



**COOTAMUNDRA-
GUNDAGAI** REGIONAL
COUNCIL

Gundagai & 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 Gundagai & Villages PAMP will align with Council's key principles and objectives identified in the Towards 2050 Community Strategic Plan, and the previous Gundagai 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.

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 Gundagai & Villages PAMP is to address barriers to walking by providing improved pedestrian infrastructure at critical locations. The specific objectives of the PAMP 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 Gundagai & Villages PAMP will be used to guide investment in safe, convenient and connected pedestrian infrastructure. It is the key instrument for planning to build 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 Gundagai & Villages PAMP will be reviewed annually to assess progress and update priorities as required.

1.3 Methodology

The PAMP was developed over five stages:

1. Community consultation and analysis of relevant pedestrian statistics
2. Collection of relevant data 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 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 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.

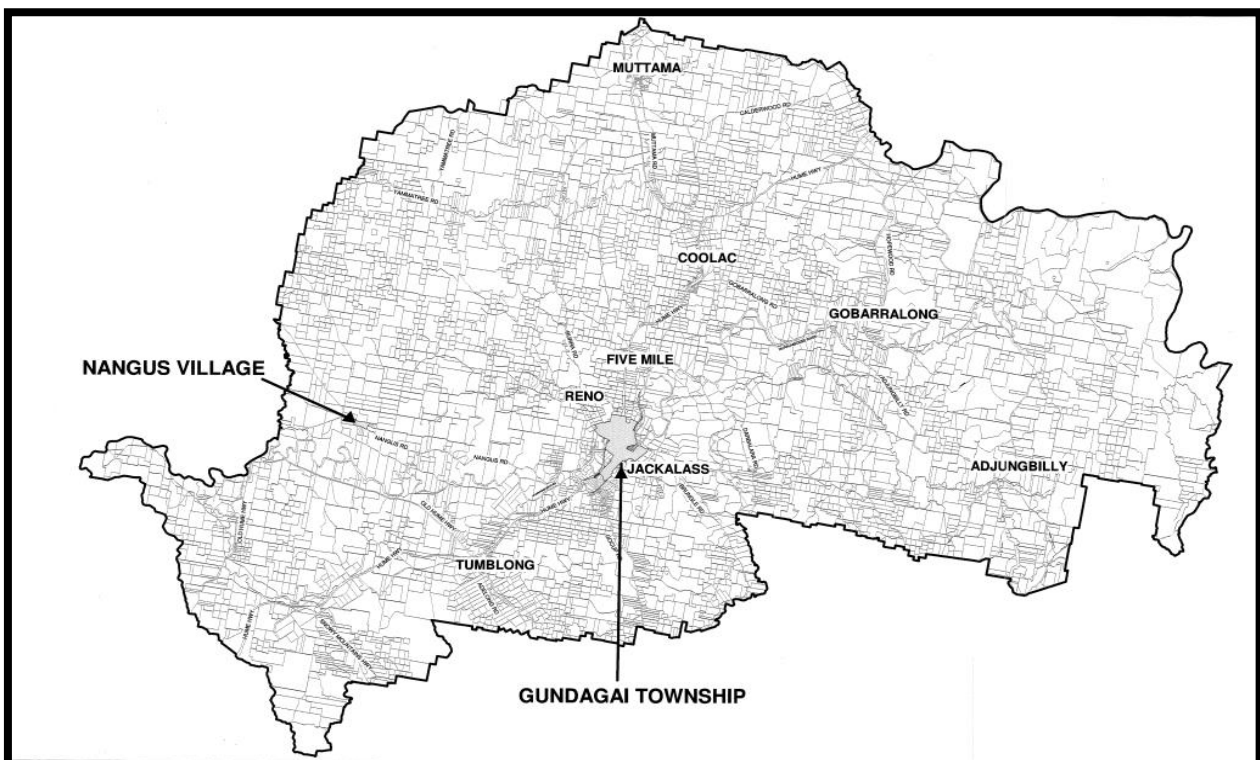
Pedestrian infrastructure includes footpaths, kerb ramps, kerb extensions, pedestrian refuges, pedestrian crossings, tactile indicators, seats and streetlighting. Implementation of new facilities needs to be complemented by ongoing maintenance such as repairing uneven footpath slabs, street sweeping, 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 Gundagai & Villages PAMP are the township of Gundagai, the villages of Nangus, Tumblong and Coolac due to population density and pedestrian attractors.



3. Characteristics of the Local Government Area

3.1 Population and Land Use

Gundagai is part of the Eastern Riverina Agricultural Region of NSW located 390 kilometres south-west of Sydney along the Murrumbidgee River and Tumut mountain ranges. The Hume Highway, the main transport route between Sydney and Melbourne, traverses the shire. The river and the highway have always made a critical contribution to the physical and economic development of the area.

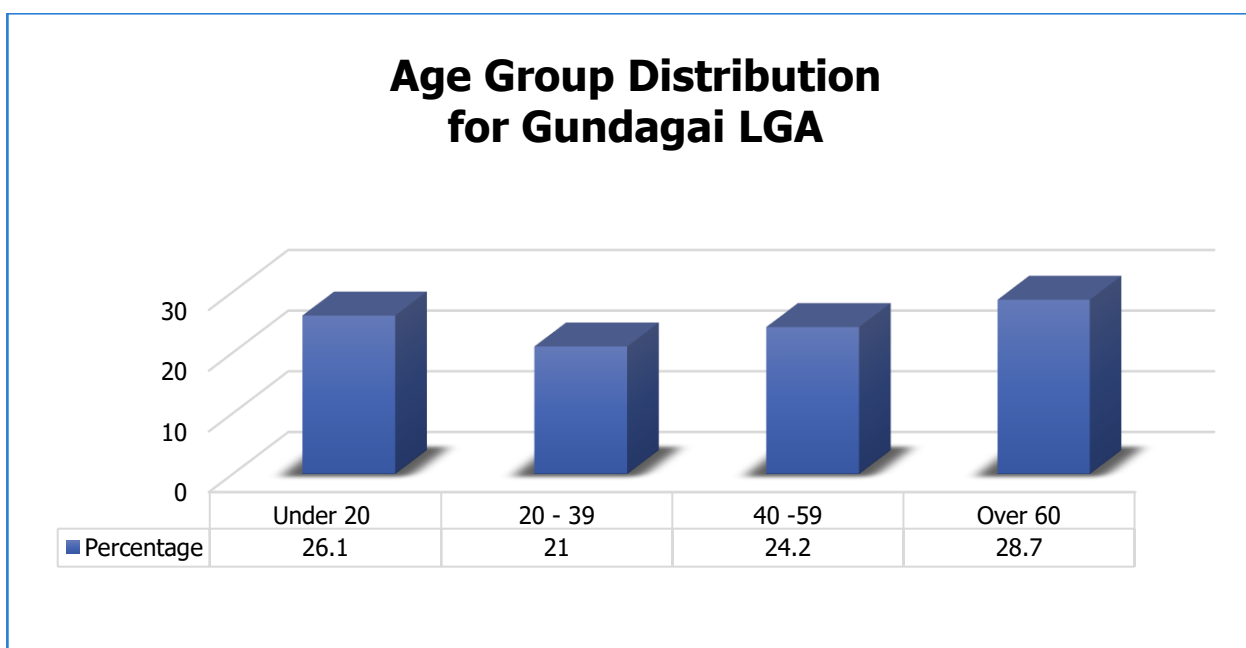
The Gundagai region is part of the traditional lands of the Wiradjuri people, with considerable folklore associated with Aboriginal cultural and spiritual beliefs. The floodplains of the Murrumbidgee running through the town of Gundagai were a frequent meeting place of the Wiradjuri.

Gundagai is perhaps most famous for its monument to the early pioneers, the iconic Dog on the Tuckerbox, situated on the Hume Highway, 8 kms north of Gundagai. Other than tourism, Gundagai's economy remains dominated by stock, as well as wheat, lucerne and maize production.

Population Density Comparison

Gundagai	Muttama	Nangus	Coolac	Tumblong	Adjungbilly
3713	140	240	244	225	101

As reported by the Australian Bureau of Statistics 2021, Gundagai LGA has an estimated resident population of 3713 people. Of these, 49.7% of residents are male, 50.3% are female. The median age for the Gundagai region is 49 years, while residents over 60 years account for 28.7% of the population.



3.2 Road Hierarchy

The Gundagai Civil Works team maintains 16.8 km of constructed footpaths, 467.1 km of sealed roads, 371.9 km of unsealed roads, and 90 bridge structures throughout the Gundagai LGA and are 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 entire road network is comprised of 92.4km of State Roads, 53.6 km of Regional Roads and 693 km of Local Roads.

Gundagai, Nangus, Tumblong and Coolac pedestrian generators and attractors are mainly located within the CBD and in outlying areas. Outlying generators and attractors include medical centres, schools, aged facilities, parks, businesses, transport hubs, tourist attractions, and sporting and recreational facilities.

