



Live > Enjoy > Grow

GILGANDRA REGION ACTIVE TRANSPORT STRATEGY

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GSC
GILGANDRA
SHIRE COUNCIL



ACKNOWLEDGEMENT OF COUNTRY.

Gilgandra is known as a “meeting place” between three Aboriginal nations - **Wiradjuri, Kamilaroi and Wailwan** - and we proudly continue to be a meeting place for family, friends, locals and visitors alike.

Gilgandra Shire Council acknowledges the traditional custodians of the land on which we live, work and play. We pay our respects to our Elders past, present and emerging, and thank them for the contribution they have made, and continue to make, in the cultural identity of our nation.



Information throughout document compiled by Bitzios Consulting in partnership with Gilgandra Shire Council.

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Funded by:



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EXECUTIVE SUMMARY

Gilgandra is located on the junction of three major highways, and as a Region we are known as a meeting place between Wiradjuri, Kamilaroi and Wailwan Nations, in the Orana region of New South Wales.

The Gilgandra LGA is located approximately 65km north of Dubbo. Gilgandra region covers an area of approximately 4,800km² and it is known for its farmlands with low density residential land uses and a level of retail uses located at Gilgandra Township. Other smaller scale residential areas in the Gilgandra Local Government Area (LGA) include Tooraweenah and Armatree Villages, with the remaining areas of the LGA being used mostly for Primary Production with limited residential and commercial land uses.

Active modes of transport are the most basic and equitable forms of transport available. Most individual trips, regardless of the mode of transport begin and finish with active transport movements. Active transport specifically involves pedestrian and cycling movements. Pedestrians include people who are walking or running, pushing a pram, and using a mobility aid device, while cyclist include people using push bikes, road bikes, cargo bikes, and etc. Beyond enhancing connectivity, development of active transport networks are proven to improve

public health outcomes by increasing physical activity and social stimulation.

Studies show that safety concerns emerge as one of the most powerful barriers to achieving higher levels of active transport, and evidence also shows that a combination of infrastructure and supporting actions can boost levels of people cycling and people walking.

The Gilgandra Region Active Transport Strategy (the Strategy) is intended to provide Council with a

long-term strategy for the development of pedestrian and cycling routes and facilities with a focus on encouraging and increasing localised pedestrian and cyclist activity within the Gilgandra Region, supported by the NSW Government Get NSW Active funding.

The Strategy was development with emphasis on available community engagement and community feedback data, which is reflected in the action plan, recommended policy updates and actions.



Vision

The aim of the vision is to provide a clear statement of intent for the Strategy.

The vision was developed with Council and considers community and stakeholder input and feedback.

The vision for the Strategy is provided as follows:



A connected Gilgandra Region where walking and cycling are safe, accessible modes of transport.



By improving opportunities for connections and the experience of active transport, we will support healthy lifestyles, safer neighbourhoods, active streets and centres, and a liveable, sustainable community.

Gilgandra CBD, Miller Street.
Gilgandra, NSW, 2827.



METHODOLOGY

A detailed review of the existing Gilgandra Region profile has been undertaken to inform the development of the Strategy. Key population and employment data, travel behaviour trends, user groups, active transport and road network and behavioural data was reviewed to set the scene of active transport in the region. Local policy documents have also been reviewed and compared to best practices in relation to active transport infrastructure.

A key active transport network was developed considering the key routes in the area, based on Council's local knowledge and a review of key land uses. Site audits were undertaken on all key active transport routes to identify issues and potential remedial works, in line with Transport for New South Wales (TfNSW) Get NSW Active requirements, and also considering Gilgandra's unique characteristics (refer Section 1.3, 2,7 and 9).

The Strategy is strategically aligned broadly with Gilgandra Region's Towards 5000 population vision and key strategic planning and infrastructure works. Further regional, state and federal plan outcomes have been aligned to this Strategy (refer Section 3 and 4)

Community and stakeholder engagement feedback and local knowledge was used to prioritise the recommended works and develop four key priority projects, that progressed to a concept design stage, in order to support Council in securing TfNSW funding opportunities for the development of the active transport network in Gilgandra (refer Section 10)

OBJECTIVES

- The objectives of the Strategy are provided as follows:
- Align with Gilgandra Region Community Strategic Plan, community priorities and enhance the region's vibrancy and liveability

- Assist in achieving the grow 'Towards 5000' vision and strategically aligned with local, regional, state and federal outcomes
- Review and update the 2016 Active Transport Strategy to reflect current conditions and community needs
- Consult and collaborate with the community to drive outcomes for the Gilgandra region, including the villages of Tooraweenah and Armatree
- Outline commitments to deliver priority projects and initiatives for walking, cycling and active transport
- Address gaps in active transport infrastructure and integrate with broader strategies for green space, housing, and urban development
- Safely, provide connectivity and accessibility between key spaces within Gilgandra – aged care and disability facilities, schools, CBD, residential and industrial subdivisions, recreational and cultural precincts and emerging developments including the GIL library hub, CBD, Hunter Park Precinct and the AeroPark subdivision
- Address the NSW State Government's Get NSW Active program's objectives including the development of continuous and connected cycleways, walking and cycling safety and equitable access for all residents and visitors
- Improve pedestrian facilities by proposing upgrades to the footpath network, developing an access and mobility plan and strategically aligning with the Disability Inclusion Action Plan.

PROBLEM DEFINITION

Studies show that safety concerns emerge as one of the most powerful barriers to achieving higher levels of active transport. Evidence also shows that a combination of infrastructure and supporting actions can boost levels of people cycling and people walking.

Specifically for Gilgandra, key infrastructure issues hindering active transport uptake at present are:

- Three state-controlled highways cross Gilgandra CBD (i.e. Oxley Highway, Castlereagh Highway and Newell Highway) with minimal safe active transport crossing points provided. This is a major impediment for pedestrian and cyclists' movements, particularly between Hunter Park Precinct and Schools / CBD, and the significant risk of conflict with highway traffic
- Limited and discontinued active transport network, particularly outside Gilgandra CBD (including Tooraweenah, Armatree)
- Accessibility and connectivity improvements within the urban areas.

KEY ACTIVE TRANSPORT ROUTES

The Strategy does not aim to provide active transport infrastructure at every single road or residential street in the study area, rather it should focus on areas with significant active transport and traffic generation, which will provide a wider benefit for the community.

As such a network of key active transport routes developed for the Strategy generally considering the following:

- Links between key land uses
- Active transport related crash cluster location(s)
- Community and stakeholders' feedback
- Future planning considerations.

Importantly, the network of the priority routes was developed in close consultation with Council and relevant stakeholders.

The key active transport routes for the Strategy are presented in Figure E1 to Figure E3.

Active Transport Strategy

Gilgandra Shared Path Loop

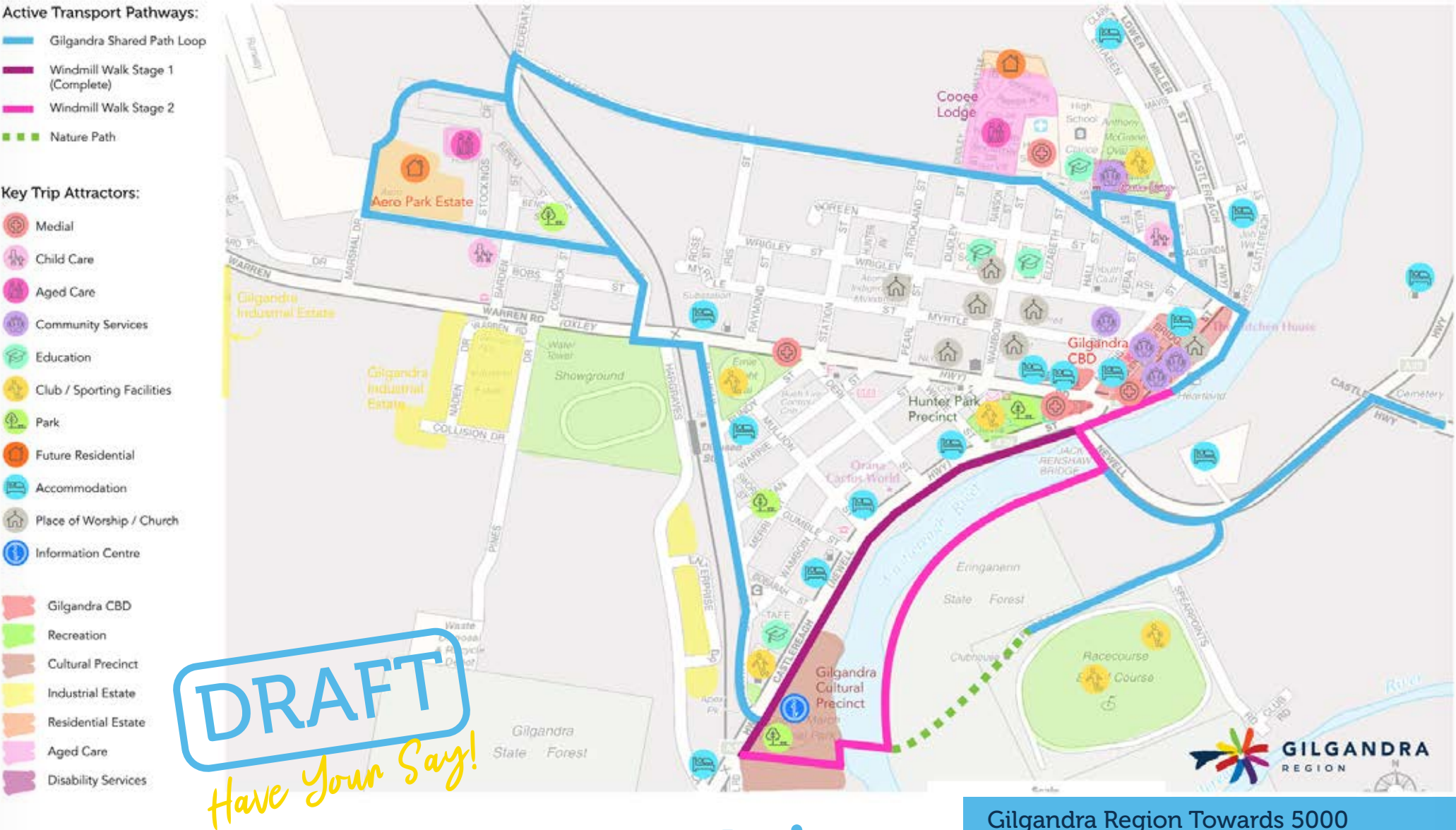


Figure E1: Priority Routes Gilgandra Township



Gilgandra Region Towards 5000
DRAFT ACTIVE TRANSPORT STRATEGY
2026 Update | Public Exhibition Summary

Active Transport Strategy

Armatree Path

Project Description: The Armatree Path includes a high-quality pedestrian path (2m wide footpath) connecting the Memorial Precinct, History Boards, and the ArmaTREE. Supporting infrastructure such as seating and shading is recommended to be further investigated during the detailed design stage.

Active Transport Pathways:

— Pedestrian Path

Key Trip Attractors:

- Park
- Accommodation
- Point of Interest
- Memorial Precinct



DRAFT

Have Your Say!

Figure E3: Priority Routes Armatree Village



Active Transport Strategy

Tooraweenah shared path

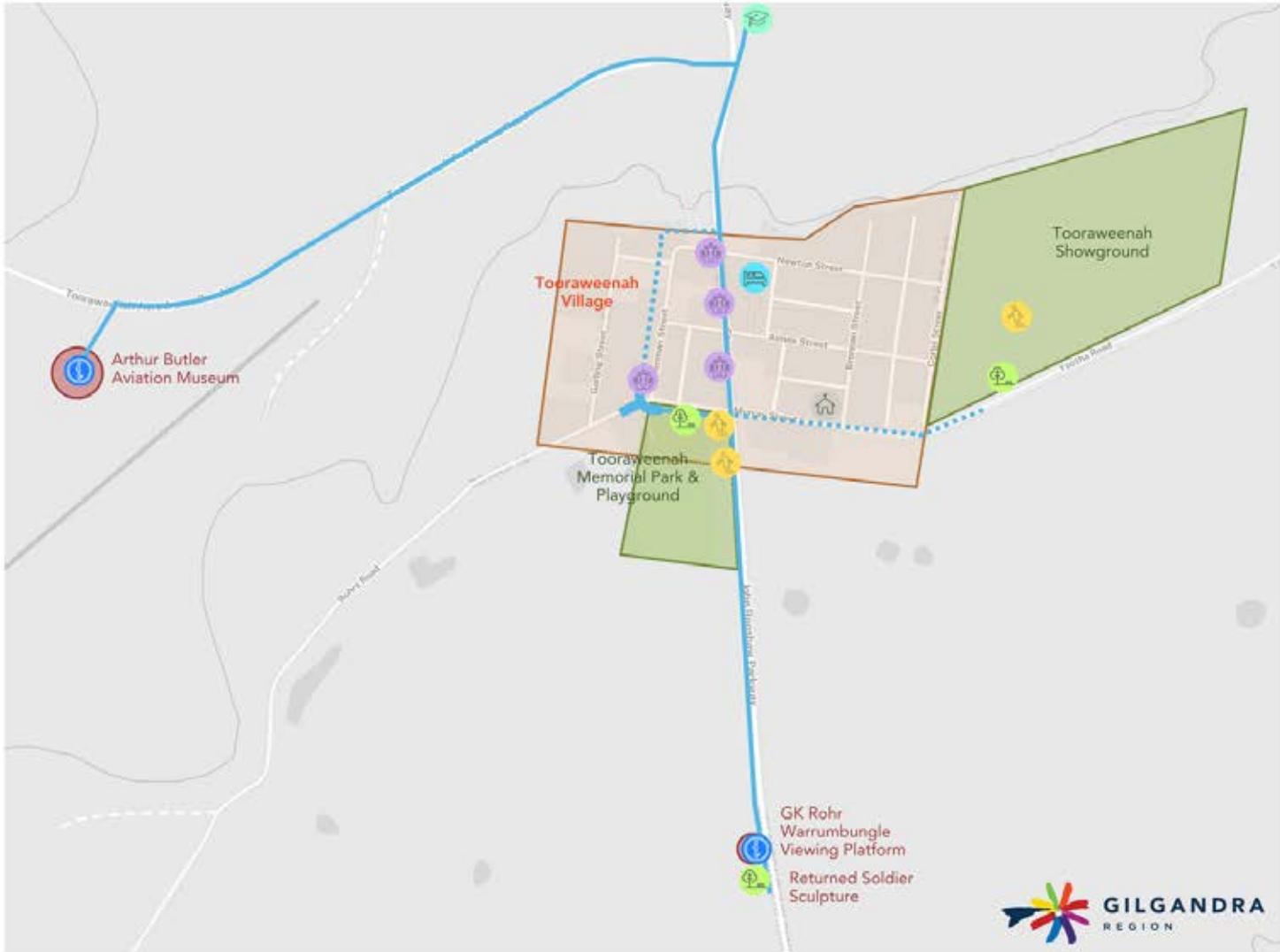
Project Description: The Tooraweenah shared path project includes the delivery of a high-quality active transport network providing safe and accessible connections across key destinations in Tooraweenah. The project incorporates a 3.0 m wide shared path, with sections including a 2.0 m wide pedestrian path, linking John Renshaw Parkway, GK Rohr Warrumbungle Viewing Platform, the Arthur Butler Aviation Museum (Aerodrome), school, preschool and local shops. The project includes multiple formalised crossing points, including crossing refuges and traffic calming measures. Crossing refuges have been preferred over kerb build-outs due to the unformalised road edges typical of rural roads and are considered to provide a higher level of service within the Tooraweenah road environment. Supporting infrastructure such as seating and shading will be further investigated during the detailed design stage.

Active Transport Pathways:

- Shared Path (priority project)
- Shared Path (secondary project)
- Shared Zone

Key Trip Attractors:

- Community Services
- Education
- Club / Sporting Facilities
- Park
- Accommodation
- Place of Worship / Church
- Point of Interest
- Tooraweenah Village
- Recreation
- Tourist Attraction



DRAFT

Have Your Say!

Figure E2: Priority Routes Tooraweenah Village



COMMUNITY COLLABORATION

Concurrently with the development of the Strategy, Council has undertaken the Gilgandra Local Planning and Masterplanning Survey, led by Cobalt Engagement. The survey was undertaken to help identify common issues and concerns within the study area and to allow the community to provide their 'local knowledge', as well as shape and confirm the key Active Transport Network.

A second round of community engagement was undertaken on the Draft Strategy, where community had the opportunity to provide comments or inputs into the report as a draft form. Focused stakeholder sessions were also held to gather community feedback from key stakeholders' groups.

Community engagement is critical for developing the Strategy. Feedback and

comments provided by the Gilgandra community helped identify and prioritise options and provide fit for purpose recommendations. The goal of the engagement process is to ensure key community input shape the Strategy.

The community engagement activities were undertaken by Cobalt Engagement, and the full Gilgandra Local Planning and Masterplanning Survey report are provided in Appendix B.

COMMUNITY ENGAGEMENT FINDINGS

Key and recurring items during the community engagement processes are described in Table E1.

TABLE E1: COMMUNITY ENGAGEMENT KEY FINDINGS	
CBD, Hunter Park and Windmill Walk	- The desire for active transport connectivity from the CBD to Windmill Walk and Hunter Park Precinct, schools, cultural precinct, and aged and disability care including safe pedestrian crossing points and traffic calming - The desire for connection to the river, including accessible and safe paths for all ages and abilities
Aero Park	- A desire for active transport connections to the CBD, Windmill Walk, Hunter Park, schools and aged care - The need for More public amenity, greenery, open space and pedestrian and active transport links.
Tooraweenah Shared Path	- The desire for an accessible path from GK Rohr Warrubungle Viewing Platform to the Aerodrome - The desire for an accessible path connecting to the proposed new toilets south of Murray Street / Denman Street intersection to Murray Street.
Armatree Connection	The desire for an accessible path connecting Memorial Precinct and ArmaTREE.

SITE AUDITS

The findings from the engagement activities have been validated through site audits undertaken by the project team. Examples

demonstrating a key desire line for pedestrians (especially youth) crossing from Hunter Park across Warren Road, using a non-formalised crossing point is shown in Figure E4.



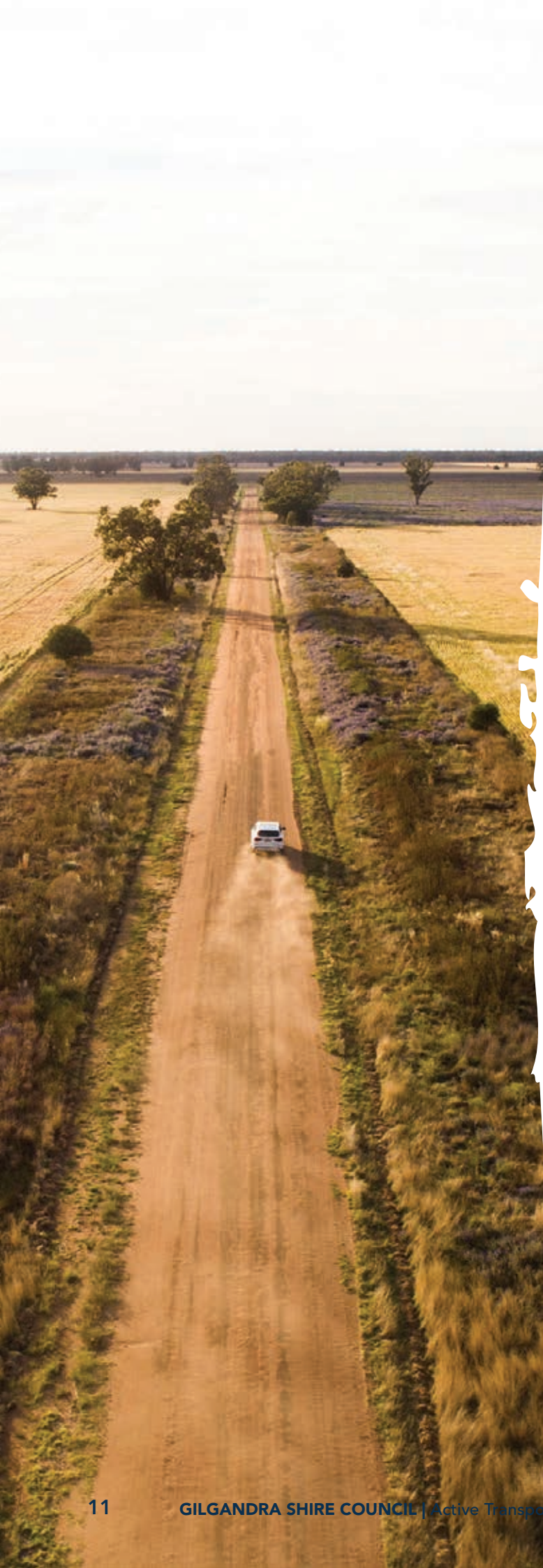
Figure E4: School Children Crossing from Hunter Park across Warren Road – Oxley Highway.

Figure E5 also shows a key desire line for active transport users between Hunter Park and the river precinct across

Newell Highway, and further highlight the conflicts with heavy vehicles.



Figure E5: Active Transport Movements Across Newell Highway



KEY PROJECTS

Consistent with the community and stakeholder’s feedback and technical site audits findings, the project team has nominated four high priority projects to support Council in securing external grant funding opportunities for the development of the active transport network in Gilgandra. Sections of the key projects have been detailed in concept designs (Attachment A) and the following is noted:

- The key projects have been developed in accordance with TfNSW’s Get NSW Active requirements, including the Cycleway Design Toolbox and Walking Space Guide documents
- The implementation plan relies on Council successfully getting TfNSW’s Get NSW Active funding, or similar, and may be dependent on the funding objectives available at the time
- The priority projects also do not preclude Council from delivering additional components outside of those priority routes / facilities if it makes sense to “fill a gap” or “connect a route” when funding becomes available
- The Strategy is a live document and will be revisited every 5-10 years so key projects are a snapshot at a point in time, priorities and needs may subsequently change.

