00%	60
TOTAL		120

Q12 Is there any additional information you would liked noted regarding pedestrian access and mobility in the CGRC region?

Answered: 82 Skipped: 40



COOTAMUNDRA- GUNDAGAI REGIONAL COUNCIL

COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL

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