3.3 Public Transport

Gundagai, Nangus, Tumblong and Coolac have a unique and advantageous location with respect to proximity to major centres such as Wagga Wagga, Canberra, Sydney and Melbourne. Numerous coach services operating between regional centres provide transport services daily with easy access to the main highway between Sydney and Melbourne.

The railway connecting Gundagai with the Main Southern Railway line closed in 1984 due to flood damage.

Daily coach services, taxi services, community transport options, school buses and club patron buses are available within and surrounding Gundagai.

3.4 Future Pedestrian Needs

The Community Strategic Plan (CSP) represents the highest level of strategic planning undertaken by local government 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.

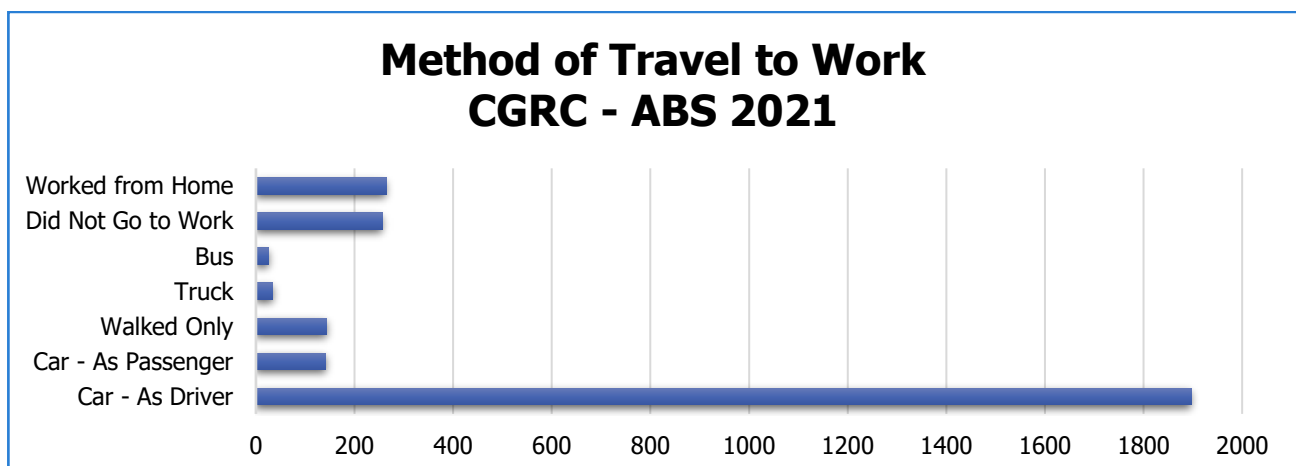
Other documents referenced and/or considered include customer service requests from the community regarding requests for footpaths, crossings and access points and relevant Council plans and policies relating to footpaths.

4.2 Traffic and Pedestrian Data

Within Gundagai, Nangus, Tumblong and Coolac, 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.

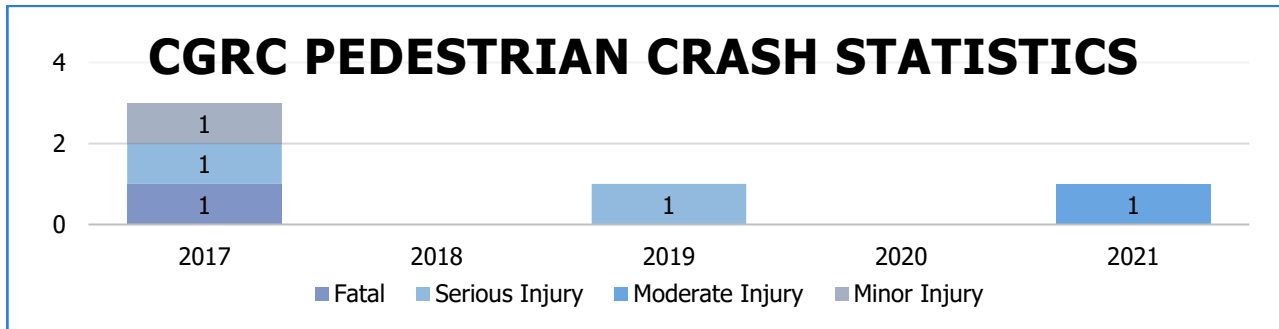
Traffic and pedestrian data from the Australian Bureau of Statistics 2021, information provided on vehicle movements and speeds within the region, and community feedback have all played a major role in the prioritisation of PAMP Routes and the identification of works needed to improve pedestrian facilities.

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 over the past five years (2017 to 2021 inclusive), reports a total of 5 pedestrian crashes within the Cootamundra-Gundagai Regional Council 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. Statistics for CGRC note that 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 Gundagai. Private disability car parks are not included in this list.

Map Number	Pedestrian Attractor	Location	Number of Spaces
1	Gundagai District Services Club	0 Sheridan Street, Gundagai	1
2	Gundagai CBD	234 Sheridan Street, Gundagai	1
3	Gundagai CBD	164 Sheridan Street, Gundagai	1
4	Gundagai Medical Centre	95 Sheridan Street, Gundagai	1
Total On-Street Public Disabled Car Parks			4



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, the survey was distributed throughout the community via Council's website, Facebook page, and local paper. The PAMP Survey was also distributed to relevant community groups. A copy of the survey and the results is provided in Appendix D.

Recent service requests regarding pedestrian issues recorded in Council's management system were also considered in establishing footpath priorities.

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

5.2 Community Consultation Results

At the end of the survey period, a total of 154 responses were received with a summary of the pertinent results included below:

- Gundagai represented 48% of participants with the least number of responses coming from the Adjunbilly 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 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 resulting from the public consultation, recorded service requests and current work schedules. The key focus of the route audits has been 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 the 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 the Weighted Criteria Scoring System for PAMP Works Prioritisation as developed for the RTA PAMP Guidelines, utilising community consultation. All works are ranked according to the total score as either High, Medium, Low or Low Low priority.

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
<i>High Priority 1 to Lower Priority 4</i>							

Each identified pedestrian crossing point was scored using this system. These criteria are not intended to exclude works all together, but rather to provide a means of determining the priority of works.

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:

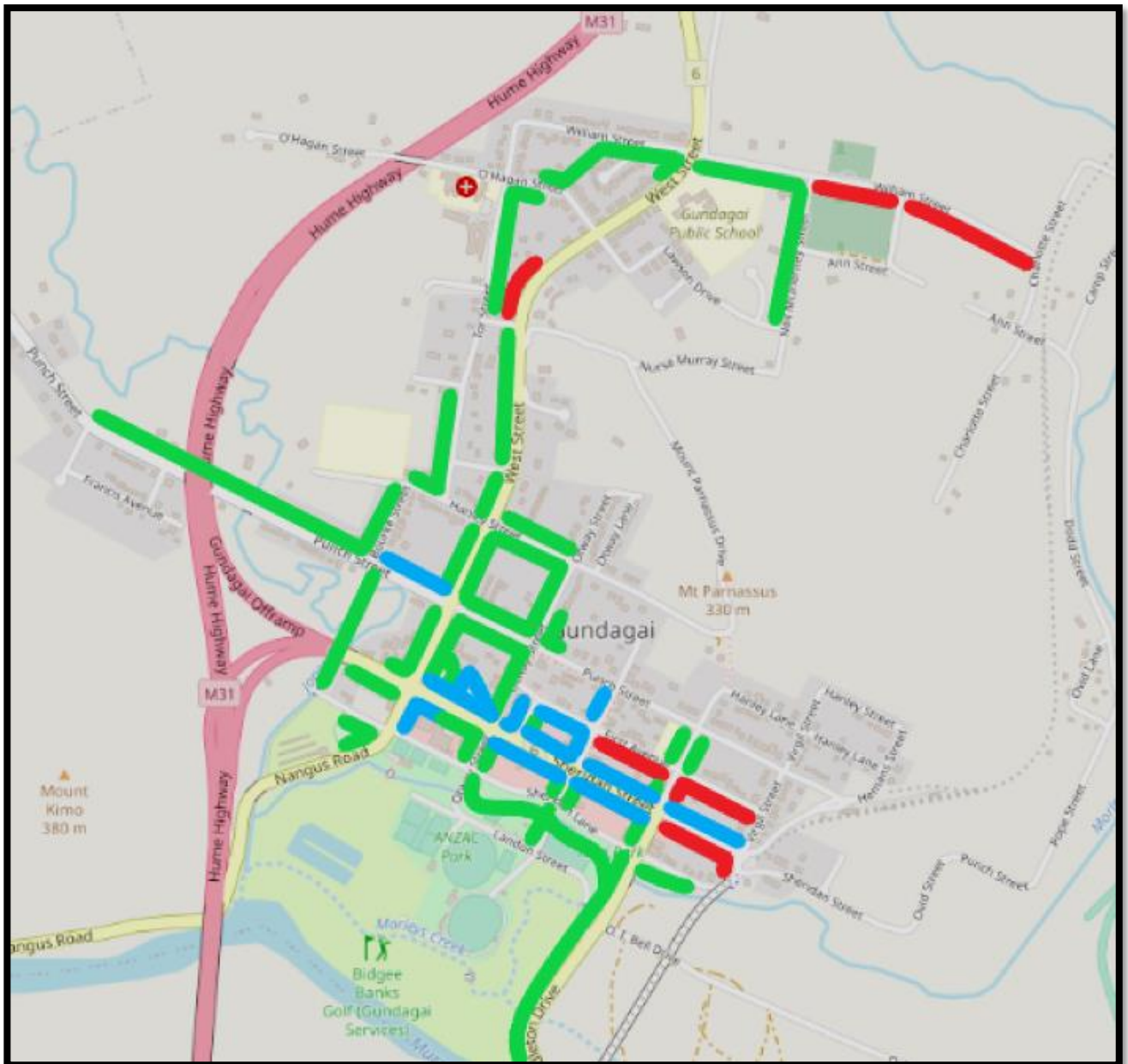
- Ensure pedestrian needs are promoted as part of future road reconstructions.
- Community events coordinated by Council will provide access for pedestrians and people with reduced accessibility.
- Ensure vegetation on road verges is managed so as not to inhibit the safe and accessible use of these areas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