The key projects that have been developed as concept designs are described as follows:

Project Name	Actions	Details	Budget Estimate	Timeframe
Gilgandra Shared Path Loop	A high-quality active transport loop connecting the CBD, river precinct, Hunter Park, Windmill Walk and Aero Park, as well as key land uses such as recreational and cultural precincts Gilgandra High School, Aged Care, Disability and Medical Facilities, and public transport stops	• 3m Wide Shared Path x 9,510m • Kerb Ramps x 34 • Kerb Extensions x 12 • Railway Crossing x 1 <i>It is noted a 3m wide shared path may not be feasible at some locations due to verge constraints, services and tree planting</i>	\$3,923,000	Short to medium term (0-7 years) <i>Funding to be sought from TfNSW Get NSW Active, or other external grant funding opportunities available</i>

Concept Overview



Project Name	Actions	Details	Budget Estimate	Timeframe
CBD And Hunter Park Priority Crossing Points	Include a number of crossing points to improve active transport accessibility across Newel Highway and Oxley Highway, connecting the CBD, Hunter Park and the river precinct.	• Raised pedestrian crossing x1 • Kerb Extension x 2 (Warren Road / Morris Street intersection) • Shared Zone / Threshold Treatment x 11 Intersection redesign (Newel Highway / Oxley Highway) or pedestrian underpass or other options to be further investigated 1. Refer to CBD Masterplan and excluded from estimated budget	\$200,000	Short to medium term (0-7 years) <i>Funding to be sought from TfNSW Get NSW Active, or other external grand funding opportunities available</i>

Concept Overview



Project Name	Actions	Details	Budget Estimate	Timeframe
Tooraweenah Shared Path	Includes a high-quality active transport path connection from GK Rohr Warrumbungle Viewing Platform to school, preschool, shops, showground and Arthur Butler Aviation Museum (Aerodrome).	• 3m Wide Shared Path x 1,590m • 2m Wide Path x 405m • Kerb Ramps x 14 • Shared Zone / Threshold Treatment x 1 • Kerb Extensions x 4 It is noted a 3m wide shared path may not be feasible at some locations due to verge constraints, services and tree planting	\$655,875	Short to medium term (0-7 years) <i>Funding to be sought from TfNSW Get NSW Active, or other external grand funding opportunities available</i>

Concept Overview



Project Name	Actions	Details	Budget Estimate	Timeframe
Armatree Path	Includes a high-quality pedestrian path connecting the Armatree Hotel, Memorial Precinct and ArmaTREE,	2m Wide Path x 110m	\$38,500	Short to medium term (0-7 years) Funding to be sought from TfNSW Get NSW Active, or other external grand funding opportunities available

Concept Overview



RECOMMENDATIONS

KEY PROJECTS

It is recommended that Council seek TfNSW's Get NSW Active funding (or similar) to undertake the Detailed Design and construction of the four key projects (Section 11), within a seven-year timeframe.

ADDITIONAL WORKS

It is recommended that Council include the recommended Additional Works within the Operational Plan, Delivery Program and Long Term Financial Plan, generally in accordance with the action program provided in Section 12.5, and complete the recommended works.

LOCAL POLICY UPDATES

It is recommended that Council Implement the recommended updates to the Standard Road Cross Sections (Section 13).

NON-INFRASTRUCTURE OPPORTUNITIES

Council should also aim to implement the recommended non-infrastructure actions (Section 14).

FUNDING

Funding for the recommended upgrades presented in the Strategy can be achieved through a number of means, generally presented below

KEY PRIORITY PROJECTS

- NSW Get Active funding – all key projects meet the TfNSW Cycleway Design Toolbox and Walking Space Guide criteria, and funding should be pursued over a seven-year time period
- Alternatively, Council may investigate funding opportunities, particularly for projects along State-Controlled Roads, including co-contribution Council / State investment (e.g. TfNSW / Local Government Cost Sharing Arrangement within State Controlled Roads)

- Other funding opportunities, subject to grants and / or funding applications (including federal funding)

ADDITIONAL WORKS

- Council should seek internal budget to undertake the additional works, and include the action program into Council's Operational Plan, Delivery Program and Long Term Financial Plan.
- If relevant, Council may also seek Developer Contributions from larger developments such as Renewable Energy Zone projects
- Other funding opportunities, subject to grants and / or funding applications (including federal funding).

01 INTRODUCTION

1.1 BACKGROUND

Active modes of transport are the most basic and equitable forms of transport available. Most individual trips, regardless of the mode of transport begin and finish with active transport movements. Active transport specifically involves pedestrian and cycling movements. Pedestrians include people who are walking or running, pushing a pram and using a mobility aid device, while cyclist include people using push bikes, road bikes, cargo bikes, and etc. Beyond enhancing connectivity, development of active transport networks are proven to improve public health outcomes by increasing physical activity and social stimulation.

Bitzios Consulting was commissioned by Gilgandra Shire Council (Council) to undertake the Gilgandra Region Active Transport Strategy Update (the Strategy). The Strategy is intended to provide Council with a long-term strategy for the development of pedestrian and cycling routes and facilities with a focus on encouraging and increasing localised pedestrian and cyclist activity within the Gilgandra Local Government Area (LGA).

The Gilgandra LGA has a strong focus on an active lifestyle, with walking and cycling considered an important part of life for residents and visitors. For some people in Gilgandra, walking is their only means of access to local services and amenities. This includes young residents, seniors, people living with a vision or mobility impairment, visitors, students, and people who do not own a private vehicle. For these user groups, safe and continuous paths are critical for maintaining their access to essential services. Through the sustainable development of a network of pedestrian and cycle paths, and facilities, the Strategy aims to meet the needs of those dependent on active travel and offer an alternative mode of travel to private vehicles. The Strategy intends to

guide Council's ongoing provision of the pedestrian and cycling network by outlining priority actions and identifying Council documents and policies in need of updates.

1.2 PROBLEM DEFINITION

Studies show that safety concerns emerge as one of the most powerful barriers to achieving higher levels of active transport. Further, despite a wide range of policies and initiatives over the two decades intended to increase active transport usage, active transport mode share remains at similar levels since 2006 across Australia. Irrespective, evidence also shows that a combination of infrastructure and supporting actions can boost levels of people cycling and people walking.

Austrroads generally separates active transport interventions into four brackets of major intervention types. The brackets are organised into a pyramid format and shows infrastructure upgrades (such as the provision of paths) act as a foundation for increasing active transport mode share. This means that without a supportive transport network, significant growth in active transport mode share is unlikely.

The interventions on the next levels of the pyramid act as 'supporters of' the infrastructure provision and will generally be more successful once progress has been made on actions at the base of the pyramid.

Figure 1.1 illustrates the active transport interventions and approximate timeframe for each of the different layers of the pyramid.

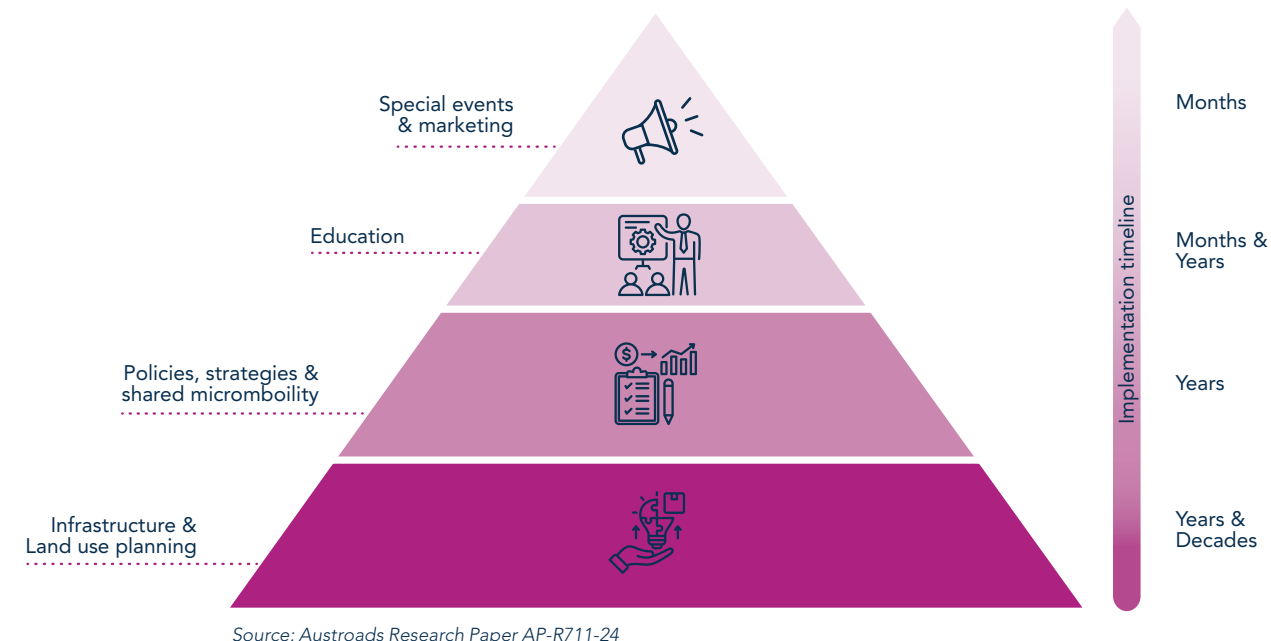


Figure 1.1: Active Transport Implementation Pyramid.

Specifically for Gilgandra, key infrastructure issues hindering active transport uptake at present are:

- Three state-controlled highways cross Gilgandra CBD (i.e. Oxley Highway, Castlereagh Highway and Newell Highway) with minimal safe active transport crossing points provided, which is a major impediment for pedestrian and cyclists' movements, particularly between key land uses, such as Hunter Park Precinct and Schools

/ CBD, and the significant risk of conflict with highway traffic

- Limited and discontinued active transport network, particularly outside Gilgandra CBD (including Tooraweenah, Armatree)
- Accessibility and connectivity improvements within the urban areas.

Figure 1.2 illustrates the three state-controlled highways impacting active transport movements in Gilgandra.

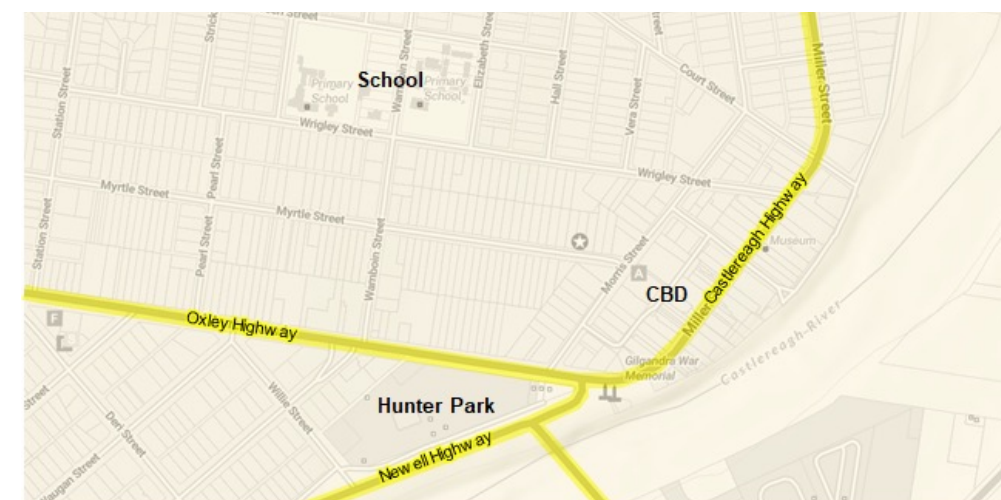


Figure 1.2: State Controlled Highways Crossing Gilgandra Between Key Land Uses

1.3 METHODOLOGY

The purpose of the Strategy is to guide Council in the future provision and management of active transport access and mobility facilities within the Gilgandra LGA. This includes an action program, supporting infrastructure, interventions, education programs (amongst others) tailored to Gilgandra region characteristic with an aim to make active transport modes more attractive to a range of users, and consequently increase active transport modal share in the area.

The Strategy has been undertaken considering national 'best practices', as well as relevant state and local government policies.

Strong emphasis has also been placed in community and stakeholder engagement, which allows local knowledge and 'lived experience' feedback to be incorporated into the Strategy.

The development of the Strategy has been generally divided into five phases, as follows:

- **PHASE 1:** Inception Activities
- **PHASE 2:** Community Engagement, Outcomes and Existing Infrastructure Review
- **PHASE 3:** Network Gap Analysis and Preferred Network
- **PHASE 4:** Schedule of Works and Action Plan
- **PHASE 5:** Writing the Strategy.



1.4 VISION

The aim of the vision is to provide a clear statement of intent for the Strategy. The vision was developed with Council and considers community and stakeholder input and feedback.

The vision for the Strategy is provided as follows:



A CONNECTED GILGANDRA REGION WHERE WALKING AND CYCLING ARE SAFE, ACCESSIBLE MODES OF TRANSPORT.

BY IMPROVING OPPORTUNITIES FOR CONNECTIONS AND THE EXPERIENCE OF ACTIVE TRANSPORT, WE WILL SUPPORT HEALTHY LIFESTYLES, SAFER NEIGHBOURHOODS, ACTIVE STREETS AND CENTRES, AND A LIVEABLE, SUSTAINABLE COMMUNITY.



1.5 OBJECTIVES

The objectives of the Strategy are provided as follows:

- Align with Gilgandra Region Community Strategic Plan, community priorities and enhance the region's vibrancy and liveability
- Assist in achieving the grow 'Towards 5000' vision and strategically aligned with local, regional, state and federal outcomes
- Review and update the 2016 Active Transport Strategy to reflect current conditions and community needs
- Consult and collaborate with the community to drive outcomes for the Gilgandra region, including the villages of Tooraweenah and Armatree
- Outline commitments to deliver priority projects and initiatives for walking, cycling and active transport
- Address gaps in active transport infrastructure and integrate with broader strategies for green space, housing, and urban development
- Safely, provide connectivity and accessibility between key spaces within Gilgandra – aged care and disability facilities, schools, CBD, residential and industrial subdivisions, recreational and cultural precincts and emerging developments including the GIL library hub, CBD, Hunter Park Precinct and the AeroPark subdivision
- Address the NSW State Government's Get NSW Active program's objectives including the development of continuous and connected cycleways, walking and cycling safety and equitable access for all residents and visitors
- Improve pedestrian facilities by proposing upgrades to the footpath network, developing an access and mobility plan and strategically aligning with the Disability Inclusion Action Plan.

02 GILGANDRA REGION CHARACTERISTICS

2.1 OVERVIEW

Gilgandra is located on the traditional meeting place of the Wiradjuri, Kamilaroi and Wailwan Nations, in the Orana region of New South Wales. The Gilgandra LGA is located approximately 65km north of Dubbo. Gilgandra region covers an area of approximately 4,800km² and it is known for its farmlands with low density residential land uses and a level of retail uses located at Gilgandra Township. Other smaller scale residential areas in the Gilgandra LGA include Tooraweenah and Armatree, with the remaining areas of the LGA being used mostly for Primary Production with limited residential and commercial land uses.

Figure 2.1 shows the Gilgandra LGA location, with the key centres Gilgandra; and Tooraweenah and Armatree villages detailed in Figure 2.2 to Figure 2.4 respectively.

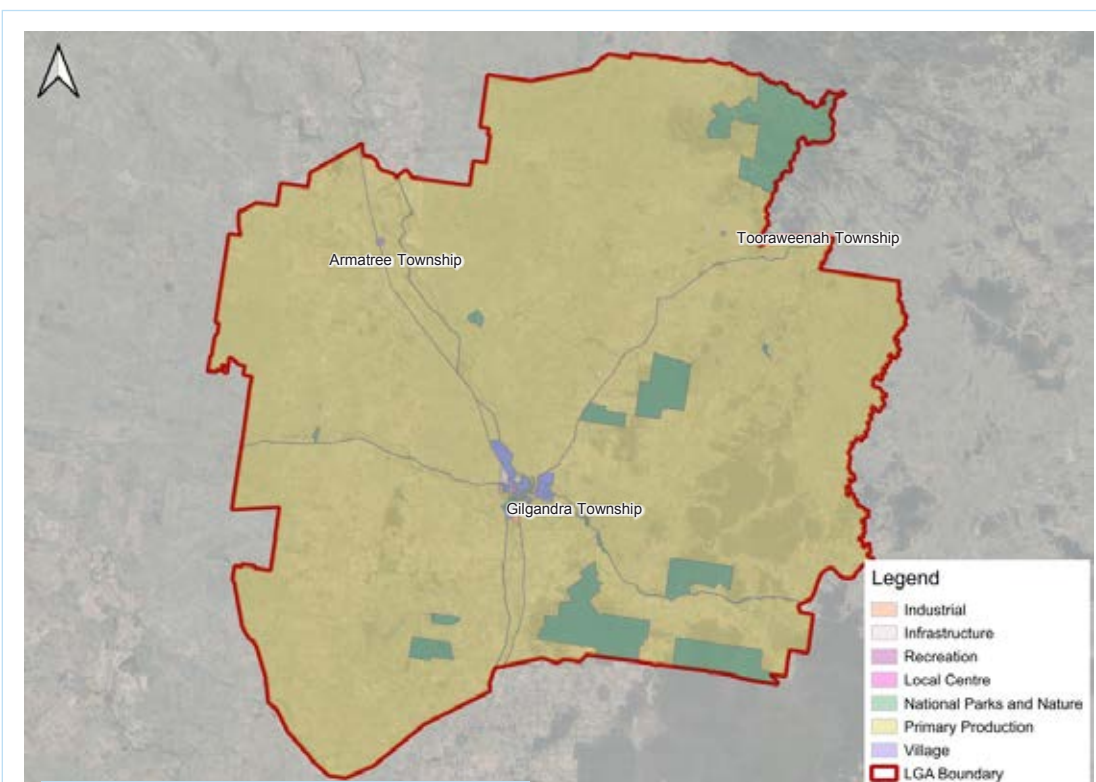


Figure 2.1: Gilgandra LGA.

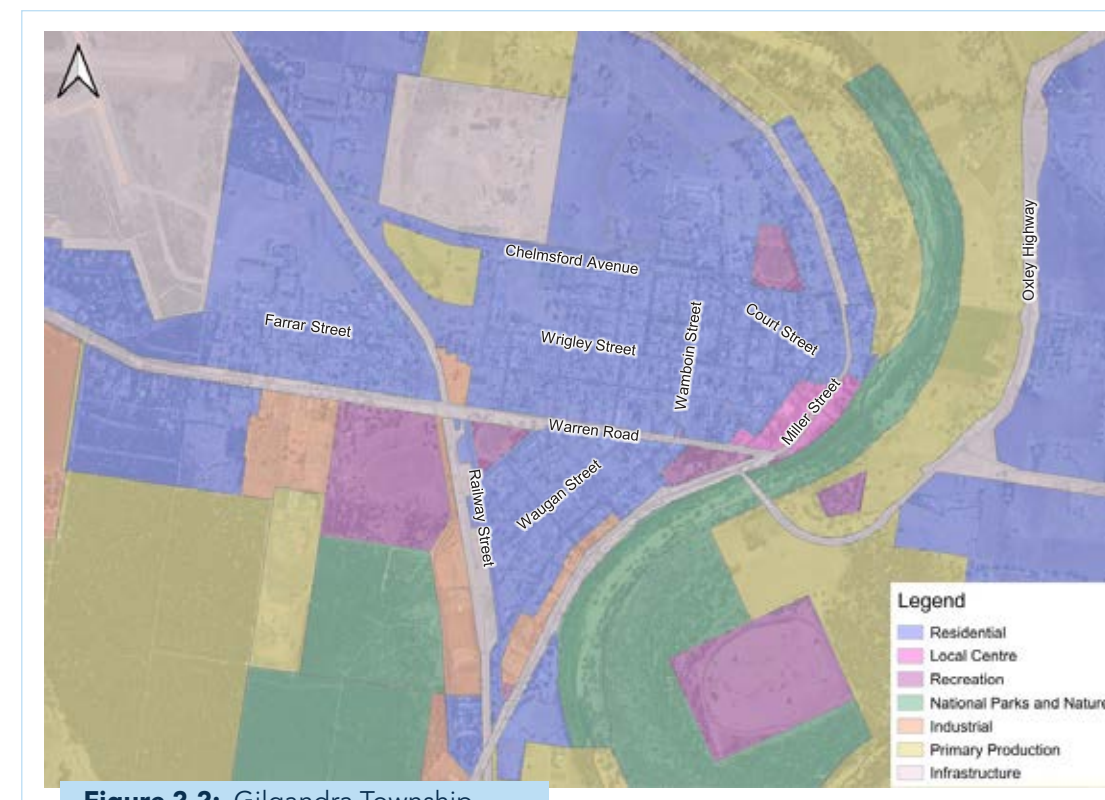


Figure 2.2: Gilgandra Township



Figure 2.3: Tooraweenah Village

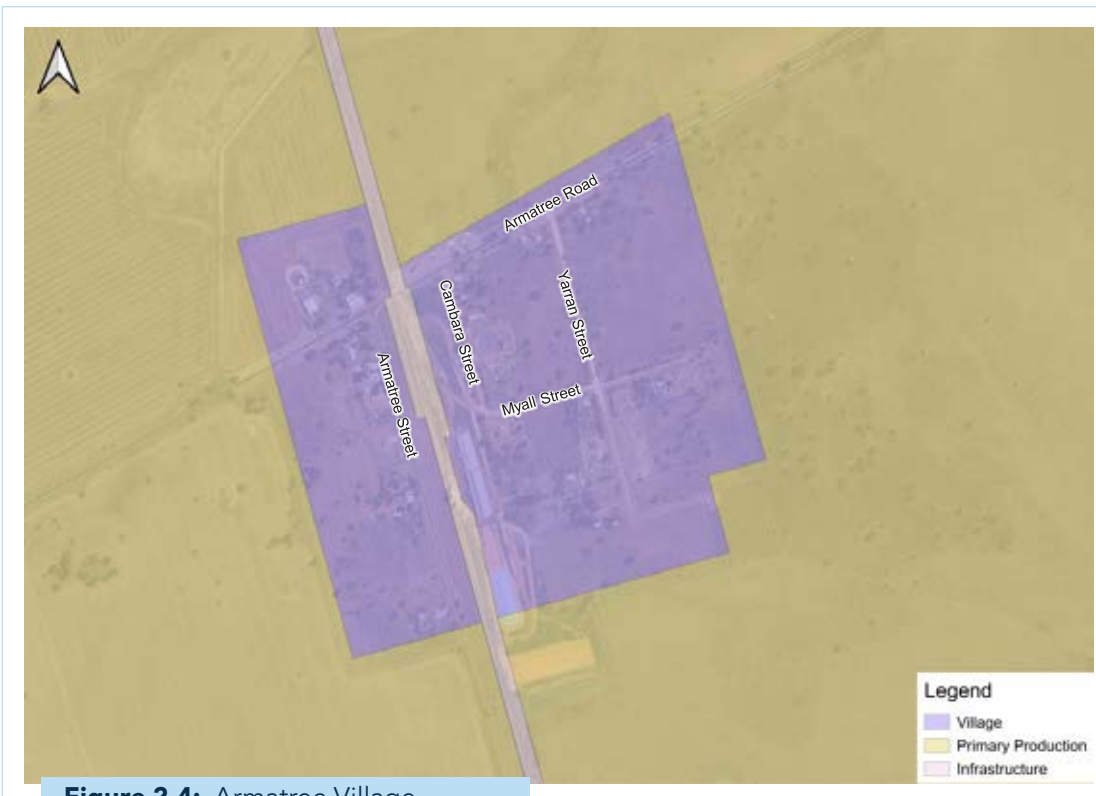


Figure 2.4: Armatree Village

2.2 ACTIVE TRANSPORT NETWORK

The existing active transport network within Gilgandra Region mostly consists of footpaths and shared paths provided with different levels of facility (i.e. gravel paths and concrete paths). The paths

are mostly concentrated in Gilgandra Township, with a level of active transport infrastructure provided at Tooraweenah.