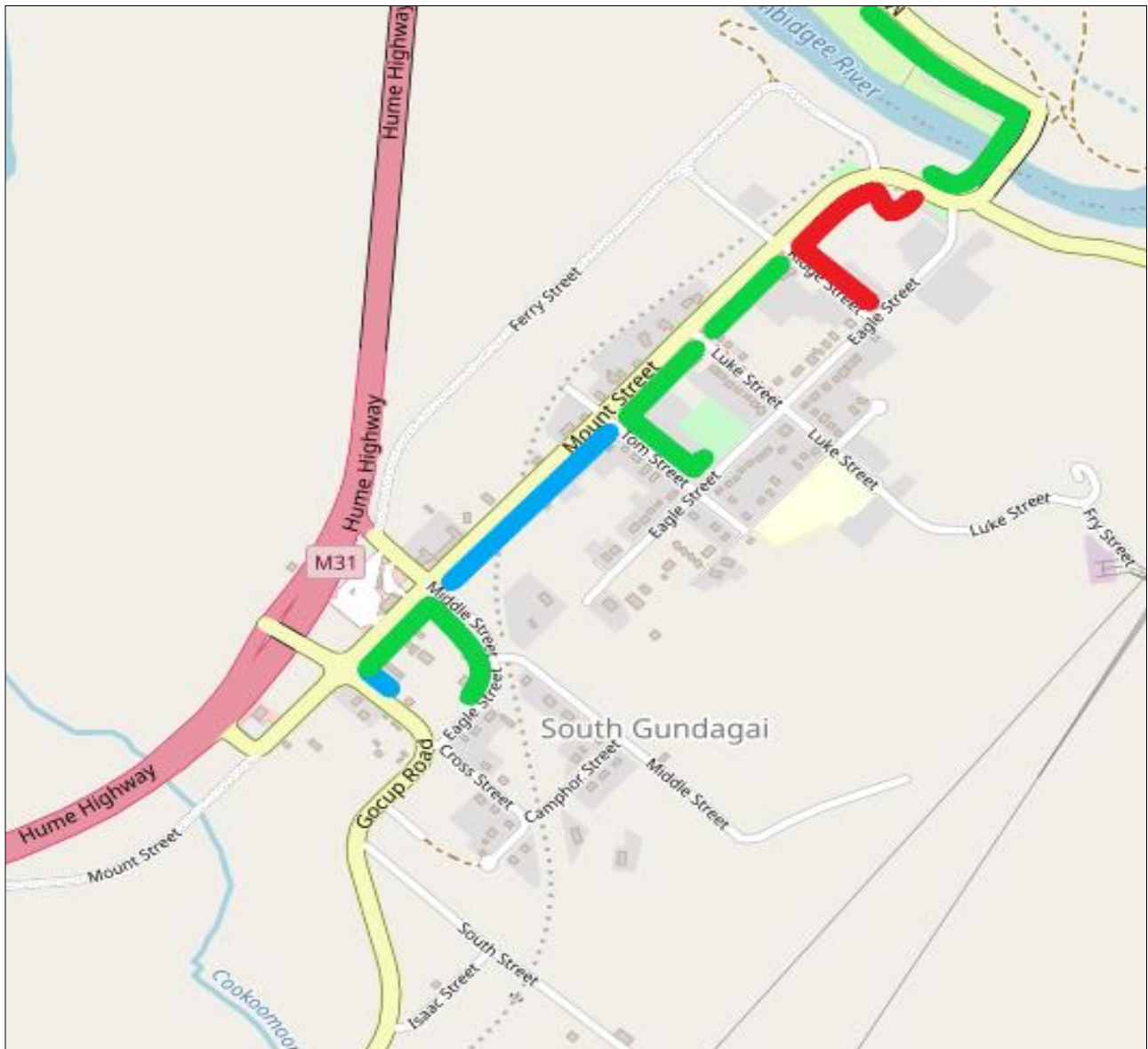
Appendix A – Maps of Existing Pedestrian Network