Figure 2.5 and Figure 2.6 show the existing active transport network in Gilgandra LGA



Figure 2.5: Existing Active Transport Network Gilgandra Township

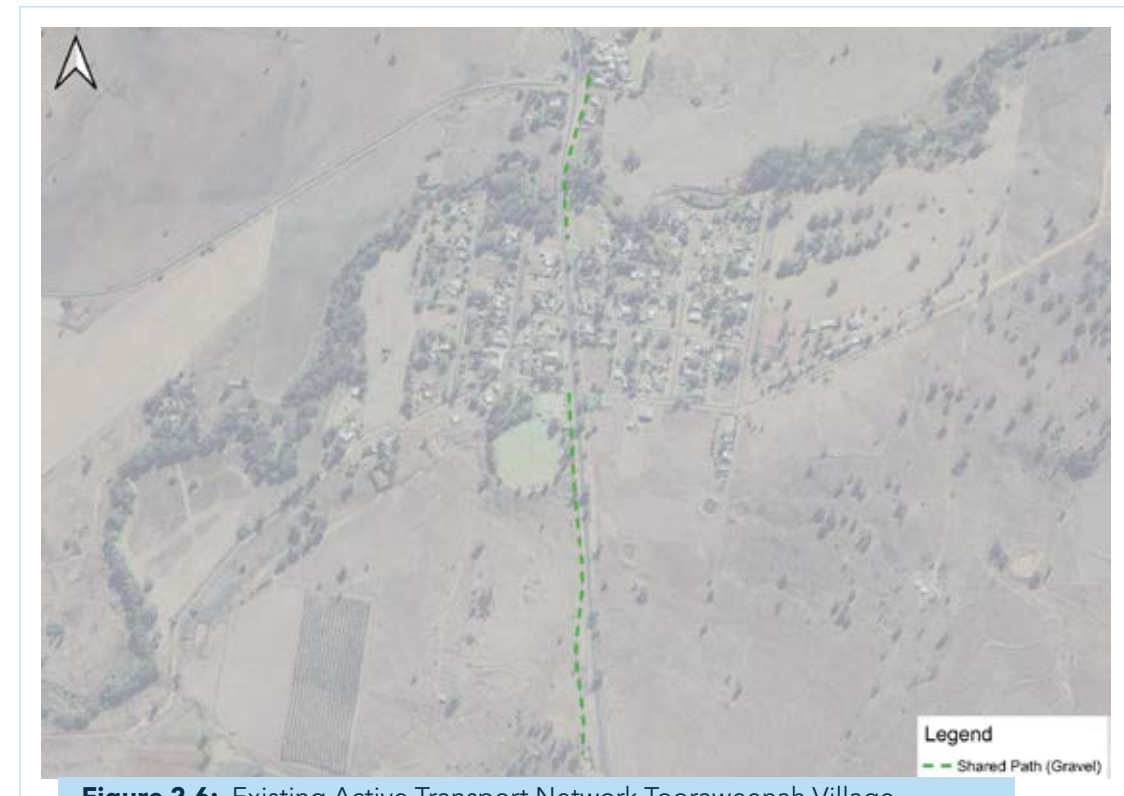


Figure 2.6: Existing Active Transport Network Tooraweenah Village

2.2.1 ACTIVE TRANSPORT BARRIERS

Three state-controlled highways cross Gilgandra CBD (i.e. Oxley Highway, Castlereagh Highway and Newell Highway) with minimal safe active transport crossing points provided. This is a major impediment for pedestrian and cyclists' movements, particularly between Hunter Park Precinct and Schools / CBD, and the significant risk of conflict with highway traffic/

Further, Gilgandra LGA's land uses generally comprises of primary production and low-density residential areas, with 96% of the houses defined as detached dwellings. The majority of commercial and retail land uses are concentrated in the Gilgandra Township. The rural and low-density residential developments with limited surrounding commercial and retail land uses means walking and cycling may not be a feasible alternative for a number of residents, especially for long distance trips (i.e. between townships / villages).

2.1 ROAD NETWORK

Figure 2.7 shows the road network in Gilgandra LGA, and also distinguishes the state-controlled and council-controlled roads, demonstrating the confluence of three state-controlled highways in Gilgandra CBD.



Figure 2.7: Road Classifications

2.2 PUBLIC TRANSPORT

Gilgandra is provided with daily regional public transport services between Dubbo and Sydney linking directly with NSW Trains coaches in and out of Gilgandra daily,

travelling to and from Dubbo, Lightning Ridge, Walgett and Coonamble.

There are two bus stops located on Warren Road, west of Morris Street, as shown in Figure 2.8.

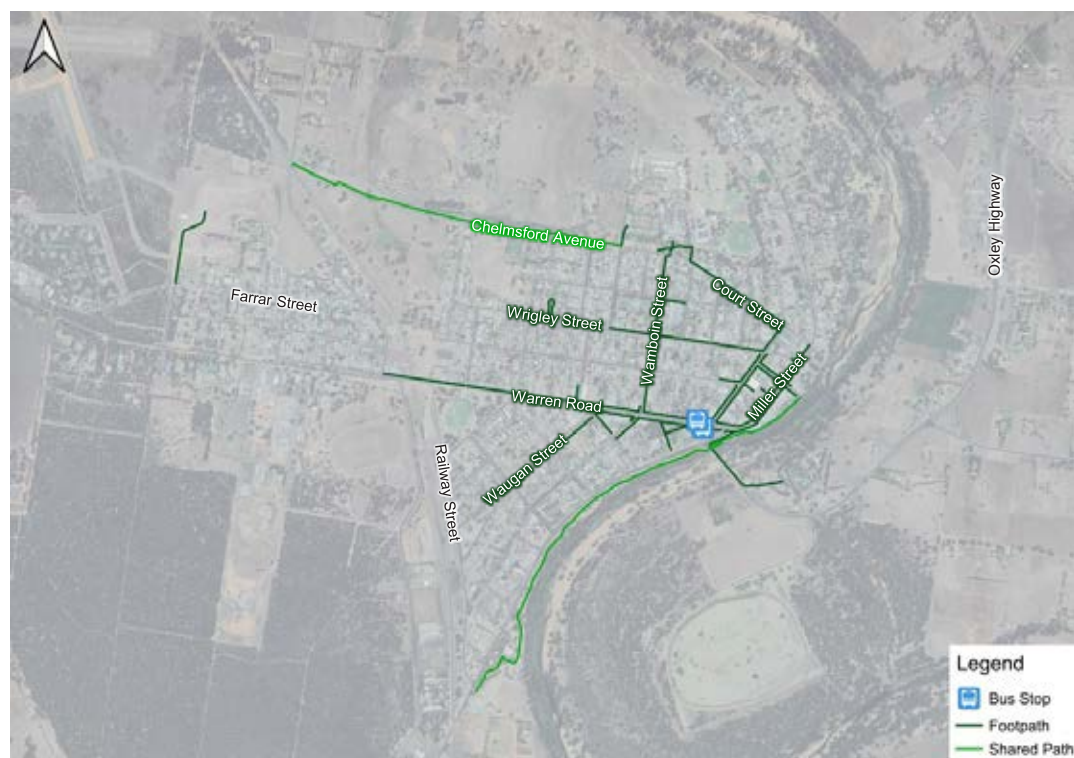


Figure 2.8: Gilgandra Public Transport

2.3 JOURNEY TO WORK MODE SHARE

The 2021 Australian Bureau of Statistics (ABS) Census Journey to Work (JtW) data has been reviewed to determine the commuter travel patterns within the Gilgandra LGA. The modal share presents limited cycling and pedestrian uptake.

Private vehicles are the main method of travelling to work within the study area (87%)

with about 10% of the population commuting walking and 0.5% commuting cycling. Public transport use is low throughout the region, due to the limited availability of bus / train services and infrastructure (in addition, Masterplanning Survey demonstrates that only 1% of respondents get to the CBD by public transport – refer to **Attachment A**).

Figure 2.9 shows the JtW modal share break down in Gilgandra LGA.

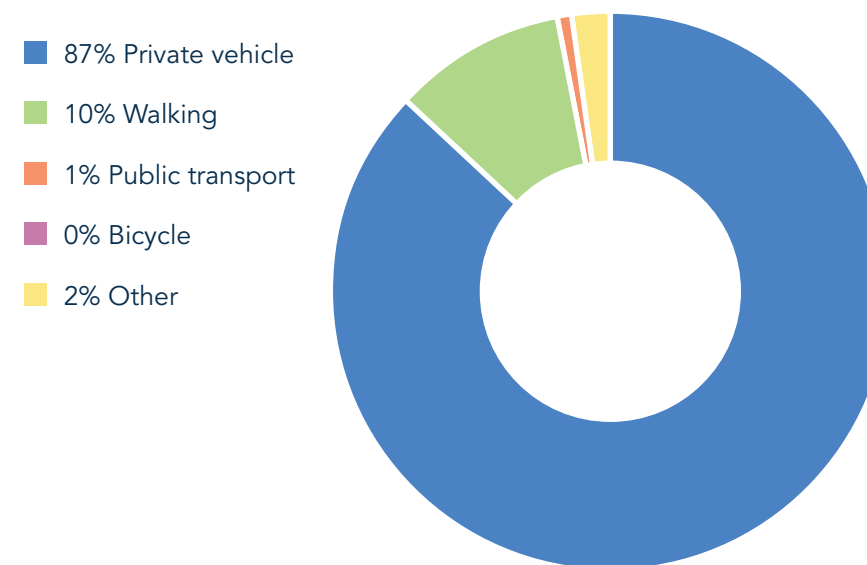


Figure 2.9: Journey to Work Data Modal Share

2.4 MOTOR VEHICLE OWNERSHIP

The Gilgandra LGA also has a significant private vehicle ownership, with approximately 94% of dwellings owning at least one vehicle. Further, approximately 62% of the Gilgandra LGA dwellings have at least two vehicles. This high vehicle ownership is

expected to be related to the same barriers discussed in Section 2.2.1 and the limited public transport availability in the area.

Figure 2.10 shows the vehicle ownership within the Gilgandra LGA (ABS 2021).

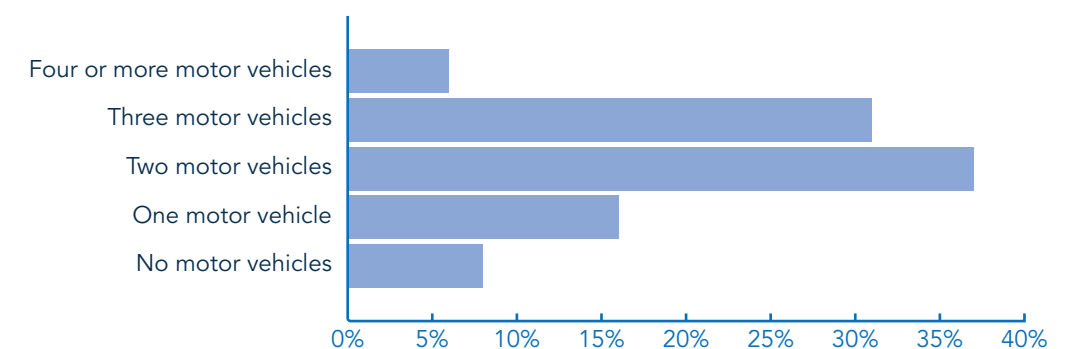


Figure 2.10: Motor Vehicle Ownership

2.5 CRASH DATA

Pedestrian crash data for Gilgandra LGA was sourced for the period from 2019 to 2023 (most recent five (5) years). The crash data was further disaggregated to only include active transport related crashes to identify any trends and crash clusters.

03 GILGANDRA REGION DEMOGRAPHICS

3.1 POPULATION AND EMPLOYMENT DATA

Gilgandra LGA has a population of approximately 4,300 residents and 1,500 jobs. Approximately 70% of the LGAs population and employment is concentrated in Gilgandra Township, representing approximately 3,000 residents and 1,000 jobs.

Other smaller residential areas within the LGA are Tooraweenah with 250 residents, Armatree with 160 residents.

Key employment sectors within the LGA include Agriculture, Forestry and Fishing (500 jobs), Health Care and Social Assistance (200 jobs) and Education and Training, and Retail (150 jobs).

3.2 POPULATION AND EMPLOYMENT GROWTH

Council has a strategic vision aiming to reach a milestone of 5,000 residents. To achieve this goal, 'Towards 5000' population strategic planning documents have been developed including the Housing Strategy, Armatree Village Management Plan, Tooraweenah Village Management Plan and the Green Space Strategy, amongst other (refer to Section 4). The planning towards 5,000 population vision is a whole-of community ambition to grow Gilgandra's population, support economic and social prosperity and ensure long term sustainability.

Population growth is expected to be mostly concentrated at a number of vacant infill

During the five (5) year period there were zero (0) recorded crashes in Gilgandra involving pedestrians or cyclists.

blocks in Gilgandra Township, along with residential subdivisions at Aralee and Aero Park, as well as a level of population growth in Armatree and Tooraweenah.

Further, Gilgandra is also set to experience a major influx of workers as a result of the Inland Rail project, with an approximately 400-500 person Temporary Workforce Accommodation Facility at the Aero Park Estate, as per the project Environmental Impact Statement (EIS) during the four year project period. The 400-500 people during the project period will temporarily inflate the population by up to nearly 12%, a level of growth that Gilgandra certainly has not experienced.

Key employment sectors are not expected to change in the foreseeable future, however a number of major economic projects are noted, such as the Inland Rail and Renewable Energy Zone projects.

Key residential growth areas in Gilgandra Township are shown in Figure 3.1.

Source: Gilgandra Region Towards 5000 – Masterplanning and Local Planning



Figure 3.1: Key Residential Growth Areas

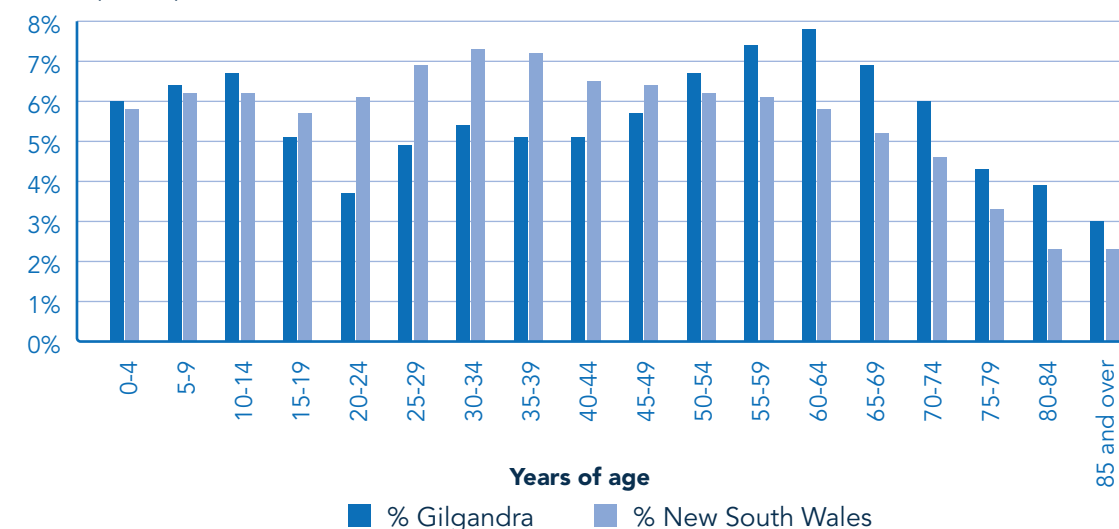
3.3 PEDESTRIAN USER GROUP

Pedestrian planning considers several pedestrian facility user groups based on age and assumed mobility levels. Figure 3.2 shows key pedestrian demographic groups for Gilgandra, compared to New South Wales (NSW) average.

The age profile shows approximately 25% of Gilgandra's population is aged under 19 years old. The majority of this user group is expected to attend school,

which presents additional challenges to provide safe pedestrian paths and crossing points to and from school areas.

In addition, approximately 45% of the population is aged 50 years or older, which is higher if compared to NSW average. This shows that the area has an ageing population, which presents current and future challenges for pedestrian access and mobility, including reduced mobility, decreased fitness, use of mobility aids and visual impairment.



Source: Adapted from the Australian Bureau of Statistics, 2021

Figure 3.2: Age profile of Gilgandra

3.4 CYCLIST USER GROUPS

Cyclists are generally divided in four main categories. For cycling to be a viable mode of choice, the 'cautious riders' and 'interested but concerned' (typically the largest groups) are a key demographic to be considered, and the barriers for this group generally consist of a fear of mixing with motor vehicle traffic.

The cyclist categories and the typical proportion of the community in New South Wales' regional and outer metropolitan areas that populates these are shown in Figure 3.3. The types of cyclist and proportions described below will be contemplated as part of the Strategy, considering Gilgandra's Region local characteristics.

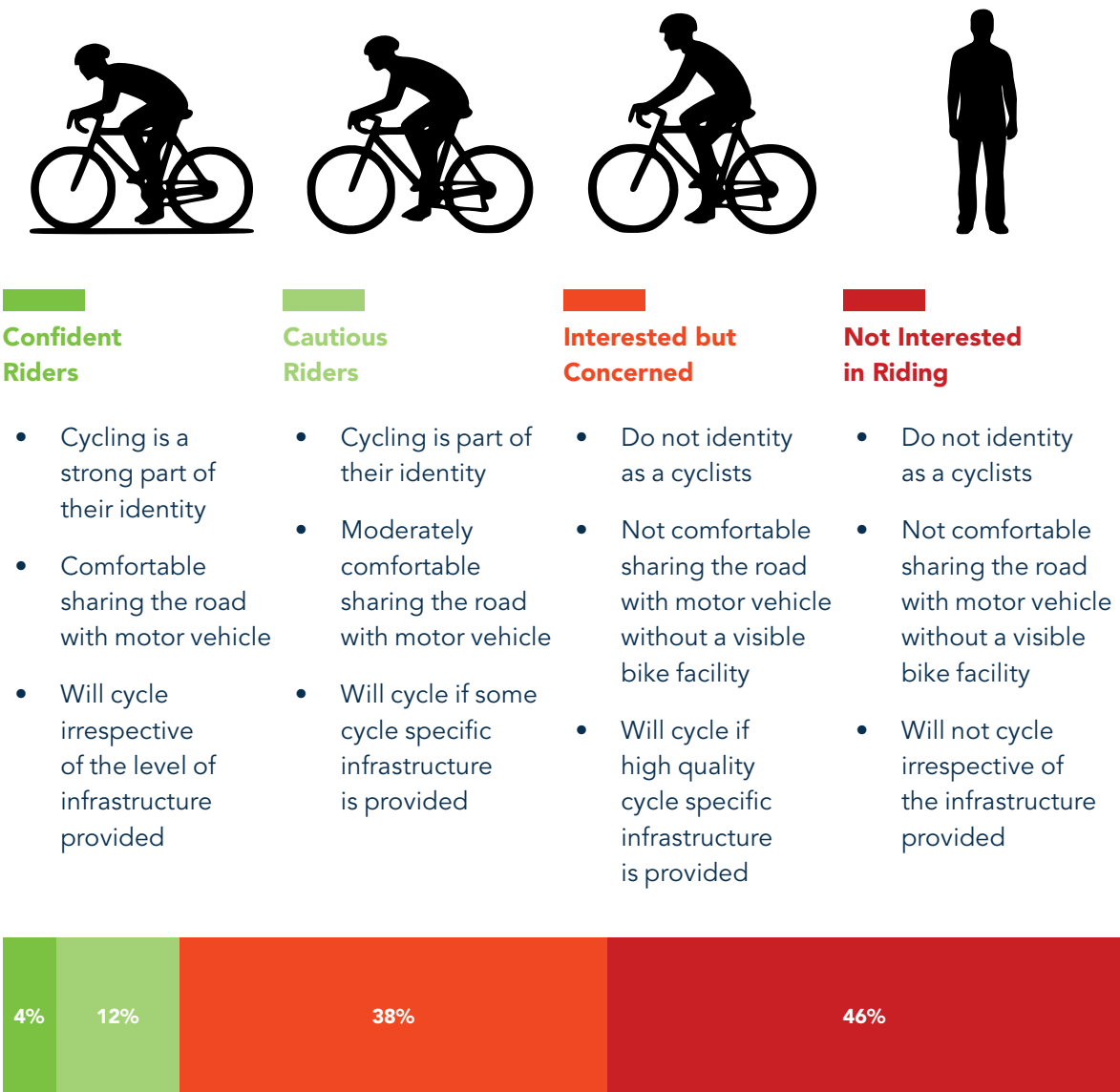


Figure 3.3: Typical Cycling User Groups

04 RESEARCH

4.1 STATE GOVERNMENT PLANS AND STRATEGIES

A review of the relevant State Government Plans and Strategies is provided in Table 4.1.

TABLE 4.1: RELEVANT STATE GOVERNMENT PLANS AND STRATEGIES SUMMARY		
Document Name	Overview	Relevance to the Strategy
Connecting NSW Strategy	Connecting NSW is the strategic plan of Transport for NSW that sets out how the state will invest, plan and prioritise its transport network so it becomes safe, reliable, integrated and equitable for all communities.	The strategy has been referenced considering the recommended better transport outcomes, including: - Safe journey for all - Reducing transport disadvantage - Meeting the needs of a growing and changing population - Creating a fairer transport system.
Design of Roads and Streets (DORAS)	The aim of the manual is to determine the appropriate design responses based on people and place context	The manual has been referenced in the recommended active transport provision for different road types and expected active transport demand including minimum and recommended widths and design for footpaths, shared paths and cycleways.
Get NSW Active	Promotes active transport development in NSW by providing local councils with funding for projects that create safe, easy and enjoyable walking and bike riding trips	The Strategy adhere to all the program's objectives and provide where relevant, the most suitable and feasible infrastructure recommendation, to be eligible to funding.

TABLE 4.1: CONTINUED...

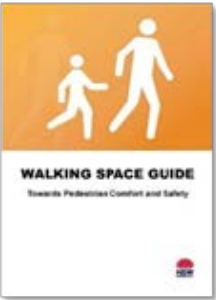
Document Name	Overview	Relevance to the Strategy
Active Transport Strategy 	The Active Transport Strategy outlines priority actions for active transport across NSW. The purpose of the Active Transport Strategy is to double active transport trips in 20 years.	The five priority actions listed in the Active Transport Strategy are referenced in the Strategy, specifically: • Deliver connected and continuous cycling networks • Provide safer and better precincts and main streets • Promote walking and riding and encourage behaviour change.
Older Person Transport and Mobility Plan 2018-2022 	The Plan depicts about the challenges that older people may experience in using different type of transport mode.	The outcomes from the plan the supported the Strategy's development are: • Encouraging and supporting the use walking, cycling and public transport • Making transport accessible • Allowing elderly costumers to actively plan for their future transport needs and have suitable transport alternatives.
Walking Space Guide 	Provides a guide provides a set of standards and tools to ensure sufficient space is provided to achieve comfortable environments which encourage people to walk	The Walking Space Guide has been referenced and considered when developing the minimum path and shared path width recommendations.

TABLE 4.1: CONTINUED...

Document Name	Overview	Relevance to the Strategy
Cycleway Design Toolbox 	The design toolbox outlines a range of design tools including best practice designs across a range of typical on- and off-road environments for cycling infrastructure.	The Cycle Design Toolbox has been referenced and considered when developing the minimum cycling infrastructure recommendations in different environments.
Regional and Outer Metropolitan Cycling and Micromobility Plan 	The plan shares a vision for the future of cycling and micromobility within regional and outer metropolitan NSW area, which includes that people of all ages and abilities have access to attractive, safe and connected cycling and micromobility journey options across regional and outer metropolitan NSW.	The Strategy recommendations consider locally the six objectives of the Plan, including: • Cycling is safe and comfortable for people of all ages and abilities • People choose cycling and micromobility • Cycling and micromobility tourism opportunities • Cycling and micromobility is fully integrated with public transport facilities and services • Behaviour change programs
Practitioners Guide to Movement and Place 	The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places. The framework is also referenced in the DORAS for infrastructure recommendations depending on the street environment.	The Movement and Place Framework has used to define the street environment and the relevant infrastructure recommendations.

TABLE 4.1: CONTINUED...

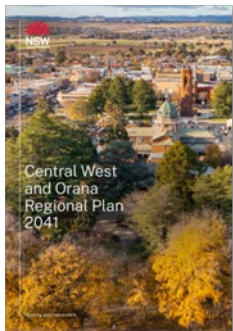
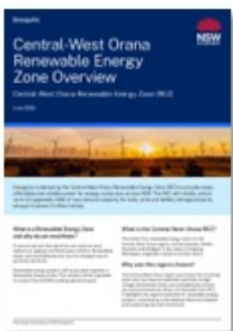
Document Name	Overview	Relevance to the Strategy
Central West and Orana Regional Plan 	The Regional Plan sets the strategic framework for the region, to ensure the region's ongoing prosperity, considering a 20-year land use plan with a focus on the next 5 years.	Objective 6 of the Regional Plan seeks to support connected and healthy communities. Including identifying opportunities to improve walking and cycling connections to public space and preparing Active Transport plans, where appropriate.
Draft Central West and Orana - Strategic Regional Integrated Transport Plan 	The document provides a 20-year vision to guide transport planning and infrastructure development by outlining a comprehensive strategy to develop a safer, more inclusive, connected, equitable, sustainable and resilient transport network for the Central West and Orana region in New South Wales. The plan aims to address the region's unique challenges and opportunities, improve access to essential services, support economic growth and reduce environmental impacts.	The Strategy references the long term strategy for transport planning and infrastructure to address current challenges and be safer, more inclusive, connected, equitable, sustainable and resilient, including the provision of new paths, shared paths and safe crossing points.
Castlereagh Regional Economic Development Strategy 	The document is an update to the previous Regional Economic Development Strategy, which outlines changes, challenges and opportunities in the region since 2018. The purpose is to provide an evidence-based framework to guide governing authorities and stakeholders in making informed policies and investment decisions for economic growth in Castlereagh.	The Strategy acknowledges economic challenges within Castlereagh and how they can be improved to also support the locals including improved transport connections for a growing region.

TABLE 4.1: CONTINUED...

Document Name	Overview	Relevance to the Strategy
Oxley Highway / Hargraves Lane Upgrade 	The Australian and NSW Governments have plans to upgrade the intersections of Hargraves Lane and Federation Street with the Newell, Oxley and Castlereagh highways in Gilgandra. The project it is still in the 'Strategic Options Development' phase and aims to increase freight productivity, improve safety and reduce travel delays for all road users, while improving the amenity of Gilgandra by reducing heavy vehicle volumes through the town centre.	Although still on the Strategic Options Development' phase, the future upgrades also provide the opportunity for improved active transport facilities to be implemented and are considered in the development of the Strategy.
Central-West Orana Renewable Energy Zone Overview 	The state's first renewable energy zone is in the Central-West Orana region, centred between Dubbo, Dunedoo and Mudgee. It also takes in Gulgong, Wellington, Gilgandra, Coolah and other towns. It aims to deliver new transmission infrastructure to connect solar, wind and energy storage projects to the NSW electricity grid.	The Strategy considers the challenges and opportunities with the Central-West Orana Renewable Energy Zone. Including the additional jobs, infrastructure and services required.

4.2 LOCAL PLANS AND STRATEGIES

A review of the relevant Local Plans and Strategies is provided in Table 4.2.

TABLE 4.2: RELEVANT LOCAL PLANS AND STRATEGIES SUMMARY

Document Name	Overview	Relevance to the Strategy
Draft Gilgandra Housing Strategy 	The existing and Draft Housing Strategy is Gilgandra’s guide to future residential development in and around the local urban area. The housing strategy plays an important role in setting the overarching strategic context of how and where Gilgandra can grow to support the population into the future.	The Strategy considers the key growth areas highlighted in the Housing Strategy when developing key active transport routes and how to plan for a better, more connected, accessible and safe active transport network now and into the future.
Armatree Village Management Plan 	The Armatree Village Management Plan is a community-led plan, which presents a shared vision and objectives for the community to maintain and grow their community assets	The Strategy considers a number of relevant actions presented in the Management, including: • Improving amenity • Events and lighting infrastructure • nvestigating potential walk routes
Tooraweenah Village Management Plan 	The Tooraweenah Village Management Plan is a community led plan, which serves as a roadmap for the community, by presenting a shared vision created by the Tooraweenah community for the community.	The Strategy considers a number of relevant actions from the Management Plan, including: • Provision of footpath and shared paths to key areas • Wayfinding signage • Infrastructure to support tourism

TABLE 4.2: CONTINUED...

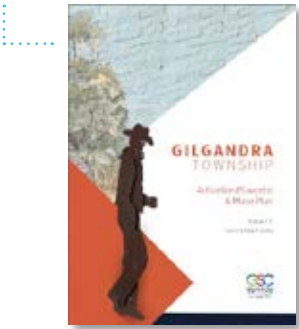
Document Name	Overview	Relevance to the Strategy
Gilgandra Cultural Precinct 	The Gilgandra Cultural Precinct (GCP) Strategy is a document that outlines the vision and strategic planning for the GCP area, which refers to the area surrounding the Coo-ee Heritage Centre, linking the Gilgandra CBD and between the Newell Highway and Castlereagh River.	Although the strategy does not specify infrastructure for active transport and cycling, it supports programs to encourage recreational activities in and around the GCP and connecting culture to walking tracks within the GCP.
Activation Blueprint and Place Plan 	The Activation Blueprint has been created to consolidate the key directions of Gilgandra Shire Council’s future vision, centred on the Gilgandra Township to promote positive and transformative strategic change.	The Plan will reference the Gilgandra Township Activation Blueprint for relevant projects, such as the provision of active transport connections to key existing and future land uses.
Gilgandra Active Transport Strategy – PAMP and Bike Plan 	The Gilgrandra Active Transport Strategy incorporates a pedestrian Access and Mobility Plan and the Bike plan. The plan identifies projects (areas of interest) that should be given priority in relation to improving active transport, to align with future budgeting and planning for funding.	The recommendations made by the Gilgandra Active Transport Strategy – PAMP and Bike Plan have been reviewed to understand their relevance with the current active transport network, land uses, future planning, as well as policy documents both at a local and at a State level.
Green Space Strategy 	The Green Strategy supports Gilgandra’s vision for ‘Towards 5000’, to ensure Gilgandra’s parks, sport fields and civic areas meet community needs now and into the future. The strategy promotes the conservation and improvement of green space in Gilgandra.	The Strategy considers the key proposed green corridors, as well as how to connect the planned green spaces with active transport infrastructure

TABLE 4.2: CONTINUED...

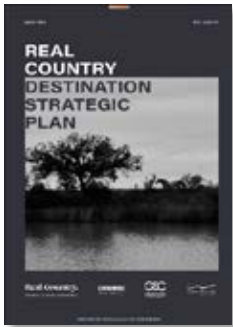
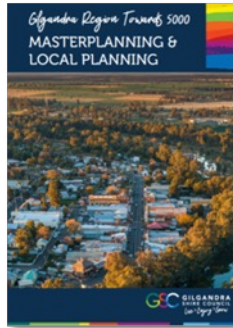
Document Name	Overview	Relevance to the Strategy
Windmill Walk Stage 2 project 	The Windmill walk is a planned scenic route that connects Gilgandra's Coo-ee Heritage and visitor information Centre to the Gilgandra CBD via a riverbank pathway that allows pedestrians to view the remaining windmills in town. The Real Country strategy aimed at connecting all historical sights within the surroundings of Gilgandra and other shire's along the Castlereagh river, which includes the Windmill walk.	The Strategy considers the importance of the Windmill Walk extension both from a trip attractor perspective, and from an infrastructure piece that has the possibility to increase active transport modal share in Gilgandra.
Hunter Park Recreation Precinct Project 	The draft Hunter Park Precinct master plan includes the planned construction of the GIL Recreation Centre (GRC) which will provide for indoor and outdoor sports and recreation facilities, and include a public swimming pool and water park to support the growth of sports and recreation in Gilgandra.	The Strategy considers the importance of the Hunter Park Recreation Precinct Project, as a key future trip attractor for the area.

TABLE 4.2: CONTINUED...

Document Name	Overview	Relevance to the Strategy
Draft Gilgandra Community Health and Wellbeing Vision 	The purpose of the Gilgandra Community Health and Wellbeing Vision report is to provide an overview of the key health and wellbeing data for the Gilgandra community.	The Strategy references the Gilgandra Community Health and Wellbeing Vision report particularly for key population, demographic and health data.
Gilgandra Region Towards 5000 Masterplanning & Local Planning 	The Masterplanning and Local Planning document presents the zoning for key areas within Gilgandra, as well as future potential residential growth areas to be developed.	The Strategy reference the key potential growth areas presented in the Master planning and Local Planning document, and plans for active transport connections to and from these areas.



05 LOCAL POLICY REVIEW

5.1 OVERVIEW

A review of Council’s Local Road Hierarchy Plan has been undertaken to understand the level of active transport infrastructure specified in Council’s planning and development documents, particularly Standard Drawings and Road Cross Sections.

Road cross sections are used to specify the elements of specific roads, including travel lanes, cycle lanes, public transport lanes, medians, footpath, shared paths and etc.

Depending on the road type, functionality, level of traffic and hierarchy, roads have different elements. Typically, major roads are provided with a greater level of active transport infrastructure, by the means of bike lanes, shared paths or wider delineated shoulders. This is generally used to improve safety for all road users in an environment with high motor vehicle traffic and speeds, as well as providing longer-distance active transport connectivity.

5.2 ROAD HIERARCHY PLAN

Council’s Local Road Hierarchy Plan provides typical road cross sections for various urban and rural roads.

The Local Road Hierarchy Plan classify urban and rural roads as follows:

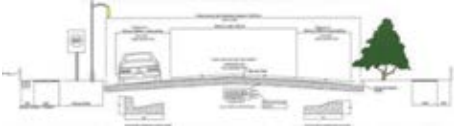
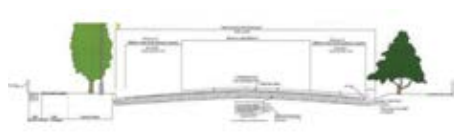
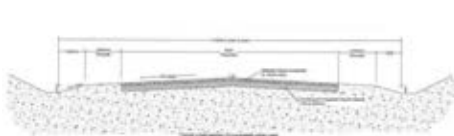
- ‘Urban local roads are defined as those roads within the built up areas of Gilgandra, Armatree and Tooraweenah. They normally have urban characteristics such as footways, kerb and gutter and consist of all urban roads within Gilgandra, Armatree and Tooraweenah that are not declared as State or Federal Highways (referred to in this document as Major Arterial Roads)’.

- ‘Rural local roads are defined as those roads beyond built up areas of towns that have typical rural characteristics and consist of all rural roads within the Gilgandra Shire boundaries that are not declared as State or Federal Highways (referred to in this document as Major Arterial Roads)’.

This means that urban roads may provide a level of active transport infrastructure (i.e. footpath), while rural roads typically do not have infrastructure specifically catering for active transport trips.

The urban roads within the Local Road Hierarchy Plan are further classified into six categories, summarised in Table 5.1.

TABLE 5.1: URBAN ROADS STANDARD DRAWINGS

Classification	Cross Section Details	Pedestrian Provision	Cycling Provision
Regionally Significant Road		1.2m path on both sides of the road	NA
Primary Through Road – Urban Sealed		1.2m path on both sides of the road	NA
Secondary Through Road – Urban Sealed		1.2m path on one side of the road	NA
Secondary Through Road – Urban Unsealed		NA	NA
Primary Non-Through Road – Urban Sealed		1.2m path on one side of the road	NA
Rear Lane – Urban Unsealed		NA	NA

As shown in Table 5.1, the Local Road Hierarchy Plan standard drawings show a level of pedestrian infrastructure provision for urban sealed roads (i.e. 1.2m footpath), with no dedicated cycling provision designed.

Further discussion, and recommendations on updates to design standards are contained in Section 8 and Section 12 herein.

06 KEY CENTRES AND ACTIVITY AREAS

6.1 OVERVIEW

The aim of this process is to identify the key pedestrian and cycle trip attractors and generators within Gilgandra LGA. That means defining the land uses expected to create a significant demand of trips.

Typically, these include:

- Shopping centres and main streets
- Educational facilities
- Hospitals and medical centres
- Aged care facilities
- Childcare centres, pre-schools, out of school hours care facilities
- Community halls and facilities, neighbourhood centres, youth centres
- Public transport stops
- Parks and recreational facilities, etc.

6.2 TRIP ATTRACTORS AND GENERATORS

The key attractors and generators for Gilgandra LGA are presented in Figure 6.1 to Figure 6.3.

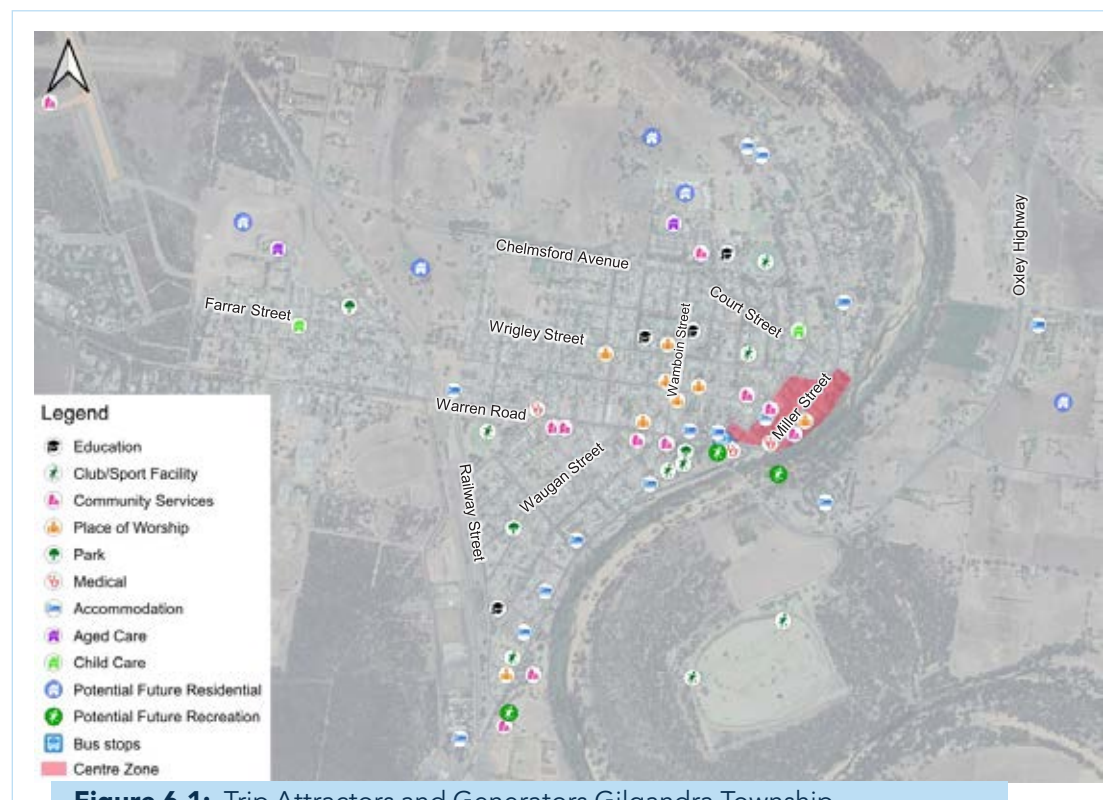


Figure 6.1: Trip Attractors and Generators Gilgandra Township

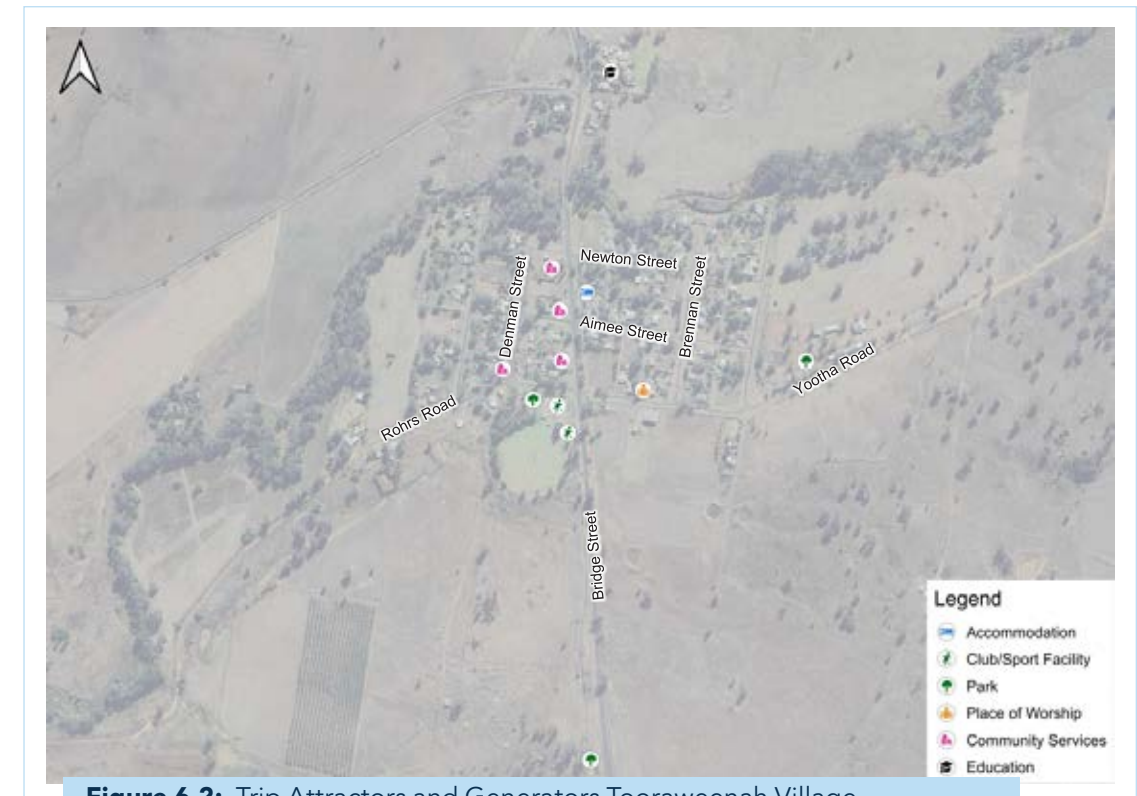


Figure 6.2: Trip Attractors and Generators Tooraweenah Village



Figure 6.3: Trip Attractors and Generators Armatree Village

07 ACTIVE TRANSPORT ROUTES

7.1 OVERVIEW AND METHODOLOGY

As discussed in Section 1.5, one of the objectives of the Strategy is to provide a prioritised active transport network to support Council focusing its resources in critical areas. That is, the Strategy does not aim to provide active transport infrastructure at every single road or residential street in the study area, rather it should focus on areas with significant active transport and traffic generation, which will provide a wider benefit for the community.