North Gundagai



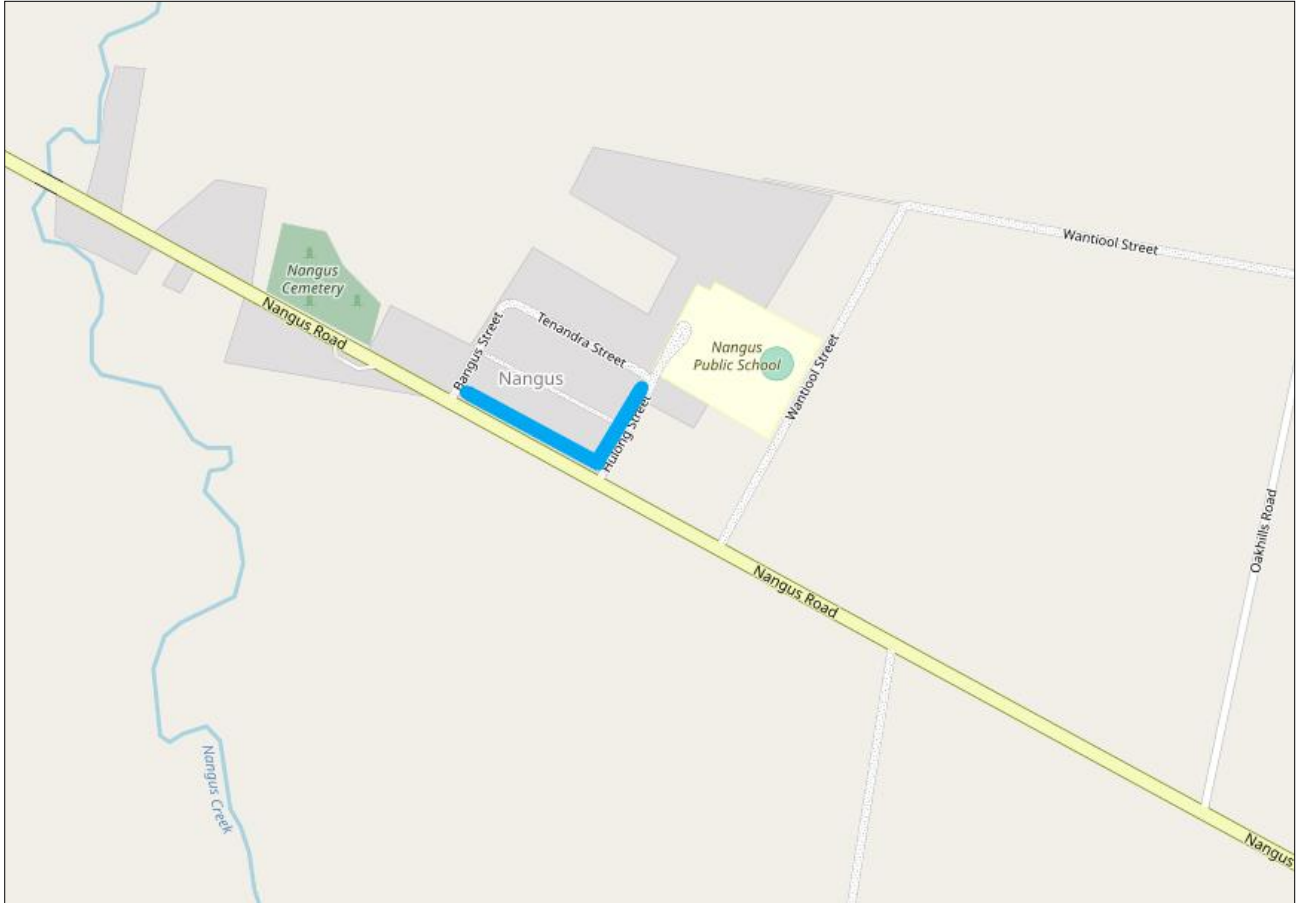
- URGENT REPAIRS REQUIRED
- REPAIRS REQUIRED
- GENERAL MAINTENANCE

South Gundagai



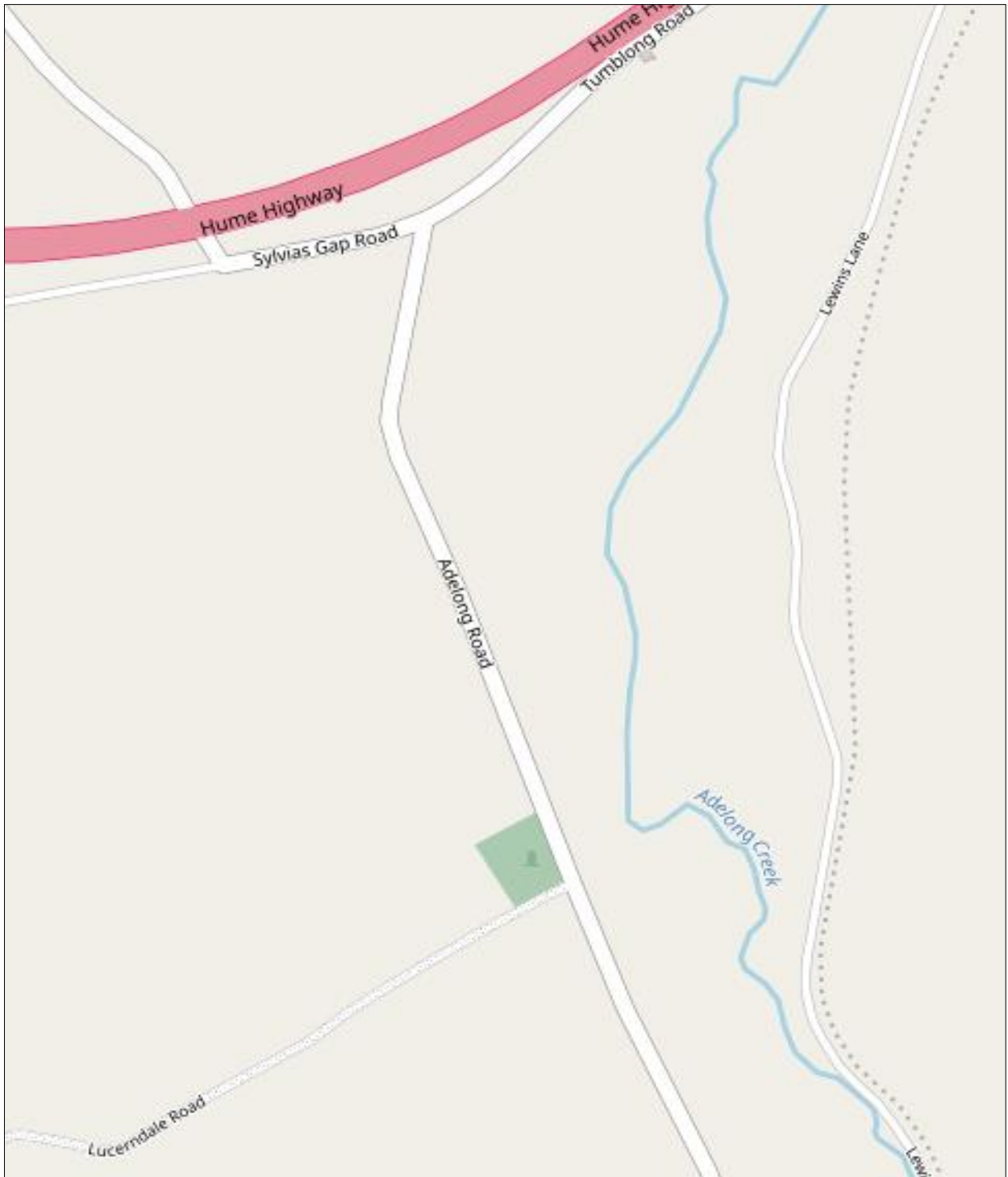
- URGENT REPAIRS REQUIRED**
- REPAIRS REQUIRED**
- GENERAL MAINTENANCE**

Nangus



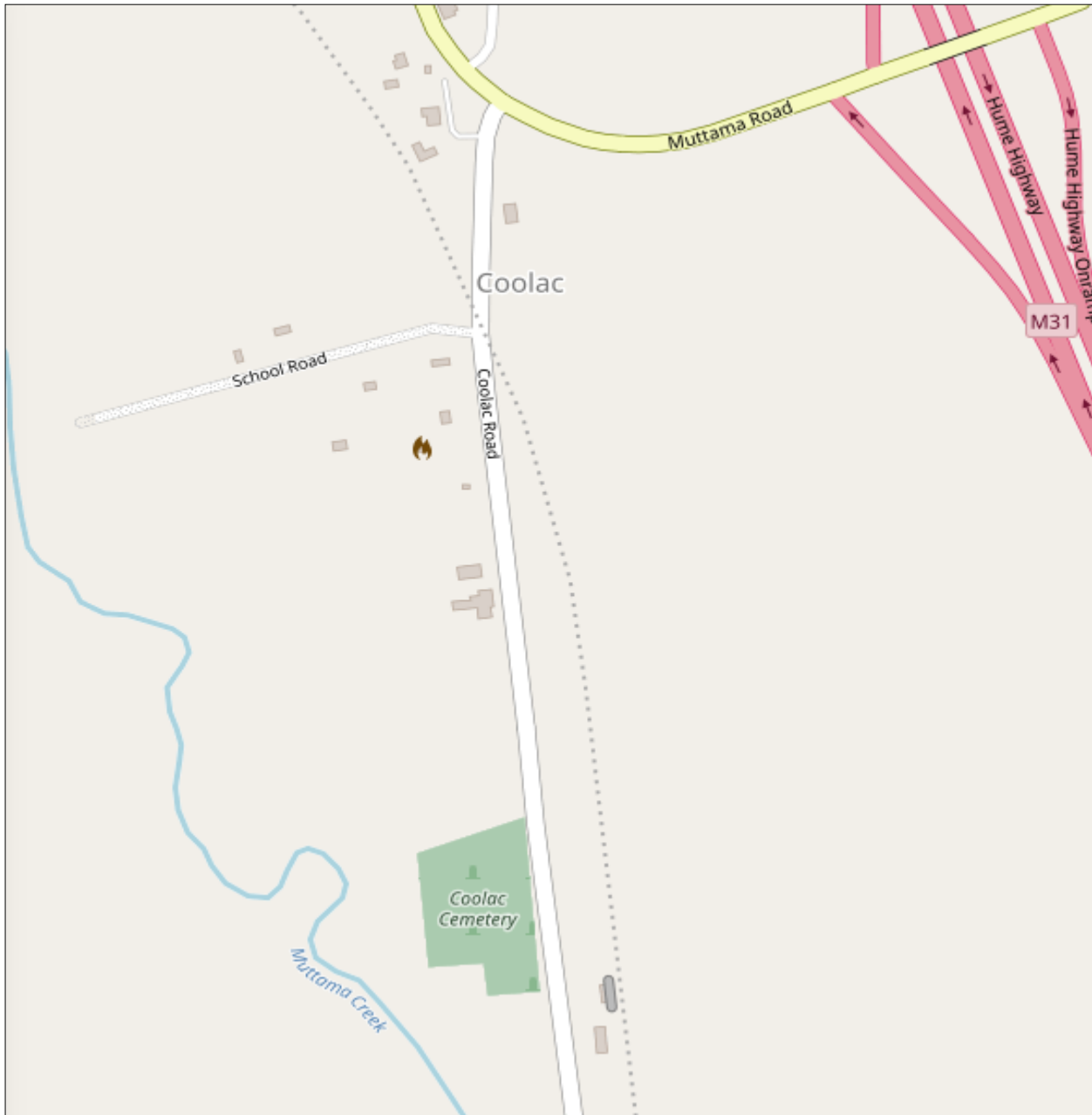
- █ URGENT REPAIRS REQUIRED