The active transport priority routes developed for the Strategy generally consider the following:

- Links between the attractors and generators
- Active transport related crash cluster location(s)

- Active transport desire lines (based on local knowledge and community feedback)
- Future planning considerations
- Zoning and land use.

Importantly, the network of the priority routes were developed in close consultation with Council and relevant stakeholders, and community.

7.2 ROUTE SELECTION

The priority active transport routes for the Strategy are presented in Figure 7.1 to Figure 7.3.



Figure 7.1: Priority Routes Gilgandra Township

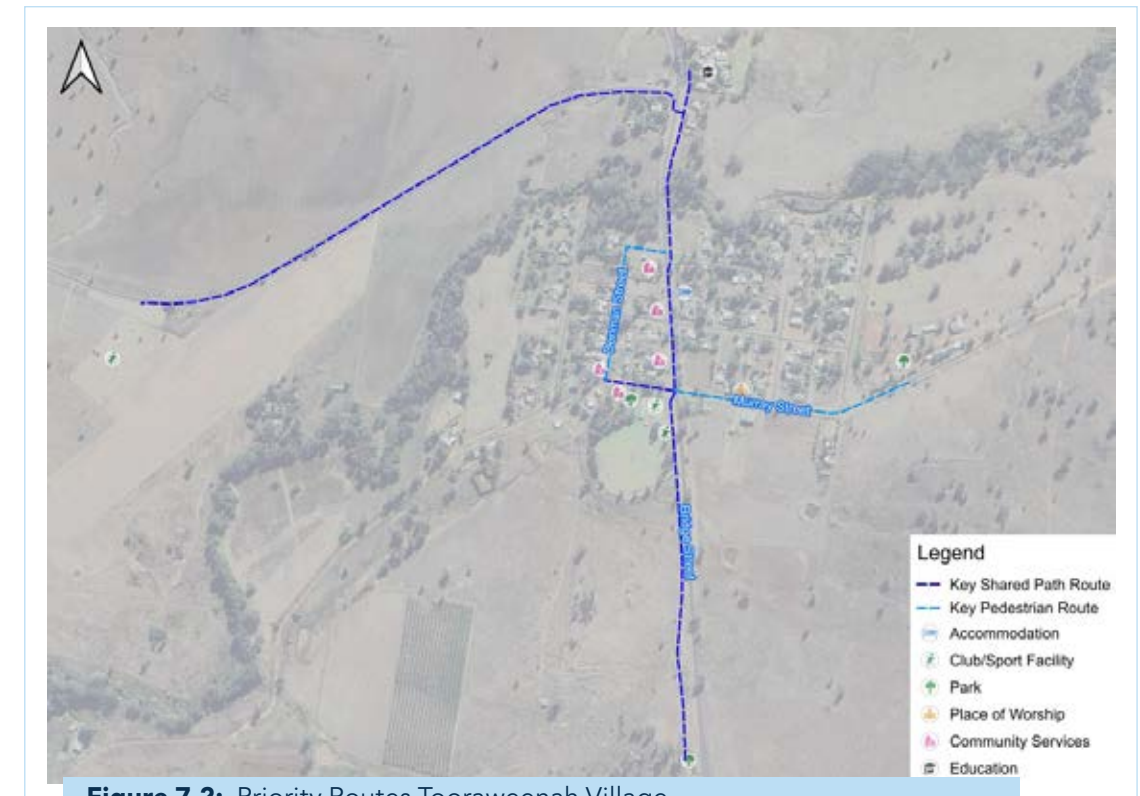


Figure 7.2: Priority Routes Tooraweenah Village



Figure 7.3: Priority Routes Armatree Village

08 DESIGN STANDARDS

8.1 OVERVIEW

The design standards to be applied for the Strategy include adopting the principles of Universal Design, which aim to provide all-inclusive access that eliminates the need for adaptation and specialised design for mobility-impaired community members. The design standards adopted for the Strategy include a combination of TfNSW documents (particularly the Walking Space Guide and the Cycleway Design Toolbox), Australian Standards and Austroads Guidelines.

It is further noted that the minimum desirable design standards for the Strategy considers the expected walking and cycling demands within the different areas of Gilgandra LGA.

8.2 RECOMMENDED PATH PROVISION AND PATH WIDTH

The recommended path provision and path widths for the Strategy have been generally provided in accordance with TfNSW's Get NSW Active Grant Guidelines.

The minimum width requirements outlined in Table 8.1.

It is noted however that given the semi-urban and regional characteristics of Gilgandra LGA and reduced active transport catchment for a number of the key areas, TfNSW's preferred active transport provision is considered excessive to apply across all locations across the Gilgandra LGA and unlikely to be achievable, particularly outside the key routes.

In addition to TfNSW preferred provisions, in specific instances reference was also made to active transport infrastructure outlined in Austroads' Guide to Road Design: Part 6a Paths for Walking and Cycling (AGRD6a).

TABLE 8.1: DESIRABLE MINIMUM PATH WIDTH

Path Type	Desirable Minimum Provision
Shared Path	3m wide for at least one side of the road within to allow for cyclists and pedestrians to use
Pedestrian Path	2m wide to allow for two mobility devices to pass each other (at least one side of the road)

8.3 RECOMMENDED CROSSINGS

The recommended crossings points design standards are shown in Table 8.2.

TABLE 8.2: RECOMMENDED CROSSINGS

Intersection Type	Design Standard
Roundabouts	Ideally raised pedestrian/cyclist crossings with refuge island at all legs
School crossings	Ideally raised pedestrian/cyclist crossing at school pedestrian crossing points
Mid-block crossings	Assessed on a case-by-case basis, based on desire lines and active transport movements

8.3.1 KERB RAMPS

Kerb ramp requirements are generally described in AS1428.1: Design for Access and Mobility.

Kerb ramps are used to provide a smooth transition between the path level and road level and shall be provided at pedestrian/cyclists crossing facilities aligned in the direction of travel and pedestrian/cyclists desire line of walk/cycle.

The kerb ramps should be provided with a minimum 1,000mm width, a maximum rise of 190mm and a maximum length of 1,520mm with a maximum gradient of 1 in 8 (12.5%) to allow for people with a range of mobility levels (and/or using mobility devices) to move to/from the footpath and road level.

8.4 NATURAL SHADE

The provision of natural shade along active transport paths has the potential to improve active transport user's amenity and comfort. Trees and natural shade adjacent to paths are especially important as a way to control the temperature, reduce the exposure to ultraviolet radiation and to provide a more enjoyable active transport journey.

Additionally, low planting between the paths and the road can increase active transport users' safety, providing an additional physical separation between pedestrians and cyclists from vehicular traffic. However, it is necessary to ensure that the provision of natural landscape does not impact safe sight distance for all road users.

8.5 ADDITIONAL CONSIDERATIONS

It is noted the minimum design standards have been assessed in a case-by-case basis, considering potential impacts to travel lanes, private properties, trees, on-street parking, grades, property access points, road widths, etc.



09 TECHNICAL SITE AUDITS

9.1 OVERVIEW

Detailed site audits were conducted from 13th August 2025 to 15th August 2025. The technical site audits were undertaken on all key active transport routes to identify issues and potential remedial works. Auditing of issues, or deficiencies, were based on the '5C' criteria outlined in the Austroads AGRD6a:2021 which are:

- **Connectivity:** is the route connected to the rest of the network?
- **Comfort:** is the route well maintained, smooth and unobstructed? Is the route attractive and free from excessive traffic noise?
- **Convenience:** are there adequate crossing opportunities? Are key destinations within walking distance of one another?

- **Conviviality:** how pleasant is the walking environment?
- **Conspicuousness:** are the walking routes clearly lit and easy to follow?

The audit considered footpaths, kerb ramps, crossing points, traffic calming devices, and other pedestrian facilities, and issues that would fundamentally impact the use of the paths or access to the paths for any pedestrian user level.

9.2 KEY FINDINGS

A summary of the types of issues found are presented in Table 9.1.

TABLE 9.1: SUMMARY OF ISSUE TYPES	
Issue	Description
Missing path	Missing footpath, missing shared path
Non-standard or damaged path	Trip hazard (lips), cracked path, uneven path, bitumen path
Narrow Path	Path below the minimum design standard width
Missing crossing facility	Missing crossing facility at key desire line
Missing kerb ramp	Missing kerb ramp at intersection, missing mid-block kerb ramp at pedestrian crossing
Unsafe or non-standard crossing facility	Pedestrian crossing with limited sight lines, raised pedestrian island with insufficient landing/storing area, pedestrian crossing points leading to crossovers, pedestrian crossing points leading to kerbs.
Non-standard kerb ramp	Narrow kerb ramp, steep kerb ramp, cracked kerb ramp, kerb ramp directing pedestrian into intersection / traffic
Missing supporting infrastructure	Locations that could benefit from seating, shading or water provision

10 COMMUNITY AND STAKEHOLDER ENGAGEMENT

10.1 COMMUNITY ENGAGEMENT PROCESS

Concurrently with the development of the Strategy, Council has undertaken the Gilgandra Local Planning and Masterplanning Survey. The survey was undertaken to help identify common issues and concerns within the study area and to allow the community to provide their 'local knowledge', as well as shape and confirm the key Active Transport Network.

Community engagement is critical for developing the Strategy. Feedback and comments provided by the Gilgandra community and key stakeholder groups was key to gather 'local knowledge' to identify and prioritise options and provide fit for purpose recommendations. The goal of the engagement process is to ensure key community input shape the development of the action plan and the proposed infrastructure and non-infrastructure upgrades.

The community engagement activities were undertaken by Cobalt Engagement, and the full Gilgandra Local Planning and Masterplanning Survey report is provided in Appendix B.

Engagement was also undertaken internally with through workshops and presentations for the Executive Leadership Team (ELT), T3 managers and Councillors, where feedback was sought at different stages of the project. TfNSW officers also had the opportunity to review the report in a draft format.

An additional round of community engagement was undertaken on the Draft Strategy, where community had the opportunity to provide comments or inputs into the report as a draft form. A community workshop and focused stakeholder sessions were also held to gather community feedback from key stakeholders' groups. The Towards 5000 Public Exhibition Engagement Outcomes Report is provided in Appendix B.



10.2 COMMUNITY
ENGAGEMENT OVERVIEW

An overview of the community received feedback is provided in Table 10.1.

TABLE 10.1: COMMUNITY ENGAGEMENT FEEDBACK OVERVIEW		
Community Engagement	Participants	Key feedback
Gilgandra Local Planning and Masterplanning Survey	102 responses	• Pedestrian and accessibility improvements within the CBD (69% of responses)
		• Inviting and welcoming pedestrian connection from the CBD to the Castlereagh River (45% of responses)
		• Safe and attractive pedestrian connection to the CBD from Hunter Park (55% of responses)
		• Safe and attractive pedestrian connection to key active transport links (Windmill Walk, Frog Hollow, Hunter Park, schools, aged care) (60% of responses)
Community Workshop	20 participants	• Overall support for the Strategy • Maintenance was the bigger concern • Accessibility, safety and health were also included in the feedback – including improving access to less able-bodied people
Stakeholder Sessions	Gil Care Connect	• Accessibility improvements (i.e. kerb ramp upgrades, improve paths so there are accessible to everyone)
	Gilgandra High School	
	St Josephs Primary School	
	Tooraweenah Primary School	• Crossing point upgrades
	Gilgandra Preschool	• Discontinued path network
	Aussie Kindies	• Path maintenance.
	Tooraweenah Preschool	
Online Public Submissions	54 submissions (6 related to the Strategy)	• Overall support for the strategy • Maintenance was a significant concern

10.3 COMMUNITY
ENGAGEMENT FINDINGS

Key feedback related to the development of the Strategy related to active transport facilities is described as follows.

10.3.1 CBD, HUNTER PARK
AND WINDMILL WALK

The majority of the feedback outlined a need for an improved active transport connection between the CBD, Hunter Park and Windmill Walk, as follows.

- The need for active transport connectivity from the CBD to Windmill Walk and Hunter Park Precinct, including safe pedestrian crossing points and traffic calming
- Stronger connection to the river, including accessible and safe paths for all ages and abilities

- Many of the public spaces within the CBD have conflicts with roads and parking that do not facilitate pedestrian priority and a feeling of safety for different user groups
- Need for accessible connections catering for all users particularly around aged care facilities, schools, the cultural precinct and to main destinations (i.e. CBD, Hunter Park and Windmill Walk)
- Improve path connectivity and maintenance.

The findings from community engagement have been validated through site audits undertaken by Council’s project team demonstrating a key desire line for pedestrians (especially school children) crossing from Hunter Park across Warren Road, using a non-formalised crossing point, shown in Figure 10.1.



Figure 10.1: School Children Crossing from Hunter Park across Warren Road - Oxley Highway

Figure 10.2 also shows a key desire line for active transport users between Hunter Park and the river precinct across

Newell Highway, and further highlight the conflicts with heavy vehicles.



Figure 10.2: Active Transport Movements Across Newell Highway.

10.3.2 AERO PARK

The feedback received for Aero Park residential subdivision demonstrated a key desire for active transport connectivity to the CBD and surrounds, as follows

- A desire for active transport connections to the CBD, Windmill Walk, Hunter Park, schools and aged care
- More public amenity, greenery, open space and pedestrian and active transport links.

10.4 VILLAGE MANAGEMENT PLANS

As discussed in Section 4.2, Tooraweenah Village Management Plan and Armatree Village Management Plan were developed in close collaboration with the local communities. The vision of the Village Management Plan is shown in Table 10.2.

TABLE 10.2: VILLAGE MANAGEMENT PLAN VISIONS

Tooraweenah	Armatree
• Build capacity and resilience of local services • Encourage enjoyment of our natural environment through initiatives that promote outdoor activities, conservation and environmental education • Improve local infrastructure, prioritising investments that facilitate connectivity, accessibility and quality of life • Preserve and share our rich history by celebrating and promoting our cultural heritage • Foster collaboration in the wider Orana region to strengthen economic and tourism connections • Ensure alignment with existing plans, such as the Community Strategic Plan, to leverage resources and expertise across the wider Gilgandra Region	• Protect and maintain our community assets, fostering a sense of pride and ownership among residents • Preserve and share our rich history by celebrating and promoting our cultural heritage. • Advocate for and actively participate in the improvement of local infrastructure • Showcase the unique village life of Armatree as an attractive lifestyle choice • Strengthen connections with the wider region to enhance tourism and other economic opportunities • Ensure alignment with existing plans, such as the Community Strategic Plan, to leverage resources and expertise across the wider Gilgandra Region

Both documents were developed considering internal and external stakeholder participation. Local residents had the opportunity to participate on the development of the Village Management Plans through an in-person consultation session, as well as through e-mail, Council's website and social media platforms. The community feedback related to the Strategy is shown as follows:

10.4.1 TOORAWEENAH VILLAGE MANAGEMENT PLAN

The Tooraweenah Village Management Plan shows two key active transport projects for Tooraweenah, which have been supported by community feedback.

- An accessible path from GK Rohr Warrubungle Viewing Platform to the Aerodrome
- An accessible path connecting to the proposed new toilets south of Murray Street / Denman Street intersection to Murray Street.

10.4.2 ARMATREE VILLAGE MANAGEMENT PLAN

The Armatree Village Management Plan shows one key active transport project, which have been supported by community feedback.

- An accessible path connecting Armatree Hotel, Memorial Precinct and ArmaTREE.

11 KEY PROJECTS

11.1 OVERVIEW

Consistent with the technical site audits key findings (Section 9) and the community engagement feedback (Section 10), the project team has nominated four high priority

projects to be concept designed in order to support Council in securing external grant funding opportunities for the development of the active transport network in Gilgandra. The key projects are summarised in Table 11.1

TABLE 11.1: KEY PROJECTS SUMMARY			
Project Name	Actions	Budget	Timeframe
Gilgandra shared path loop	A high-quality active transport loop connecting the CBD, river precinct, Hunter Park, Windmill Walk and Aero Park, as well as key land uses such as recreational and cultural precincts Gilgandra High School, Aged Care, Disability and Medical Facilities, and public transport stops	\$3,923,000	Short to medium term (0-7 years) Funding to be sought from TfNSW Get NSW Active or other external grand funding opportunities available
CBD and Hunter Park priority crossing points	Include a number of crossing points to improve active transport accessibility across Newel Highway and Oxley Highway, connecting the CBD, Hunter Park and the river precinct.	\$200,000	Short to medium term (0-7 years) Funding to be sought from TfNSW Get NSW Active or other external grand funding opportunities available

TABLE 11.1: CONTINUED...

Project Name	Actions	Budget	Timeframe
Tooraweenah shared path	Includes a high-quality active transport path connection from GK Rohr Warrumbungle Viewing Platform to school, preschool, shops, showground and Arthur Butler Aviation Museum (Aerodrome).	\$655,875	Short to medium term (0-7 years) Funding to be sought from TfNSW Get NSW Active or other external grand funding opportunities available
Armatree path	Includes a high-quality pedestrian path connecting the Armatree Hotel, Memorial Precinct and ArmaTREE,	\$38,500	Short to medium term (0-7 years) Funding to be sought from TfNSW Get NSW Active or other external grand funding opportunities available

The following is also noted:

- The key projects have been developed in accordance with TfNSW’s Get NSW Active requirements, including the Cycleway Design Toolbox and Walking Space Guide
- The implementation plan relies on Council successfully getting TfNSW’s Get NSW Active funding, or similar and may be dependent on the funding objectives available at the time
- The priority projects also do not preclude Council from delivering additional components outside of those priority routes / facilities if it makes sense to “fill a gap” or “connect a route” when funding becomes available

- The Strategy is a live document and will be revisited every 5-10 years so key projects are a snapshot at a point in time, priorities and needs may subsequently change.

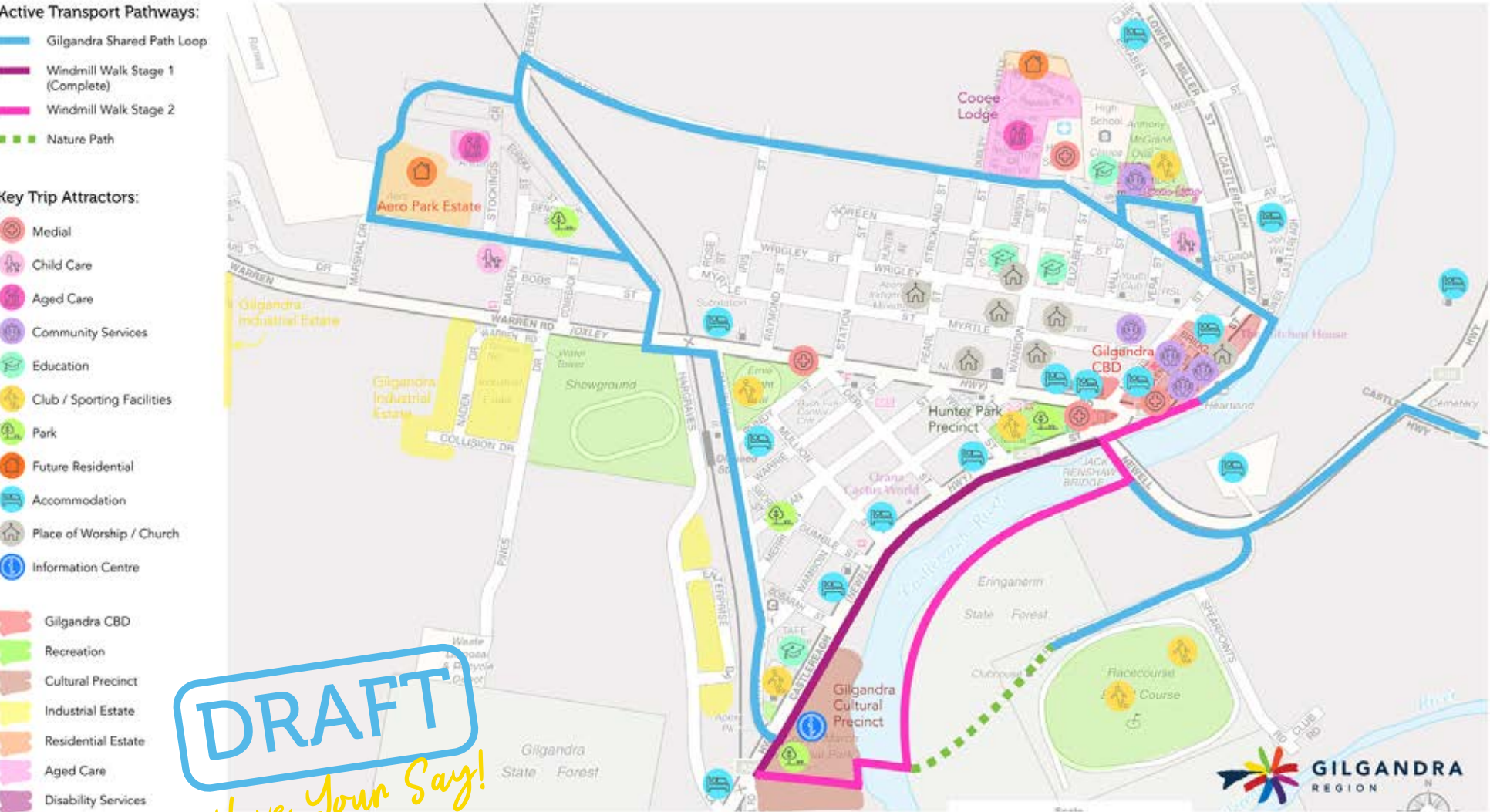
The detailed concept designs for sections of the key projects have been provided in Appendix A, with each project summary sheet provided as follows.