- █ REPAIRS REQUIRED
- █ GENERAL MAINTENANCE

Tumblong



NO EXISTING FOOTPATH INFRASTRUCTURE

Coolac






NO EXISTING FOOTPATH INFRASTRUCTURE

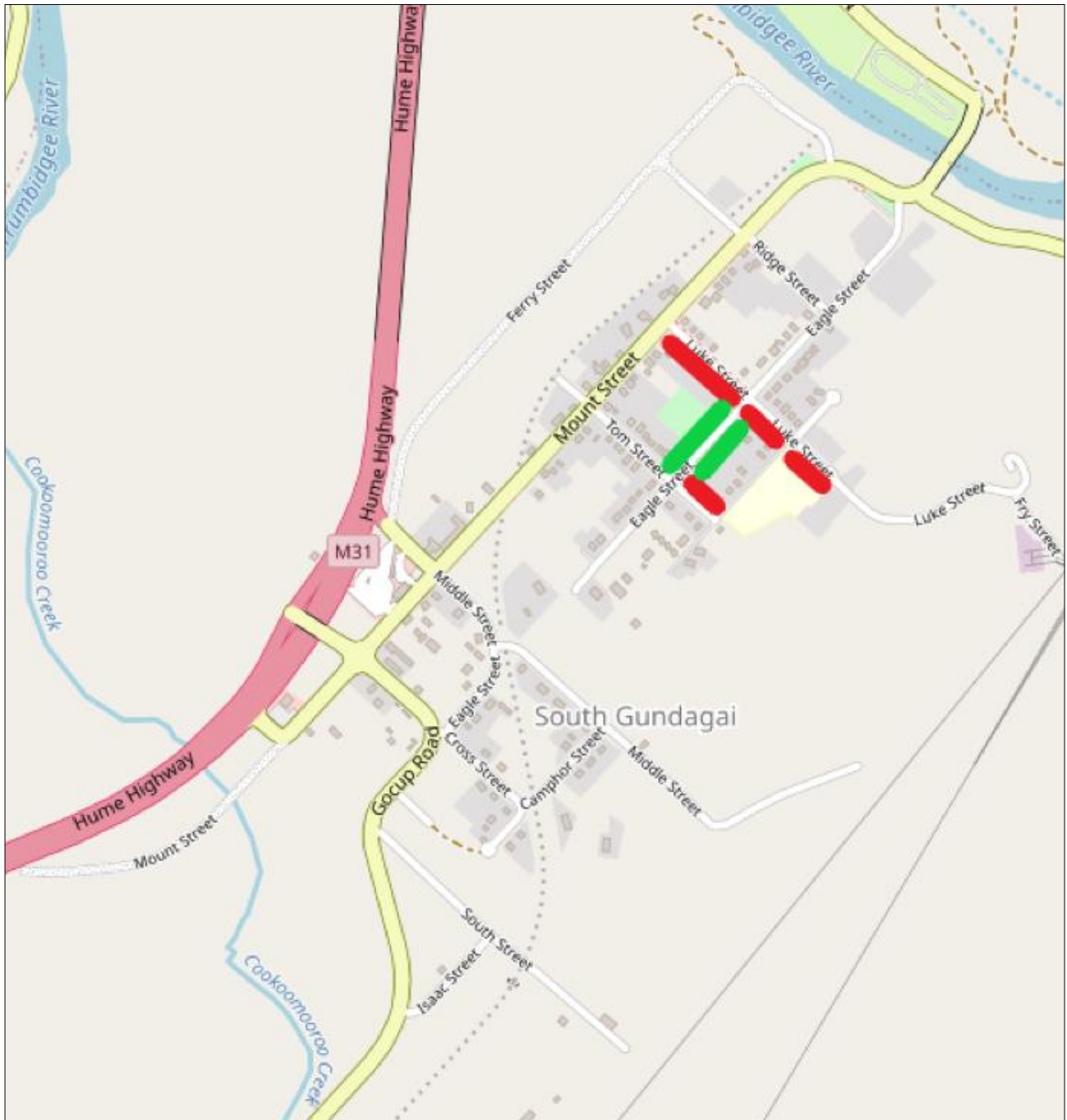
Appendix B – New Pedestrian Infrastructure Maps




North Gundagai



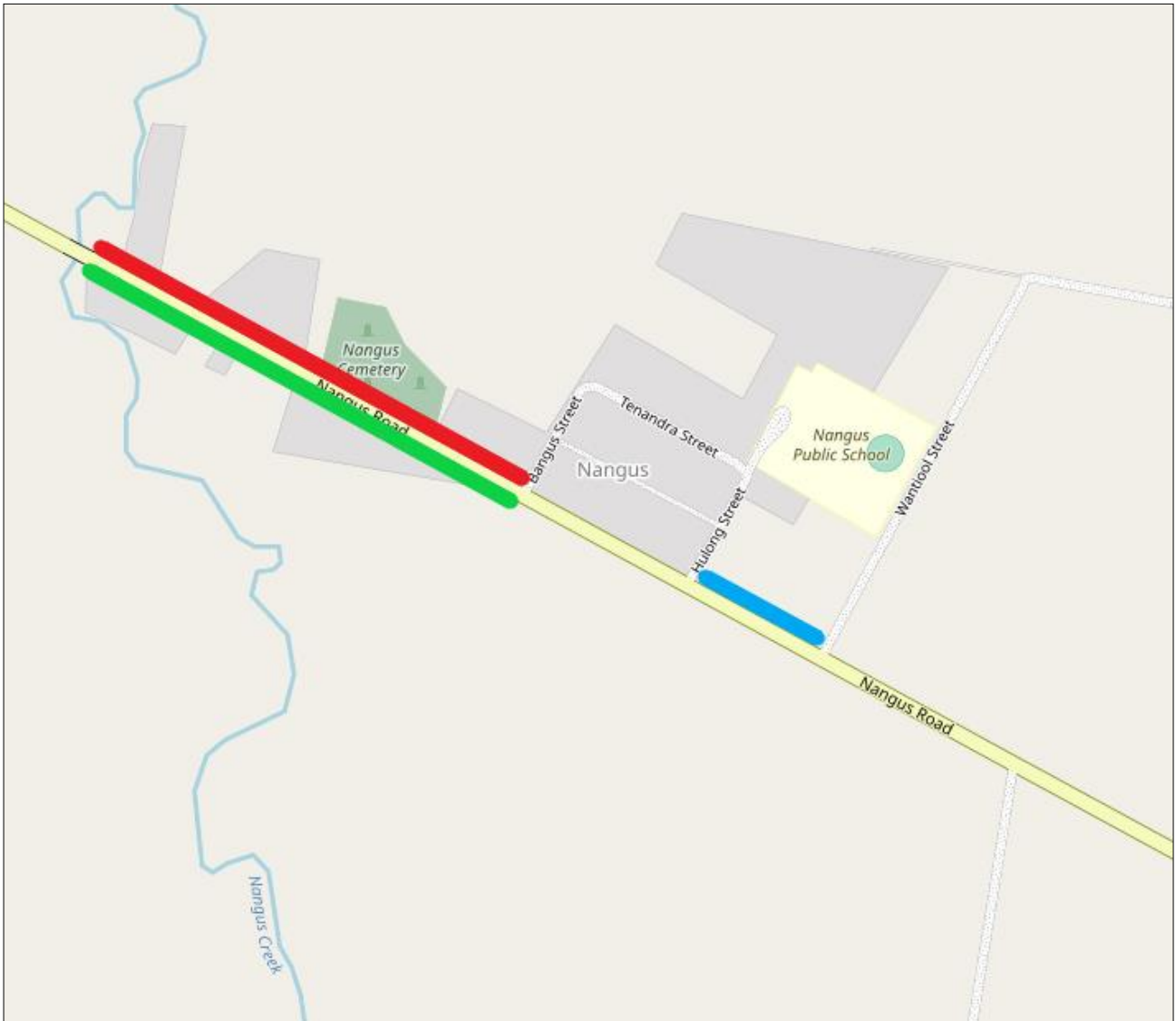
-  High Priority
-  Medium Priority
-  Low Priority