Project Name	Gilgandra Shared Path Loop
Indicative Costs (2025)	\$3,923,000
Project Description	The Gilgandra Shared Path Loop provides a high-quality active transport loop connecting the CBD, river precinct, Hunter Park, Windmill Walk and Aero Park, as well as key land uses such as Gilgandra High School, Aged Care Facilities and Medical Facilities. A number of crossing points supported by kerb build outs are recommended to improve active transport users safety and it is also recommended the Miller Street 40km/h zone is extended north of Court Street. Supporting infrastructure such as seating and shading is recommended to be further investigated during the detailed design stage.
Project Inclusion	• 3m Wide Shared Path x 9,510m • Kerb Ramps x 34 • Kerb Extensions x 12 • Railway Crossing x 1 It is noted a 3m wide shared path may not be feasible at some locations due to verge constraints, services and tree planting



Active Transport Strategy

Gilgandra Shared Path Loop



Project Description: The Gilgandra Shared Path Loop provides a high-quality active transport loop (3m wide shared path) connecting the CBD, river precinct, Hunter Park, Windmill Walk and Aero Park, as well as key land uses such as Gilgandra High School, Aged Care Facilities and Medical Facilities. A number of crossing points supported by kerb build outs are recommended to improve active transport users safety and it is also recommended the Miller Street 40km/h zone is extended north of Court Street. Supporting infrastructure such as seating and shading is recommended to be further investigated during the detailed design stage.



Project Name	CBD, Hunter Park and Windmill Walk priority crossing points
Indicative Costs (2025)	\$200,000 ¹
Project Description	The CBD and Hunter Park priority crossing points include a number of crossing points to improve active transport accessibility and connectivity across Newel Highway and Oxley Highway, connecting the CBD, Hunter Park and the river precinct. Include a number of crossing points to improve active transport accessibility It is noted a number of potential options for the crossing point from Hunter Park across Newell Highway have been investigated (i.e. underpass and intersection upgrades), however further investigations are required during the Detailed Design stage, which may include upgrading the Newel Highway / Oxley Highway priority-controlled intersection to a roundabout or signalised intersection; or providing a underpass across Newell Highway.
Project Inclusion	- Raised Pedestrian Crossing x1 - Kerb Extension x 2 (Warren Road / Morris Street intersection) - Shared Zone / Threshold Treatment x 1¹ Intersection redesign (Newel Highway / Oxley Highway) or pedestrian underpass, or other options to be further investigated ¹ Refer to CBD Masterplan and excluded from estimated budget



Active Transport Strategy *CBD To Hunter Park Precinct*

Active Transport Pathways:

- 1 Raised Crossing
- 2 Pedestrian Refuge
- 3 Shared Zone, Plaza Connection
- 4 Connection from HPP to CBD
- Gilgandra Shared Path Loop

Key Trip Attractors:

- Medial
- Child Care
- Community Services
- Education
- Club / Sporting Facilities
- Park
- Accommodation
- Place of Worship / Church
- Plaza
- Gilgandra CBD
- Hunter Park Precinct



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Project Description: The CBD and Hunter Park priority crossing points include a number of crossing points to improve active transport accessibility and connectivity between the CBD, Hunter Park and the river precinct. It is noted a number of potential options for the crossing point from Hunter Park across Newell Highway have been investigated (i.e. underpass and intersection upgrades), however further investigations are required during the Detailed Design stage, which may include upgrading the Newel Highway / Oxley Highway priority-controlled intersection to a roundabout or signalised intersection; or providing a underpass across Newell Highway.



Project Name	Tooraweenah Shared Path
Indicative Costs (2025)	\$655,875
Project Description	The Tooraweenah Shared Path includes a high-quality active transport path (3m wide shared path and 2m wide pedestrian path) connection from GK Rohr Warrumbungle Viewing Platform to school, preschool, shops, showground and Arthur Butler Aviation Museum (Aerodrome). Supporting infrastructure such as seating and shading is recommended to be further investigated during the detailed design stage.
Project Inclusion	• 3m Wide Shared Path x 1,590m • 2m Wide Path x 405m • Kerb Ramps x 14 • Shared Zone / Threshold Treatment x 1 • Kerb Extensions x 4 It is noted a 3m wide shared path may not be feasible at some locations due to verge constraints, services and tree planting



Active Transport Strategy

Tooraweenah shared path

Active Transport Pathways:

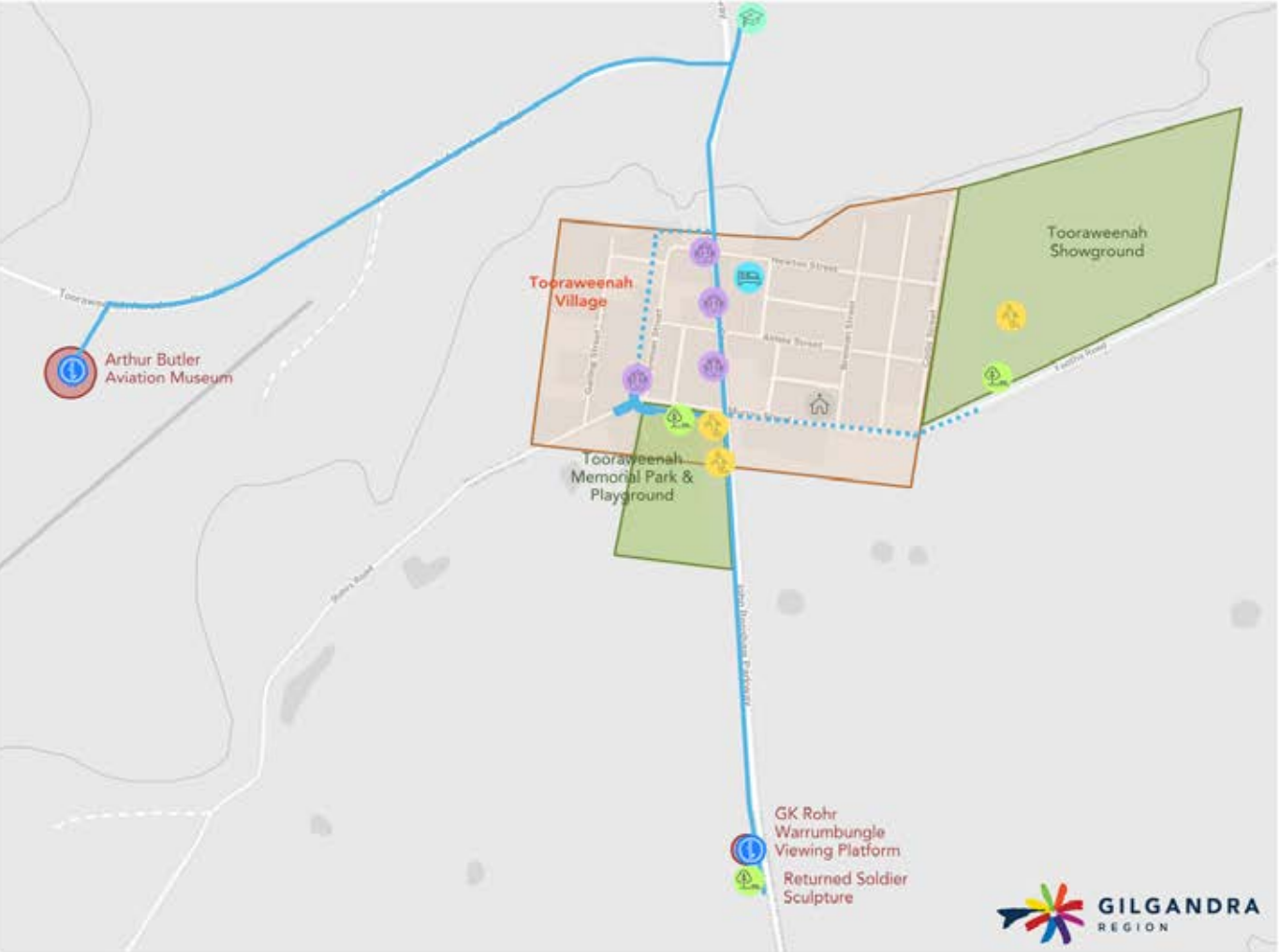
- Shared Path (priority project)
- Shared Path (secondary project)
- Shared Zone

Key Trip Attractors:

- Community Services
- Education
- Club / Sporting Facilities
- Park
- Accommodation
- Place of Worship / Church
- Point of Interest
- Tooraweenah Village
- Recreation
- Tourist Attraction

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Have Your Say!



Project Name	Armatree Path
Indicative Costs (2025)	\$38,500
Project Description	The Armatree Path includes a high-quality pedestrian path (2m wide footpath) connecting the Memorial Precinct and ArmaTREE,. Supporting infrastructure such as seating and shading is recommended to be further investigated during the detailed design stage.
Project Inclusion	2m Wide Path x 110m



Active Transport Strategy

Armatree Path

Active Transport Pathways:

— Pedestrian Path

Key Trip Attractors:

- Park
- Accommodation
- Point of Interest
- Memorial Precinct



DRAFT
Have Your Say!

Project Description: The Armatree Path includes a high-quality pedestrian path (2m wide footpath) connecting the Memorial Precinct, History Boards, and the ArmaTREE. Supporting infrastructure such as seating and shading is recommended to be further investigated during the detailed design stage.



12 ADDITIONAL WORKS

12.1 OVERVIEW

A Multi-Criteria Assessment (MCA) was undertaken to evaluate and prioritise the additional recommended treatments, outside the 'Key Projects'. The additional recommended treatments are presented in Figure 12.1 and Figure 12.2.

The MCA criteria and approach allows for the relative importance of a broad range of impacts and benefits to be considered. A total of seven criteria were

selected based on the project objectives, including three criteria related to potential benefits, one criterion related to impacts (i.e. costs), one criterion related to the location / level of active transport activity, and one related to strategic alignment.

Given the initial stages of planning, a 20% weighting relative to costs and 80% weighting relative to benefits was applied.

The MCA criteria is described in Table 12.1.

TABLE 12.1: MULTI CRITERIA ASSESSMENT			
Criteria	Description	Measurement and Scoring Method	Weighting
Accessibility	The level of benefit the recommended treatment will have in providing an active transport network accessible to everyone	Measured based on assessment of improvement to perceived active transport accessibility. Scored based on 1 to 8 scale Lowest perceived accessibility improvement = 1 Highest perceived accessibility improvement = 8	20%
Connectivity	The level of benefit the recommended treatment will have on the general active transport network connectivity	Measured based on assessment of improvement to perceived active transport connectivity. Scored based on 1 to 8 scale Lowest perceived connectivity improvement = 1 Highest perceived connectivity improvement = 8	20%
Safety	The level of benefit the recommended treatment will have on active transport user safety	Measured based on assessment of improvement to perceived active transport safety. Scored based on 1 to 8 scale Lowest perceived safety improvement = 1 Highest perceived safety improvement = 8	20%

TABLE 12.1: CONTINUED...			
Criteria	Description	Measurement and Scoring Method	Weighting
Comfort	The level of benefit the recommended treatment will have on active transport user comfort when using the network	Measured based on assessment of improvement to perceived active transport comfort. Scored based on 1 to 8 scale Lowest perceived safety improvement = 1 Highest perceived safety improvement = 8	20%
Implementation Cost	Estimated infrastructure costs	Measured in foreseeable infrastructure cost \$ (2025). Scored based on 1 to 8 scale Higher cost = 1 Lower cost = 8	20%
Level of Activity	The expected number of potential active transport users benefited by the recommended treatment	Measured based on route type, provided as an adjustment factor. Shared path = 1 Pedestrian path = 0.8	NA
Strategic Alignment	Alignment with Council's vision and plans for the area	Measured based on the alignment with Council's vision and plans for the area, provided as an adjustment factor (refer to Section 4). Strategic aligned = 1 NA = 0.8	NA

12.2 SCORING OF ITEMS

Active transport related issues described in Table 9.1 were evaluated in accordance with their importance relative to the MCA.

The evaluation of the importance of each issue considered the Strategy vision and objectives, as well stakeholder feedback. Each criteria score is provided in Table 12.2

TABLE 12.2: EVALUATION CRITERIA AND LEVEL OF IMPORTANCE					
Themes	Accessibility	Connectivity	Safety	Comfort	Total
Missing path	8	7	8	6	29
Missing crossing facility	8	8	7	1	24
Missing kerb ramp	6	7	5	2	19
Unsafe or non-standard crossing facility	5	4	6	3	18
Narrow path	3	5	3	5	16
Non-standard kerb ramp	4	3	4	4	15
Non-standard or damaged path	2	2	2	7	13
Missing supporting infrastructure	1	1	1	8	11

Low importanceHigh importance

12.3 IMPLEMENTATION COSTS

A list of cost estimates for active transport related infrastructure items was sourced from Council and provided in Appendix C. The costs were then calculated for each of the recommended treatments.

12.4 ACTION PROGRAM AND SCHEDULE OF WORKS

The additional works program has been prioritised based on the MCA results and further reviewed to provide Council a logical manner to undertake the additional works, and specifically considered to community feedback. The recommended upgrades are presented in Figure 12.1, with the prioritisation of works detailed in Figure 12.2.

The high priority items generally relate to missing links in areas that are strategic

aligned with Council's intent and plans, have key desire lines or have been brought by the community during the engagement period, in addition to unsafe crossing points (refer to Section 4).

Medium priority items are generally related to missing links at other locations and long-term items are where existing paths could be improved.

Detailed maps and priority register for the additional works have been provided in Appendix D.

Where possible, supporting infrastructure such as seating and shading has been recommended. Irrespective of the above, Council's open space / park team should also be engaged to determine the ability to provide supporting infrastructure along the key active transport routes.

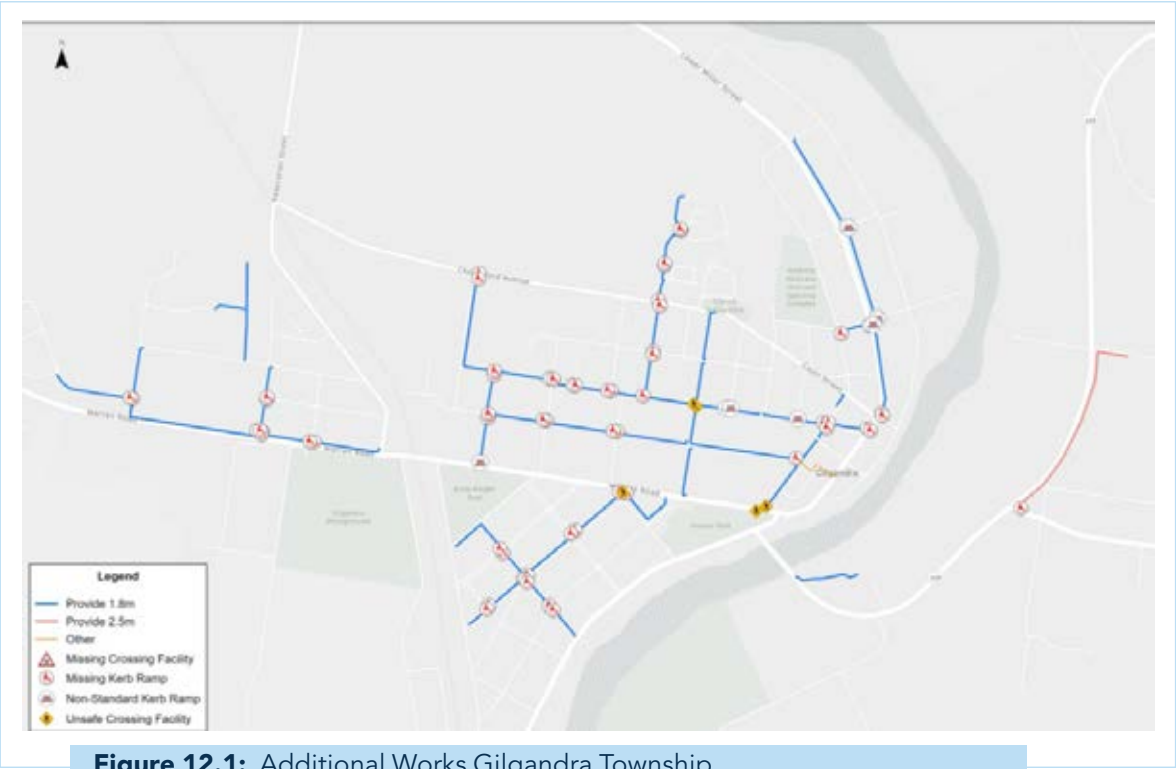


Figure 12.1: Additional Works Gilgandra Township

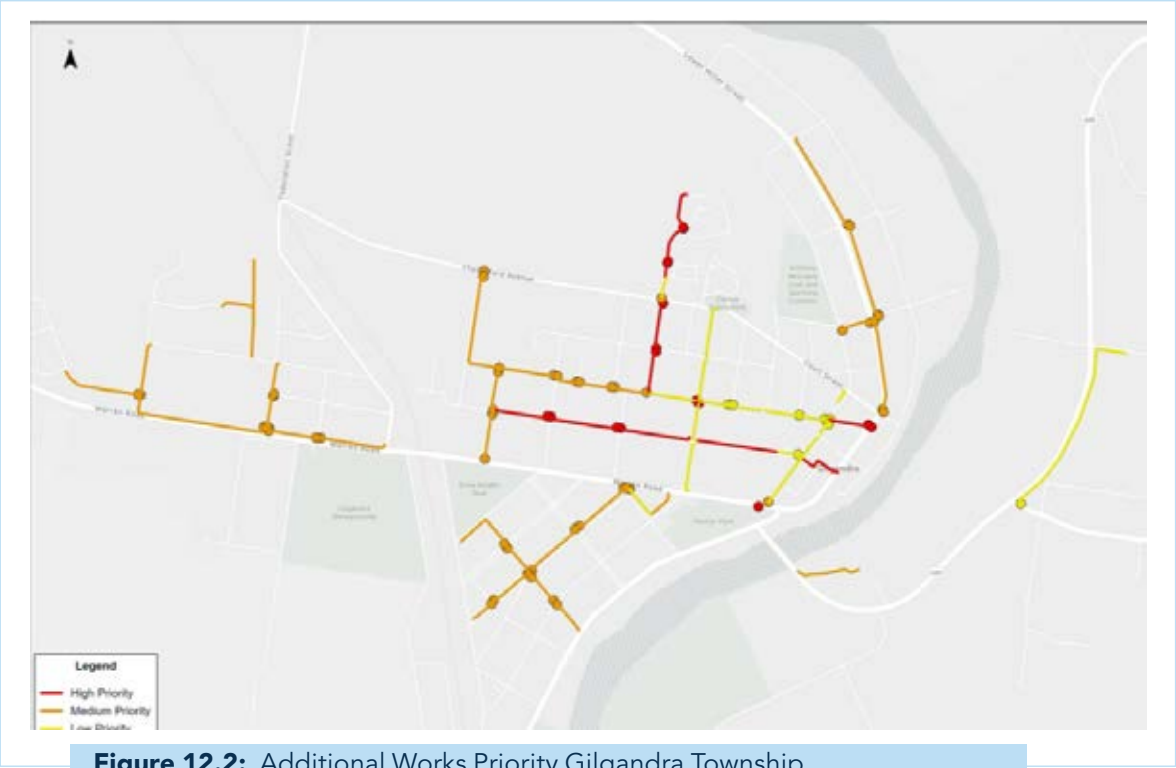


Figure 12.2: Additional Works Priority Gilgandra Township

12.5 DELIVERY OF PROJECTS

Council's historical active transport budget has been reviewed to develop an action program timeline. The action program timeline considers Council's Operational Plan, Delivery Program and Long Term Financial Plan, shown as the network would be built from Figure 12.3 to Figure 12.5.

The detailed action program has been included in Appendix E.

However, it is noted that additional funding may be achieved by the Disability Inclusion Action Plan currently being developed by Council.

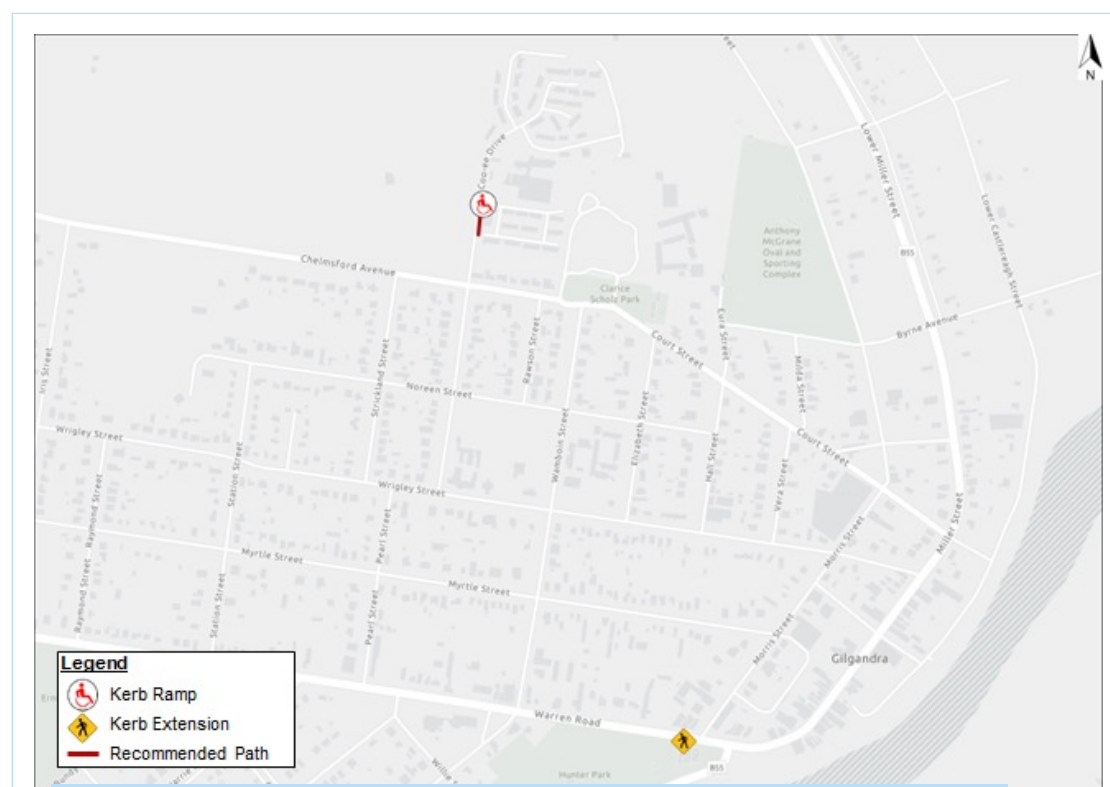


Figure 12.3: Action Program (1 year) – Operational Plan

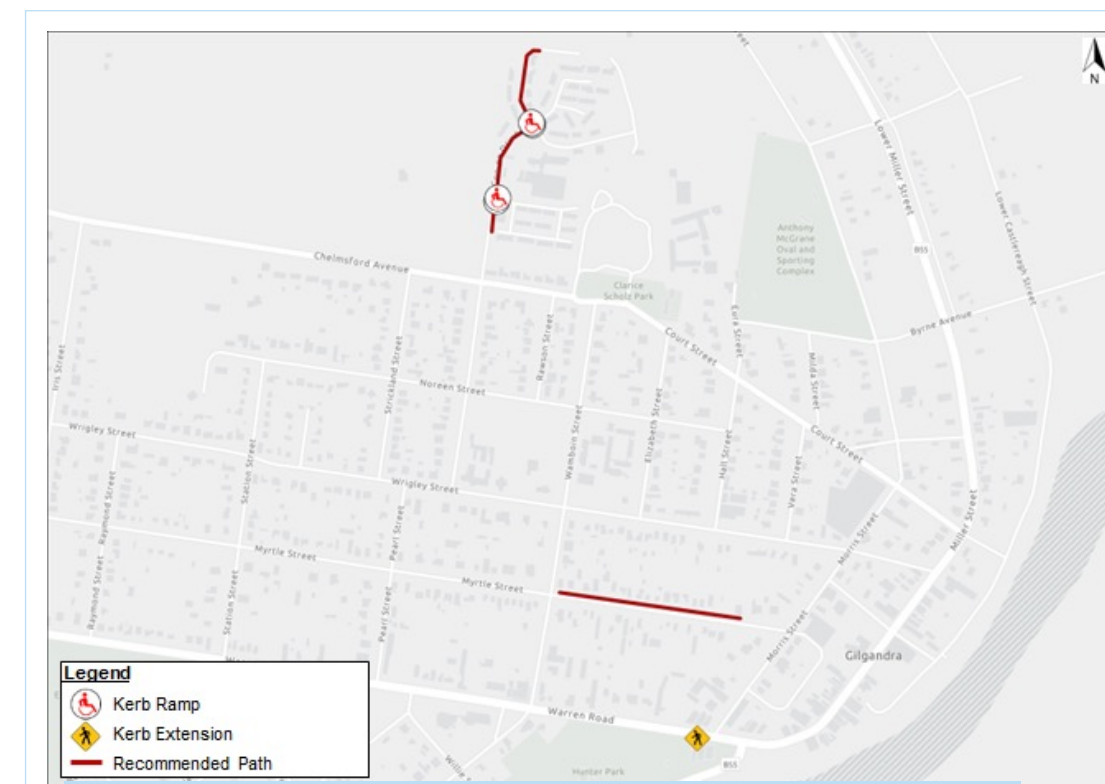


Figure 12.4: Action Program (2 – 4 years) – Delivery Program

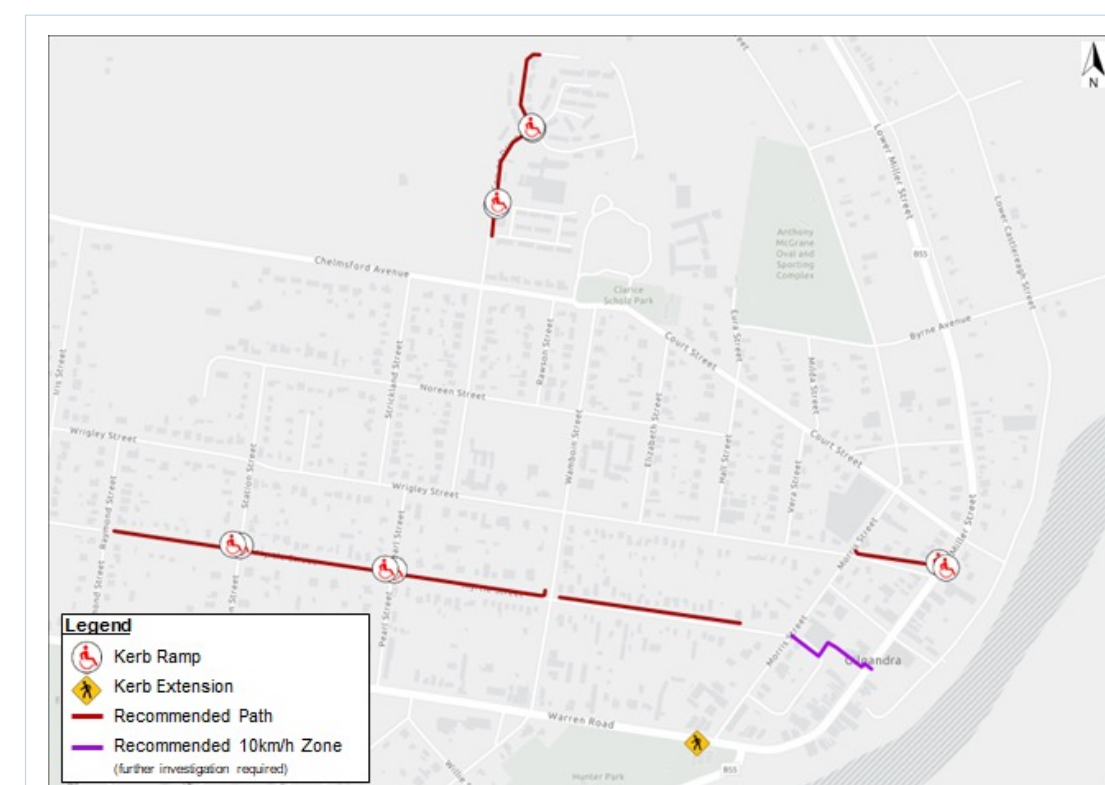


Figure 12.5: Action Program (5 – 10 years) – Long Term Financial Plan

13 LOCAL POLICY UPDATE RECOMMENDATIONS

13.1 OVERVIEW

As shown in Section 5, Council’s Standard Road Cross Section has limited active transport provision. The road cross section specifies a level of pedestrian infrastructure at urban roads in the form of a 1.2m path and do not specify requirements for cyclist regardless of the road type.

This means that existing roads, roads being upgraded, and new roads are not required to be provided with cycle facilities, and the pedestrian network is provided at a level of infrastructure lesser than the minimum requirements set out in TfNSW guidelines and Austroads Guidelines.

It is recommended for Council to undertake a detailed review of the Road Cross Section standard drawing to include provision for on-road cyclists. An initial review of the potential updates to Council’s Cross Sections regarding cycle provision has been undertaken considering the minimum design standards described in Section 8.2.

The recommended upgrades are shown in Table 13.1.

TABLE 13.1: URBAN ROADS STANDARD DRAWINGS POTENTIAL UPGRADES		
Classification	Pedestrian Provision	Cycling Provision
Regionally Significant Road	2.5m to 3m wide path at one side of the road	Shared path
Primary Through Road – Urban Sealed	2.5m to 3m wide path at one side of the road	Shared path
Secondary Through Road – Urban Sealed	1.8m to 2m path on one side of the road	NA
Secondary Through Road – Urban Unsealed	1.8m to 2m path on one side of the road	NA
Primary Non-Through Road – Urban Sealed	1.8m to 2m path on one side of the road	NA
Rear Lane – Urban Unsealed	Shared Zone	Shared Zone

14 NON-INFRASTRUCTURE OPPORTUNITIES

14.1 OVERVIEW

As discussed in Section 1.2, there are a number of initiatives, non-infrastructure actions and strategies to encourage active transport methods and increase walking and cycling uptake. These may include periodical targeted actions and activities such as, ‘International Car Free Day’ education measures, such as ‘Bicycle Workshops’, and use of Council’s social media, to outline the benefit of physical activity, provide tips on using active transport and detail Council’s actions and activities related to active transport.

14.2 INTERNATIONAL CAR-FREE DAY

The International Car Free Day (ICFD) occurs every year on 22nd September to encourage motorists to give up their cars for one day, promoting walking, cycling and public transport modes. The event is celebrated worldwide and is observed once a week in some countries to limit air pollution and traffic.

There are number of ways Council can encourage residents to not drive on the ICFD. These include social media advertising, events to discuss Council’s active transport initiatives and even a day of free public transport fare, pending discussions with public transport providers and funding.

14.3 MONTHLY WALKING TEAMS

Monthly Walking Teams is used by The Ireland Walking Guide to encourage residents and tourists to walk more often. Each month of the year a walking theme is advertised, such as ‘Walking Trails’, ‘Group Walk’, ‘Favourite Walk’.

Council could create a list of potential walks in the region each month accordingly to the monthly theme and encourage participants to share their walking experiences on social media.

14.4 BICYCLE WORKSHOPS

Bicycle workshops have the potential to increase knowledge and safety for bicycle users, particularly for new users such as children, retirees or new community members to the area. Council could organise Bicycle Workshops in different local community areas to provide training on how to repair and better maintain their bicycles. The periodical workshop can offer a pop-up station of tools with a bicycle mechanic to assist their learning. This is a great opportunity to activate spaces in local areas and has the potential to increase cycling in the community.

14.5 TRAVEL BEHAVIOUR CHANGE PROGRAM

Research demonstrates that behaviour change and individualised marketing have the potential to increase active transport uptake and interest. This may include the development and implementation of marketing and communications initiatives, local wayfinding programs to inform the community regarding safe routes and school based programs (such as cycle / ride to school programs).

It is recommended that Council maintains an up-date active transport map, promote active transport initiatives and use Council’s communications channels and media opportunities to make residents and tourists aware.

15 FUNDING

15.1 OVERVIEW

Funding for the recommended upgrades presented in the Strategy can be achieved through a number of means, generally presented below.

15.2 KEY PRIORITY PROJECTS

- NSW Get Active funding – all key projects meet the TfNSW Cycleway Design Toolbox and Walking Space Guide criteria and funding should be pursued over a seven-year time period
- Alternatively, Council may investigate funding opportunities, particularly for projects along State-Controlled Roads, including co-contribution Council / State investment (e.g. TfNSW / Local Government Cost Sharing Arrangement within State Controlled Roads)
- Other funding opportunities, subject to grants and / or funding applications (including federal funding)

15.3 ADDITIONAL WORKS

- Council should seek internal budget to undertake the additional works, and include the action program into Council's Operational Plan, Delivery Program and Long-Term Financial Plan, as per the delivery or additional works discussed in Section 12.5.
- If relevant, Council may also seek Developer Contributions from larger developments such as Renewable Energy Zone projects
- Other funding opportunities, subject to grants and / or funding applications (including federal funding).

16 RECOMMENDATIONS AND NEXT STEPS

16.1 KEY PROJECTS

It is recommended that Council seek TfNSW's Get NSW Active funding (or

similar) to undertake the Detailed Design and construction of the four key projects (Section 11), within a seven-year timeframe with key details provided as follows:

Project Name	Actions	Budget	Timeframe
Gilgandra shared path loop	A high-quality active transport loop connecting the CBD, river precinct, Hunter Park, Windmill Walk and Aero Park, as well as key land uses such as Gilgandra High School, Aged Care Facilities and Medical Facilities	\$3,923,000	Short to medium term (0-7 years) <i>Funding to be sought from TfNSW Get NSW Active or other external grant funding opportunities available</i>
CBD and Hunter Park priority crossing points	Include a number of crossing points to improve active transport accessibility across Newell Highway and Oxley Highway, connecting the CBD, Hunter Park and the river precinct.	\$200,000	Short to medium term (0-7 years) <i>Funding to be sought from TfNSW Get NSW Active or other external grant funding opportunities available</i>
Tooraweenah shared path	Includes a high-quality active transport path connection from GK Rohr Warrumbungle Viewing Platform to school, preschool, shops, showground and Arthur Butler Aviation Museum (Aerodrome).	\$655,875	Short to medium term (0-7 years) <i>Funding to be sought from TfNSW Get NSW Active or other external grant funding opportunities available</i>
Armatree path	Includes a high-quality pedestrian path connecting the Armatree Hotel, Memorial Precinct and ArmaTREE,	\$38,500	Short to medium term (0-7 years) <i>Funding to be sought from TfNSW Get NSW Active or other external grant funding opportunities available</i>

16.2 ADDITIONAL WORKS

It is recommended that Council include the recommended Additional Works within the Operational Plan, Delivery Program and Long Term Financial Plan, generally in accordance with the action program provided in Section 12.5, and complete the recommended works.

16.3 LOCAL POLICY UPDATES

It is recommended that Council Implement the recommended updates to the Standard Road Cross Sections (Section 13).

16.4 NON-INFRASTRUCTURE OPPORTUNITIES

Council should also aim to implement the recommended non-infrastructure actions (Section 14).

17 MONITORING

17.1 OVERVIEW

A monitoring framework has been developed to support Council in the determining the efficiency and effectiveness of the Strategy in providing a safe and connected active transport network that is accessible to all. A number of cost-effective monitoring process are recommended to Council.

The monitoring should be undertaken prior to the implementation of the Strategy recommendations and upon the delivery of infrastructure and non-infrastructure upgrades

17.2 MONITORING FRAMEWORK

The recommended monitoring framework developed for the Strategy is presented as follows:

- Monitor customer requests for active transport improvements and upgrades
- Use Council's website and social media platforms to undertake satisfaction surveys regarding the active transport infrastructure and upgrades
- Track the implementation of the recommendations within the Strategy including:
 - > The development of the Key Projects
 - > The upgrades based on additional works delivery program
 - > The updates recommended to local policy documents
 - > The implementation of the non-infrastructure opportunities and survey the community to understand their efficacy

It is also recommended that Council monitors the typical modal-share within the region when Australian Bureau of Statistics (ABS) releases new data periodically.



APPENDIX A: KEY PROJECTS CONCEPT DESIGN



- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.TA	01.12.2025

Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan Overview	Project Number P6899	Sheet Number CP	Date 01.12.2025
			Issue 001

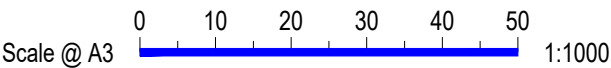


- Legend**
- Kerb Extensions
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REVISIONS			
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Project	Gilgandra Active Transport Strategy	Design	F.I	Drawn	S.T.A	Checked	F.I
Title		CONCEPT ONLY					Date
Project 1 Gilgandra Shared Path Loop Concept Plan		Project Number	P6899	Sheet Number	1	Issue	001

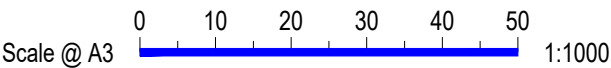


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 2	Issue 001
	Date 01.12.2025		

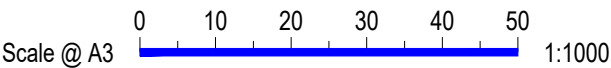


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	REVISIONS		Drawn	Date
	Revisions/Descriptions			
001	Concept Design		S.TA	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 3	Date 01.12.2025
			Issue 001

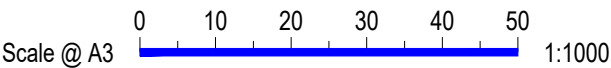


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 4	Date 01.12.2025
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- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	REVISIONS		Drawn	Date
	Revisions/Descriptions			
001	Concept Design		S.T.A	01.12.2025

Scale @ A3
0 10 20 30 40 50
1:1000

Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 5	Date 01.12.2025
			Issue 001

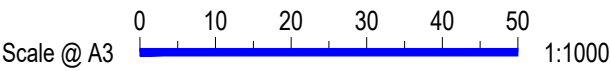


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



Project	Gilgandra Active Transport Strategy	Design	F.I	Drawn	S.T.A	Checked	F.I
Title		Project 1 Gilgandra Shared Path Loop		Concept Plan		CONCEPT ONLY	
		Project Number	P6899	Sheet Number	6	Date	01.12.2025
						Issue	001

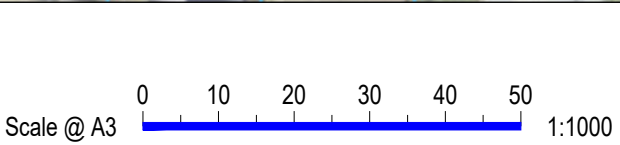


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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	Revisions/Descriptions			
001	Concept Design		S.T.A	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 7	Date 01.12.2025
			Issue 001

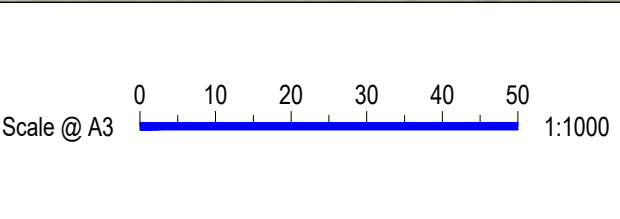


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



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	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 8	Date 01.12.2025
			Issue 001



Railway level crossing to be further detailed
in the Detailed Design stage

Federation Street

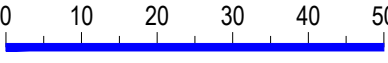
Chelmsford Avenue

- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025

Scale @ A3  1:1000

Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 9	Date 01.12.2025
			Issue 001

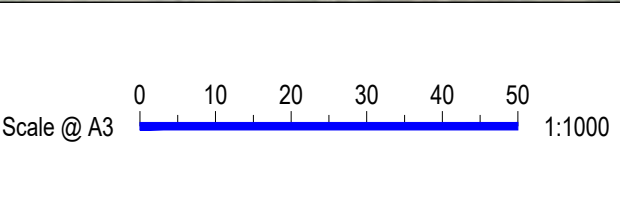


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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	Revisions/Descriptions			
001	Concept Design		S.TA	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
	CONCEPT ONLY		Date 01.12.2025
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 10	Issue 001

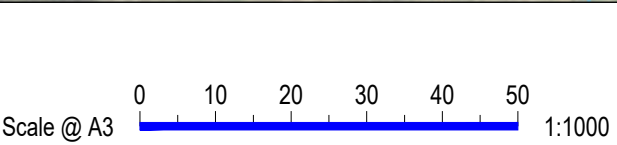


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



Project	Design	Drawn	Checked
Gilgandra Active Transport Strategy	F.I	S.T.A	F.I
CONCEPT ONLY			
Title	Project Number	Sheet Number	Date
Project 1 Gilgandra Shared Path Loop Concept Plan	P6899	11	01.12.2025
			Issue
			001

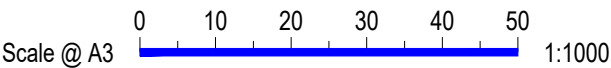


- Legend**
- Kerb Extensions
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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.TA	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 12	Date 01.12.2025
			Issue 001

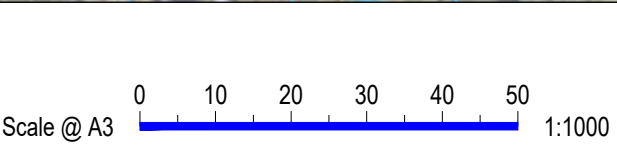


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



Project	Gilgandra Active Transport Strategy	Design	F.I	Drawn	S.T.A	Checked	F.I
Title		CONCEPT ONLY					Date
		Project Number	P6899	Sheet Number	13	Issue	001
Project 1 Gilgandra Shared Path Loop Concept Plan							

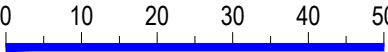


- Legend**
- Kerb Extensions
 - Shared Zone
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Issue	REVISIONS		Drawn	Date
	Revisions/Descriptions			
001	Concept Design		S.T.A	01.12.2025

Scale @ A3  1:1000

Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 14	Date 01.12.2025
			Issue 001

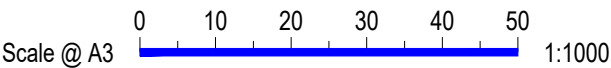


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



Project	Design	Drawn	Checked
Gilgandra Active Transport Strategy	F.I	S.T.A	F.I
Title	CONCEPT ONLY		
	Date	01.12.2025	
	Project Number	Sheet Number	Issue
Project 1 Gilgandra Shared Path Loop Concept Plan	P6899	15	001

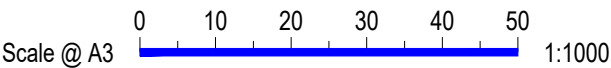


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 16	Date 01.12.2025
			Issue 001

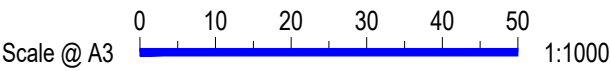


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Shared Path



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Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	S.T.A	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 17	Date 01.12.2025
			Issue 001

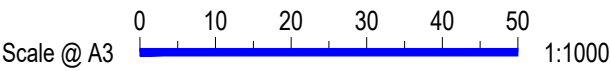


- Legend**
-  Kerb Extensions
 -  Shared Zone
 -  Railway Crossing
 -  3.0m Path



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001	Concept Design	S.T.A	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 18	Date 01.12.2025
			Issue 001

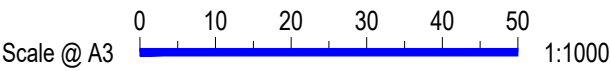


- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Path



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001	Concept Design	S.T.A	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 19	Date 01.12.2025
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- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Path



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001	Concept Design	S.T.A	01.12.2025

Scale @ A3 1:1000

Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 1 Gilgandra Shared Path Loop Concept Plan	Project Number P6899	Sheet Number 20	Issue 001
	Date 01.12.2025		



- Legend**
- Kerb Extensions
 - Shared Zone
 - Railway Crossing
 - 3.0m Path



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Project
Gilgandra Active Transport Strategy

Title
Project 2 CBD and Hunter Park Priority Crossing
Points
Concept Plan Overview

Design F.I	Drawn S.T.A	Checked F.I
CONCEPT ONLY		
Project Number P6899	Sheet Number CP	Date 01.12.2025
		Issue 001

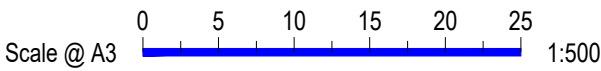


- Legend**
-  Kerb Extensions
 -  Shared Zone
 -  Railway Crossing
 -  3.0m Path



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001	Concept Design	S.T.A	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 2 CBD and Hunter Park Priority Crossing Points Concept Plan Overview	Project Number P6899	Sheet Number 1	Date 01.12.2025
	Issue 001		