South Gundagai



-  High Priority
-  Medium Priority
-  Low Priority




Nangus



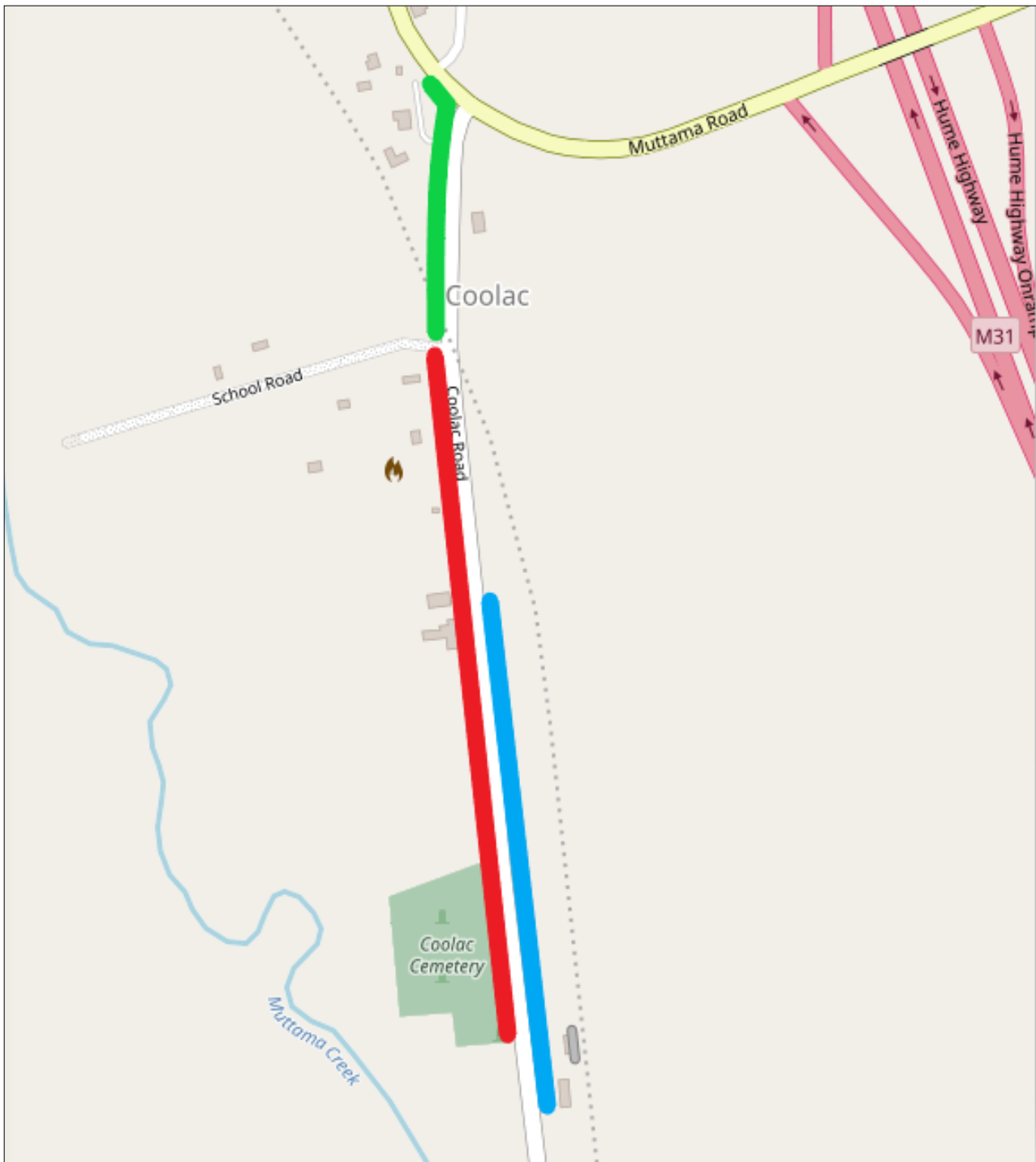
-  High Priority
-  Medium Priority
-  Low Priority




Tumblong



-  High Priority
-  Medium Priority
-  Low Priority

Coolac



-  High Priority
-  Medium Priority
-  Low Priority

Appendix C - PAMP Audit: Key Results and Corrective Actions

No	GUNDAGAI - Existing Footpaths, Ramps & Crossings	PRIORITY	LENGTH	WIDTH	AREA	RAMPS	COST	Comments
GR1	Mount Street - Replace footpath from Tumut to Ridge St	HIGH	334	1.5	501		\$ 70,140.00	Subject to CPI and market changes
GR2	Homer Street - footpath replacement from Punch Street to First Ave	HIGH	105	1.5	157.5	2	\$ 24,450.00	Subject to CPI and market changes
GR3	William Street - footpath replacement from Neil McInerney Street past Short Street	HIGH	493	2	986	3	\$ 141,640.00	Subject to CPI and market changes
GR4	West Street - footpath replacement from Nurse Murray Street towards O'Hagan Street	MEDIUM	493	1.5	739.5	0	\$ 103,530.00	Subject to CPI and market changes
GR5	First Avenue - footpath replacement from Homer St to Virgil St	MEDIUM	208	1.5	312	2	\$ 46,080.00	Subject to CPI and market changes
GR6	First Avenue - footpath replacement from Homer St to Byron St	MEDIUM	210	1.5	315	2	\$ 46,500.00	Subject to CPI and market changes
GR7	Ridge Street - footpath replacement from Mount St to Eagle St	MEDIUM	203	1.5	304.5	2	\$ 45,030.00	Subject to CPI and market changes
GR8	Mount Street - Middle St to Cross Street	LOW	215	2.4	516	2	\$ 74,640.00	Still in Good Condition - Subject to CPI and market changes
GR9	Middle Street - From Mount St to Eagle St	LOW	149	1.5	223.5	2	\$ 33,690.00	Still in Good Condition - Subject to CPI and market changes
GR10	Mount Street - Ridge St to Tom St	LOW	455	2.4	1092	4	\$ 157,680.00	Still in Good Condition - Subject to CPI and market changes
GR11	Tom Street - Mount St to Eagle St	LOW	206	1.5	309	2	\$ 45,660.00	Still in Good Condition - Subject to CPI and market changes
GR12	Luke Street - Mount St to Eagle St	LOW	220	1.5	330	0	\$ 46,200.00	Still in Good Condition - Subject to CPI and market changes

GR1 3	Prince Alfred Bridge - Middleton Drive to Tumut St	LOW	60	1.5	90	2	\$ 15,000.00	TfNSW Manages the majority of this section, Council's part only.
GR1 4	Middleton Drive - Bridge to Sheridan St	LOW	1104.2	1.2	1325.0 4	5	\$ 191,505.60	Still in Good Condition - Subject to CPI and market changes
GR1 5	Yarri Park Paths	LOW	683	2.4	1639.2	5	\$ 235,488.00	Still in Good Condition - Subject to CPI and market changes
GR1 6	Old Mill Park Paths	LOW	168	2	336	2	\$ 49,440.00	Still in Good Condition - Subject to CPI and market changes
GR1 7	Byron Street - Sheridan Lane to Sheridan St (both sides)	LOW	137	1.5	205.5	4	\$ 33,570.00	Still in Good Condition - Subject to CPI and market changes
GR1 8	Otway Street - Sheridan Lane to Hanley St (both sides)	LOW	1045	1.5	1567.5	14	\$ 236,250.00	Still in Good Condition - Subject to CPI and market changes
GR1 9	Sheridan Street - Otway St to Services Club	LOW	121	1.2	145.2	1	\$ 21,528.00	Still in Good Condition - Subject to CPI and market changes
GR2 0	Gundagai Swimming Pool - Sheridan Lane and Nangus Road	LOW	219	1.5	328.5	4	\$ 50,790.00	Still in Good Condition - Subject to CPI and market changes
GR2 1	Sheridan Street - Off ramp to West Street (both sides)	LOW	269	1.2	322.8	2	\$ 47,592.00	Still in Good Condition - Subject to CPI and market changes
GR2 2	Footpath under offramp from Sheridan lane to Punch St	LOW	358	2.5	895	0	\$ 125,300.00	Still in Good Condition - Subject to CPI and market changes
GR2 3	Footpathpast Council to VIC from West St to Sheridan St	LOW	181	1.5	271.5	4	\$ 42,810.00	Still in Good Condition - Subject to CPI and market changes
GR2 4	Kitchener Street - from Sheridan St	LOW	66	1.5	99	1	\$ 15,060.00	Still in Good Condition - Subject to CPI and

									market changes
GR2 5	Homer Street - Sheridan Lane to Punch St	LOW	303	1.2	363.6	6	\$ 58,104.00		Still in Good Condition - Subject to CPI and market changes
GR2 6	Punch Street - Byron St to West St	LOW	418	1.2	501.6	4	\$ 75,024.00		Still in Good Condition - Subject to CPI and market changes
GR2 7	Punch St - Bourke St under bridge	LOW	866	1.5	1299	1	\$ 183,060.00		Still in Good Condition - Subject to CPI and market changes
GR2 8	Bourke St - Punch St to Hanley St	LOW	205	1.5	307.5	1	\$ 44,250.00		Still in Good Condition - Subject to CPI and market changes
GR2 9	Corner of Hanley and Tor Street	LOW	243	1.5	364.5	0	\$ 51,030.00		Still in Good Condition - Subject to CPI and market changes
GR3 0	West St - Hanley to Nurse Murray	LOW	478	1.2	573.6	4	\$ 85,104.00		Still in Good Condition - Subject to CPI and market changes
GR3 1	Hanley - Otway St to West St (both sides)	LOW	378	1.2	453.6	4	\$ 68,304.00		Still in Good Condition - Subject to CPI and market changes
GR3 2	Corner of Otway St and Punch St	LOW	105	1.2	126	2	\$ 20,040.00		Still in Good Condition - Subject to CPI and market changes
GR3 3	Tor Street - Nurse Murray St to O'Hagen St	LOW	345	1.5	517.5	2	\$ 74,850.00		Still in Good Condition - Subject to CPI and market changes
GR3 4	O'Hagen Street - Tor towards West Street	LOW	101	2	202	1	\$ 29,480.00		Still in Good Condition - Subject to CPI and market changes
GR3 5	Path from O'Hagen to William Street	LOW	255	2	510	2	\$ 73,800.00		Still in Good Condition - Subject to CPI and market changes

GR3 6	William Street - footpath to and around corner of West St	LOW	172	2	344	2	\$ 50,560.00	Still in Good Condition - Subject to CPI and market changes
GR3 7	William Street - West Street to Neil McInerney St	LOW	285	2	570	2	\$ 82,200.00	Still in Good Condition - Subject to CPI and market changes
GR3 8	Neil McInerney Street - Lawson Drive to William St	LOW	367	2	734	2	\$ 105,160.00	Still in Good Condition - Subject to CPI and market changes
No	GUNDAGAI MISSING LINKS AND NEW INFRASTRUCTURE	PRIORITY	LENGTH	WIDTH	AREA	RAMPS	COST	
GN1	Punch Street - Boundary footpath around St Patricks School	HIGH	209	1.5	313.5	2	\$ 46,290.00	Subject to CPI and market changes
GN2	First Avenue - Boundary footpath around St Patricks School	HIGH	209	1.5	313.5	2	\$ 46,290.00	Subject to CPI and market changes
GN3	Luke Street - Mount Street to Gundagai South Public School	HIGH	379	1.5	568.5	3	\$ 83,190.00	Subject to CPI and market changes
GN4	Tom Street- Eagle Street to Camphor Lane	HIGH	105	1.5	157.5	2	\$ 24,450.00	Subject to CPI and market changes
GN5	First Avenue - Safe drop pedestrian zone for pre-school	HIGH	120	4	480	0	\$ 67,200.00	Subject to CPI and market changes
GN6	Sheridan Street - Cenotaph to Ovid Street	HIGH	504	1.5	756	0	\$ 105,840.00	Subject to CPI and market changes
GN7	West Street - Public School pedestrian crossing to Nurse Murray Street	HiGH	651	1.5	976.5	4	\$ 141,510.00	Subject to CPI and market changes
GN8	Hanley St - West St to Highschool	HIGH	135	1.5	202.5	2	\$ 30,750.00	Subject to CPI and market changes
GN9	Homer St - Punch St to Hanley Lane	MEDIUM	101	1.5	151.5	2	\$ 23,610.00	Subject to CPI and market changes
GN1 0	Otway Street - from Hanley Street	MEDIUM	214	1.5	321	2	\$ 47,340.00	Subject to CPI and market changes
GN1 1	Camphor Lane - Luke Street to Tom Street	MEDIUM	207	1.5	310.5	0	\$ 43,470.00	Subject to CPI and market changes
GN1	Eagle Street - Luke Street to Tom Street	MEDIUM	207	1.5	310.5	0	\$ 43,470.00	Subject to CPI and

2									market changes
GN1									Subject to CPI and market changes
3	Tor Street - Nurse Murray St to Jack Moses Ave	LOW	348	1.5	522	2	\$	75,480.00	Subject to CPI and market changes
GN1									Subject to CPI and market changes
4	Sheridan Lane - West Street to Homer Street	LOW	672	1.5	1008	6	\$	148,320.00	Subject to CPI and market changes
GN1									Subject to CPI and market changes
5	Punch Street - Byron Street to Virgil Street	LOW	447	1.5	670.5	0	\$	93,870.00	Subject to CPI and market changes
GN1									Subject to CPI and market changes
6	Banjo Paterson Place - connect to Lawson Drive	LOW	125	1.5	187.5	0	\$	26,250.00	Subject to CPI and market changes
GN1									Subject to CPI and market changes
7	O'Hagen - West Street to the bridge	LOW	487	1.5	730.5		\$	102,270.00	Subject to CPI and market changes
GN1									Includes pedestrian bridge - Subject to CPI and market changes
8	Morley's Creek - continuation of walking track	LOW	360	2.5	900	2	\$	578,400.00	Subject to CPI and market changes
GN1									Subject to CPI and market changes
9	Rusconi Pl - Sheridan Street to the Railway Station	LOW	400	1.5	600	1	\$	85,200.00	Subject to CPI and market changes
	TUMBLONG - NEW INFRASTRUCTURE								
TN1	Adelong Road - Opposite side to Cemetery to Town Hall	HIGH	921	2	1842		\$	257,880.00	Subject to CPI and market changes
TN2	Adelong Road - Town Hall to Sylvia's Gap Road	MEDIUM	855	2	1710		\$	239,400.00	Subject to CPI and market changes
TN3	Sylvia's Gap Road - from Adelong Rd to the Tavern	MEDIUM	275	2	550		\$	77,000.00	Subject to CPI and market changes
TN4	Adelong Road - Cemetery to Town Hall	LOW	921	2	1842		\$	257,880.00	Subject to CPI and market changes
	NANGUS - NEW INFRASTRUCTURE								
NN1	Kimo Street - Bangus St along main street to bridge	HIGH	590	2	1180	2	\$	167,600.00	Subject to CPI and market changes
NN2	Kimo Street - Bangus St along main street opposite side	MEDIUM	590	2	1180	2	\$	167,600.00	Subject to CPI and market changes
NN3	Kimo Street - Wantiool to Hulong Street	LOW	180	1.5	270	2	\$	40,200.00	Subject to CPI and market changes

COOLAC - NEW INFRASTRUCTURE								
CN1	Coolac Road - School Road to Coolac Cemetery	HIGH	742	1.5	1113	0	\$ 155,820.00	Subject to CPI and market changes
CN2	Coolac Road - School Road to Muttama Road Intersection	MEDIUM	300	1.5	450	0	\$ 63,000.00	Subject to CPI and market changes
CN3	Coolac Road - Railway Station to opposite Town Hall	LOW	960	1.5	1440	0	\$ 201,600.00	Subject to CPI and market changes

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

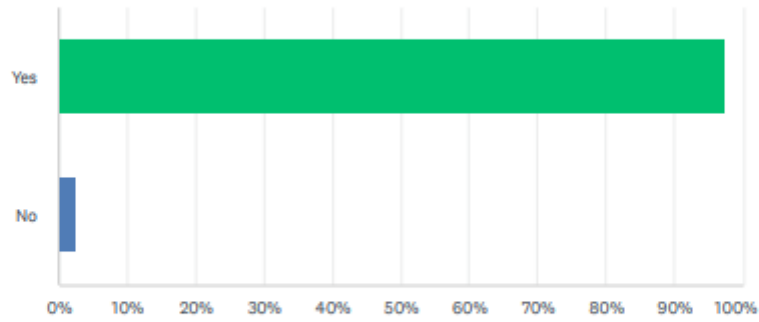
12. Is there additional information you would like noted regarding pedestrian access and mobility in the CGRC region:

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?

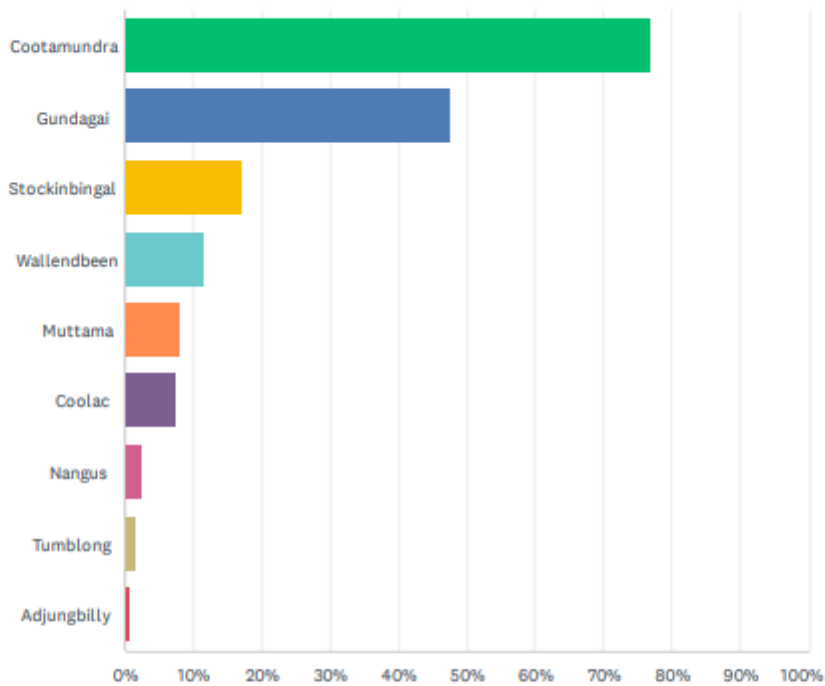
Answered: 122 Skipped: 0



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)?

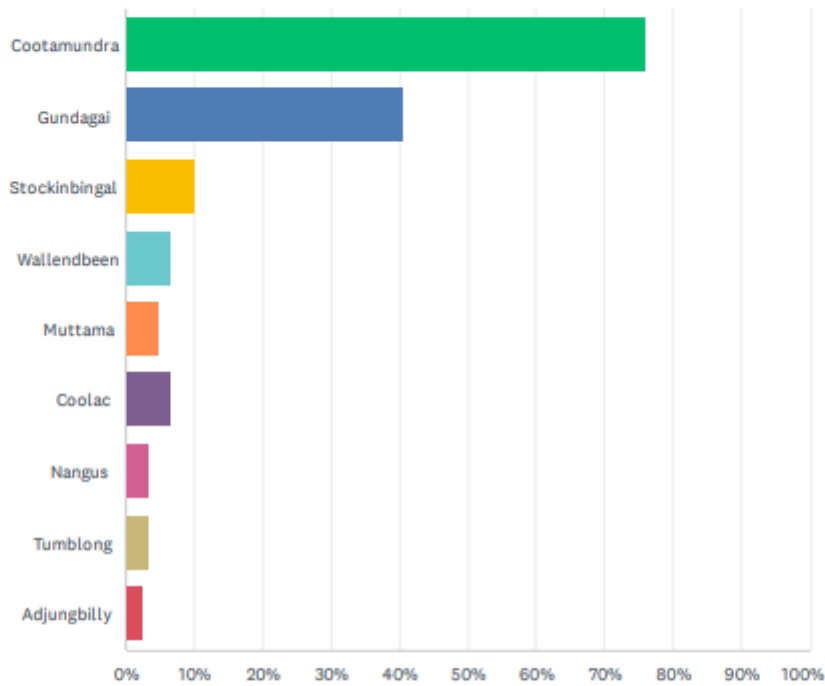
Answered: 122 Skipped: 0



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)?

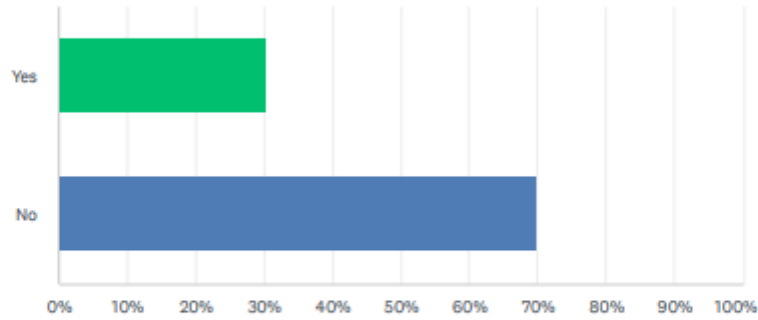
Answered: 121 Skipped: 1



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		

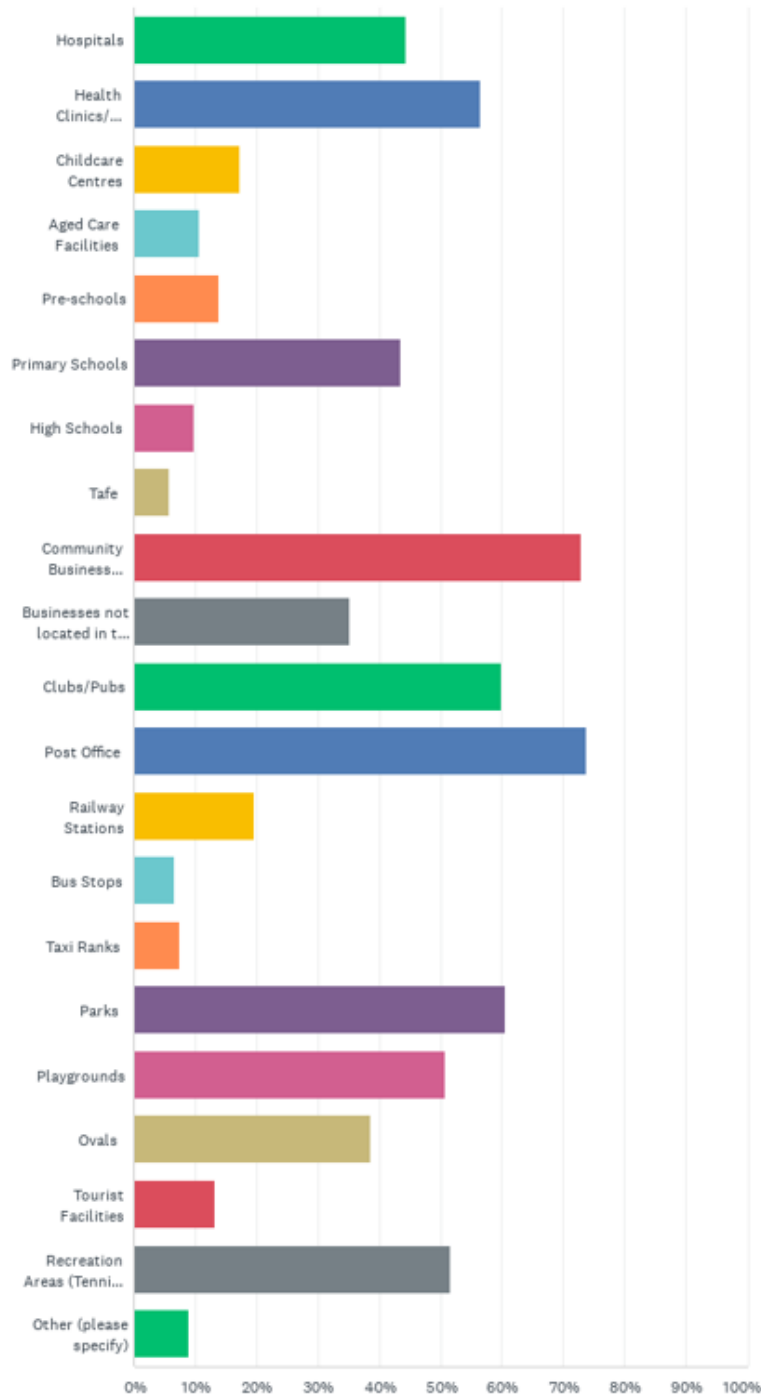
Q4 Do you, or other family members, require mobility aids (such as wheelchairs, walking frames, etc) when travelling around the local area?

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		

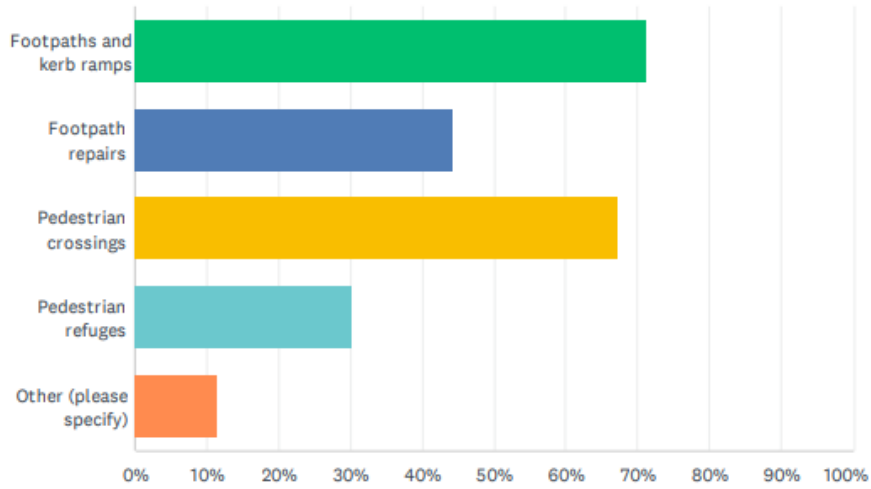
Q6 Please provide the name and/or location of your top three most frequented services or facilities:

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		

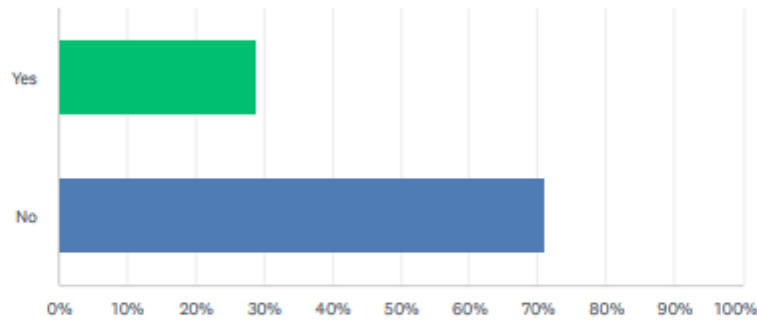
Q8 Please provide your top three priority locations with regard to footpath infrastructure improvements (your wish list)?

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

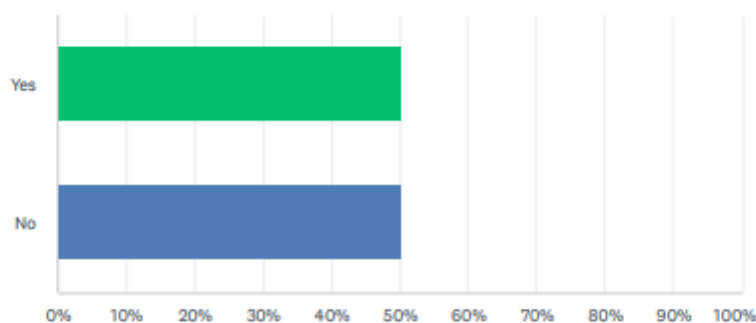
Q10 If so, which cycleways have you enjoyed the most and/or best suit your needs?

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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