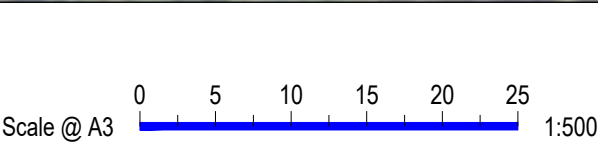


- Legend**
- Kerb Extensions
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 - Railway Crossing
 - 3.0m Path



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Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 2 CBD and Hunter Park Priority Crossing Points Concept Plan Overview	Project Number P6899	Sheet Number 2	Date 01.12.2025
			Issue 001

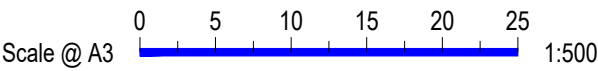


- Legend**
-  Kerb Extensions
 -  Shared Zone
 -  Railway Crossing
 -  3.0m Path

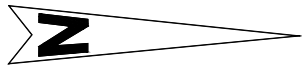


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	CONCEPT ONLY		
Title Project 2 CBD and Hunter Park Priority Crossing Points Concept Plan Overview	Project Number P6899	Sheet Number 3	Date 01.12.2025
			Issue 001



- Legend**
- Refuge Island
 - 3.0m Shared Path
 - 2.0m Path



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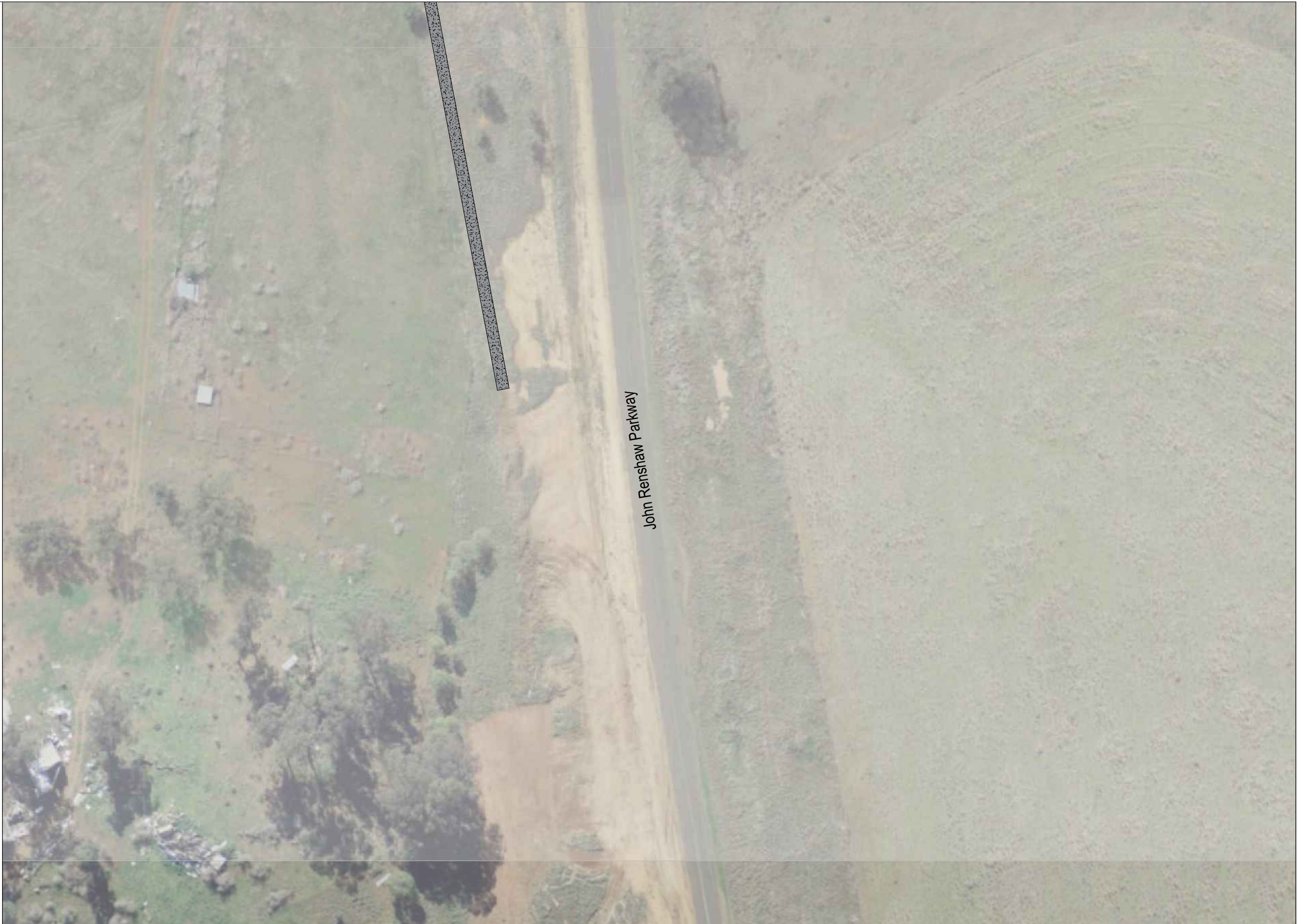
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Issue	Revisions/Descriptions	Drawn	Date	
001	Concept Design	S.TA	01.12.2025	

Project	Gilgandra Active Transport Strategy		Design	F.I	Drawn	S.TA	Checked	F.I
	Project 3 Tooraweenah Shared Path Concept Plan Overview		CONCEPT ONLY		Project Number	P6899	Sheet Number	CP
Title		Date		Issue		01.12.2025		
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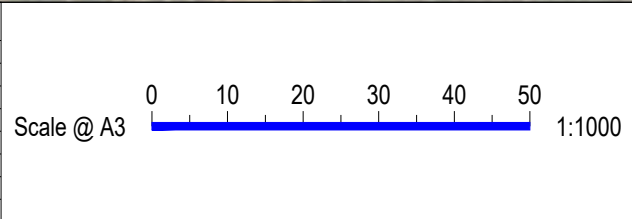
Legend

- Refuge Island
- 3.0m Shared Path
- 2.0m Path



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001	Concept Design	S.TA	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
	CONCEPT ONLY		Date 01.12.2025
Title Project 3 Tooraweenah Shared Path Concept Plan	Project Number P6899	Sheet Number 1	Issue 001



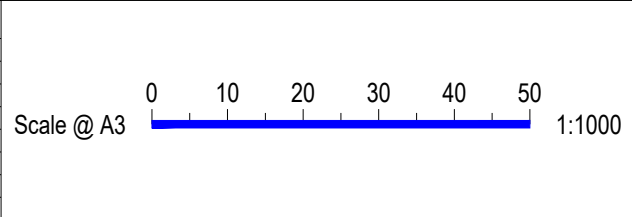
Legend

-  Refuge Island
-  3.0m Shared Path
-  2.0m Path



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001	Concept Design	S.TA	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
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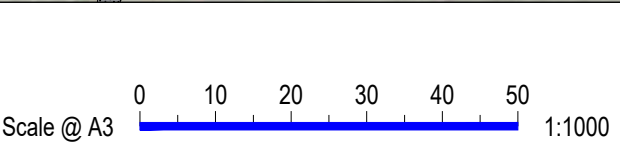


- Legend**
- Refuge Island
 - 3.0m Shared Path
 - 2.0m Path



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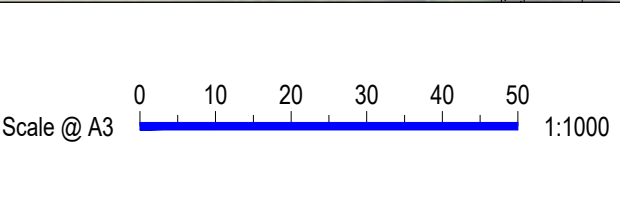


- Legend**
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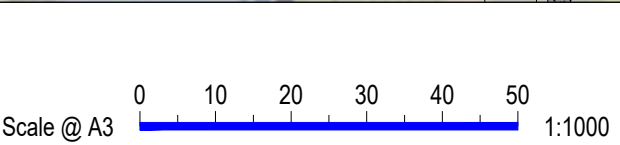


- Legend**
- Refuge Island
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 - 2.0m Path



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			Issue 001



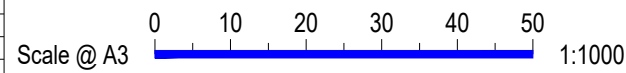
Legend

- Refuge Island
- 3.0m Shared Path
- 2.0m Path



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	CONCEPT ONLY		
Title Project 3 Tooraweenah Shared Path Concept Plan	Project Number P6899	Sheet Number 6	Date 01.12.2025
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- Legend**
- Refuge Island
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 - 2.0m Path



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Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
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Title Project 4 Tooraweenah to Areodrome Shared Path Concept Plan Overview	Project Number P6899	Sheet Number CP	Date 01.12.2025
			Issue 001

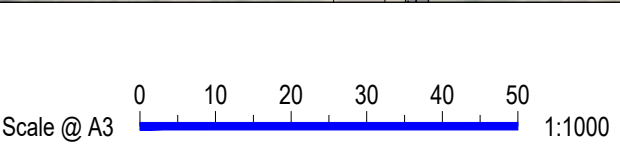


- Legend**
- Refuge Island
 - 3.0m Shared Path
 - 2.0m Path



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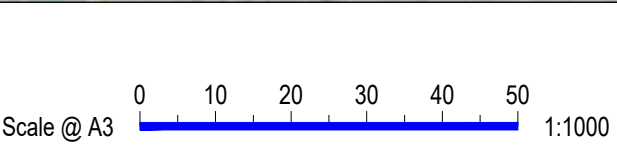


- Legend**
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Project Gilgandra Active Transport Strategy Title Project 4 Tooraweenah to Areodrome Shared Path Concept Plan	Design F.I	Drawn S.T.A	Checked F.I
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	Project Number P6899	Sheet Number 2	Date 01.12.2025 Issue 001

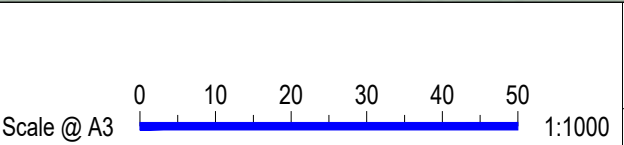


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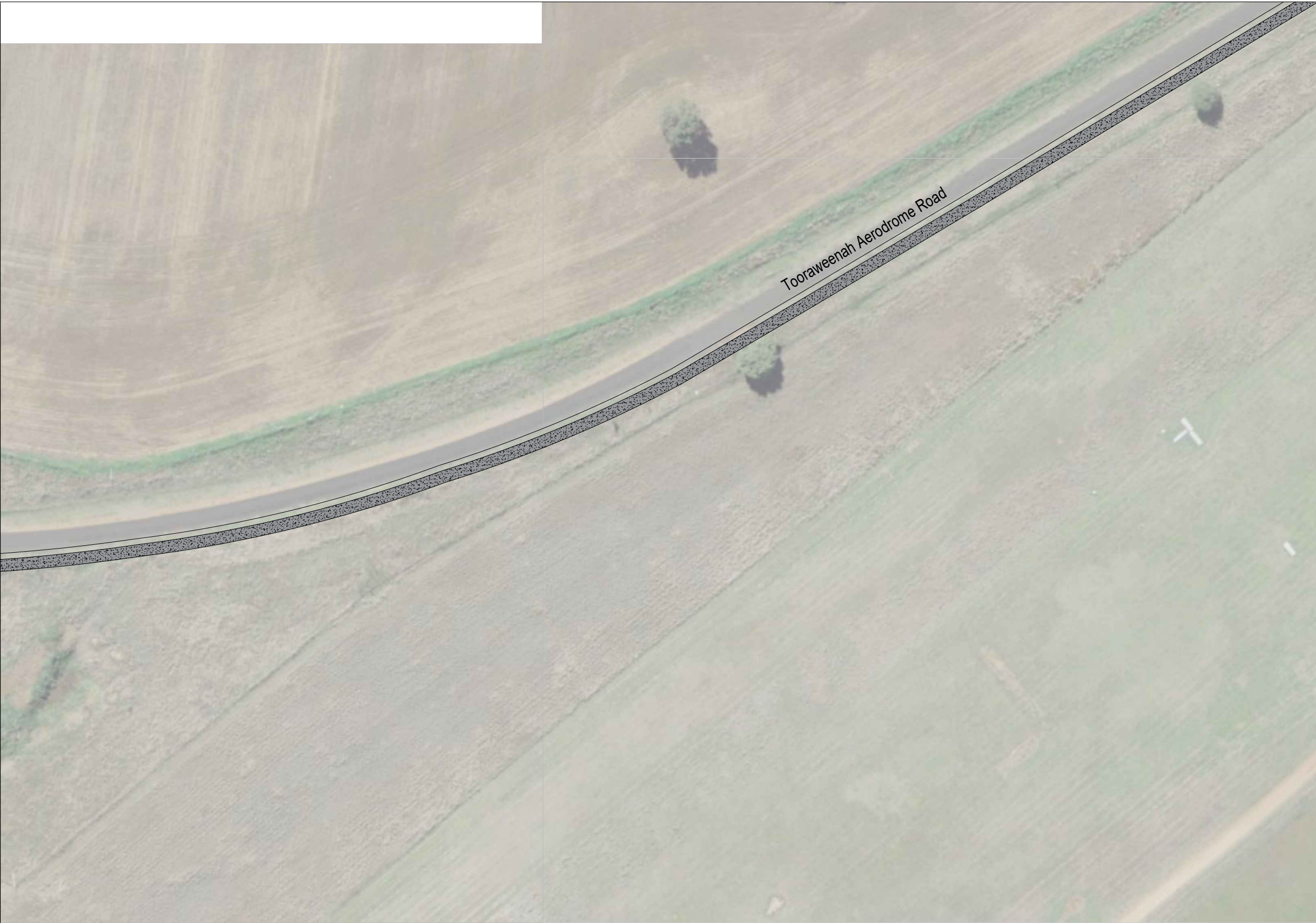


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	Issue 001		

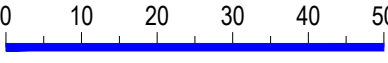


- Legend**
- Refuge Island
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 - 2.0m Path



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Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
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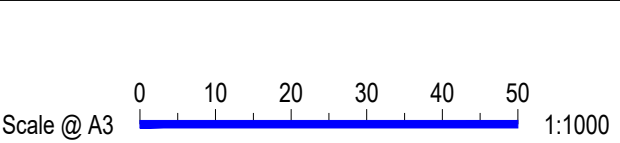


- Legend**
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			Issue 001

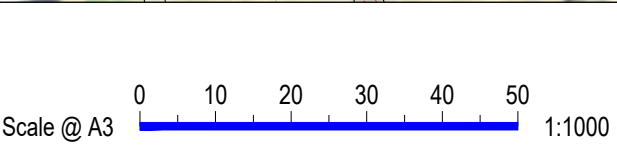


- Legend**
- Railway Crossing
 - 2.0m Path



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001	Concept Design		S.TA	01.12.2025



Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.TA	Checked F.I
	CONCEPT ONLY		
Title Project 5 Armatree Path Concept Plan Overview	Project Number P6899	Sheet Number CP	Date 01.12.2025
			Issue 001



Railway level crossing to be further detailed
in the Detailed Design stage

Armatree Road

Legend

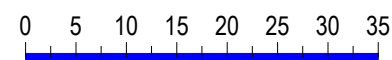
-  Railway Crossing
-  2.0m Path



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Scale @ A3



1:750

Project Gilgandra Active Transport Strategy	Design F.I	Drawn S.T.A	Checked F.I
	CONCEPT ONLY		
Title Project 5 Armatree Path Concept Plan	Project Number P6899	Sheet Number 1	Date 01.12.2025
			Issue 001

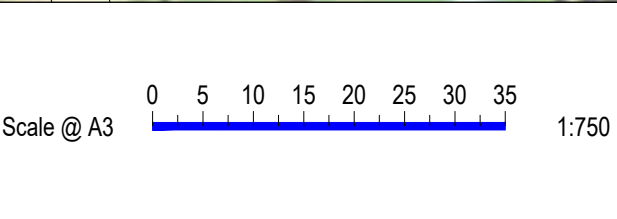


Legend
Railway Crossing
2.0m Path



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Project	Gilgandra Active Transport Strategy	Design	F.I	Drawn	S.T.A	Checked	F.I
Title		CONCEPT ONLY		Date		01.12.2025	
		Project Number	P6899	Sheet Number	2	Issue	001

APPENDIX B: COMMUNITY ENGAGEMENT REPORTS

DRAFT FOR DISCUSSION

Gilgandra Local Planning and Masterplanning Survey

Survey Results and Analysis

23 October 2025

Prepared for:

**Place Design Group, for
Gilgandra Shire Council**

Prepared by:

Cobalt Engagement

DRAFT FOR DISCUSSION



**Acknowledgement
of Country** | We acknowledge the Traditional Custodians of the land, the
Gamilaraay (Kamilaroi), Wiradjuri, and Wayilwan peoples, and pay
our respects to elders past and present.

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1. Introduction

This community survey was conducted to capture feedback and inform the following masterplanning and local planning projects for Gilgandra Shire Council:

- The CBD Masterplan
- The Hunter Park Precinct Masterplan
- Housing, the Aero Park Place Plan and Future Residential Growth

The online survey was open from Monday 22 September until Monday 13 October 2025 and advertised through:

- A newspaper advertisement in the Gilgandra Weekly on Tuesday 23 September 2025
- Posters located in the GIL Library, Customer Service Centre and local shops
- A5 flyers distributed through the GIL Library, Customer Service Centre and local shops
- A Facebook post on the Gilgandra Shire Council page
- A banner on the Gilgandra Shire Council Facebook page
- Inclusion as an email signature on Gilgandra Shire Council staff emails.

Surveys were collected digitally on SurveyMonkey. Phone call surveys were conducted by Cobalt Engagement over the survey period to local businesses within the Gilgandra CBD with recipients given the options to do the survey over the phone, make an appointment to complete the survey or be sent an email with the survey link. to local businesses within the town of Gilgandra. Hard copy surveys were made available at the GIL Library and Customer Service Centre. Council staff also interviewed some residents at the Cooeee Aged Care facility that were included in the hard copy responses.

A total of 102 responses were received, and 17 people provided their contact information to be invited to future workshops and engagements. For a small regional local government area, this is considered to be a good sample size of the population of approximately 4,295 (ABS Census of Population and Housing 2021).

2. Respondent Demographics

Q1. Where do you live?

Responses were provided as a single selection of prewritten answers. 101 responses counted (99% of respondents answered).

Response	Count (n=101)	Percentage of total
Gilgandra township	68	67%
Rural property in Gilgandra Region	29	28%
Tooraweenah	1	1%
Armatree	1	1%
Other (1x Dubbo, 1 x Collie)	2	3%

Q2. How old are you?

Responses were provided as a single selection of prewritten answers. 102 responses counted (100% of respondents answered).

Response Age Brackets	Count (n=102)	Percentage of total
Under 18 years old	5	5%
18 - 35	14	14%
36 - 45	20	20%
46 - 55	18	18%
56 - 65	20	20%
66 - 75	13	13%
Over 75 years of age	12	12%

To assess survey response demographic accuracy, the age brackets are comparable to the 2021 Australian Bureau of Statistics (ABS) Census (below). Note that while the age brackets of the survey are not representative ABS age brackets, they are similar enough to identify any potential biases in response rates.

Closest ABS equivalent to survey age brackets	Percentage of population	Survey Response Percentage Deviation from ABS
19 and under	24%	-19%
20 - 34	14%	0
35 - 44	10%	+10%
45 - 54	12%	+6%
55 - 64	15%	+5%
65 - 74	13%	0
75 and over	11%	+1%

The above data was sourced from the 2021 Census All persons QuickStats.

Comparing the survey response to ABS Census data there is an over representation of people aged around circa 35 to 64 (+21%), and under representation of youth around circa 19 and younger (-19%).

All questions where this variation may create a potential for bias have been analysed through this lens, and the relevant data interpreted.

Q3. What gender do you identify with?

Responses were provided as a single selection of prewritten answers. 102 responses counted (100% of respondents answered).

Response	Count (n=102)	Percentage
Male	29	28%
Female	73	72%
Other (please specify)	0	0%

ABS Response	Percentage	Survey Response Percentage Deviation from ABS
Male	49%	-21%
Female	51%	+21%
Other (please specify)	0	0%

The above data was sourced from the 2021 Census All persons QuickStats.

Comparing the survey response to ABS Census data there is an over representation of female respondents, and under representation of male respondents. To counteract these results, all questions have been reviewed to see if male or female respondents tended to provide certain answers or identified any consistent themes. Only Q5, "What is your favourite place in Gilgandra and why?" showed a notable grouping of responses per gender and the differences have been described in the analysis of Q5.

Note: There was no major difference in responses to the questions found across the age brackets based on gender.

Q4. Do you identify as a person with disability or chronic condition?

Responses were provided as a single selection of prewritten answers. 102 responses counted (100% of respondents answered).

Response	Count (n=102)	Percentage
Yes	14	14%
No	85	83%
Prefer not to say	3	3%

People who responded with “yes” as having a disability or chronic condition covered all ages and genders, except for those under 18, and those between the ages of 56 – 65. There is no reliable Census data on which to identify variation from population figures. All survey responses were assessed to identify different trends based on the response to this question, and no trends were identified.

3. CBD Masterplan Subsection Results

Key findings:

- Pedestrian experience and connectivity from the CBD to Windmill Walk and Hunter Park Precinct are identified across many responses as being very important. This includes comfort factors like access and safe pedestrian crossings, regular seating, shade, and traffic calming.
- While the retail and services of the main street are a common attractor across respondents, the cumulative responses highlight the relaxed café and social culture of the CBD as important and well loved part of the Gilgandra CBD place character.
- The Library Plaza upgrade has been seen as a very positive improvement for the CBD, particularly for its design and character, seating, shade, and connection to the river and nature.
- There is a desire for the community to have a stronger connection to the river and more open spaces that are comfortable and provide amenity for all ages including those with young children, people with disability.
- There is a lack of play opportunities within the CBD.
- Many of the public spaces within the CBD have conflicts with roads and parking that do not facilitate pedestrian priority and a feeling of safety for different user groups.
- There were a number of responses that want to see more diversity in businesses and longer opening hours, which applies across retail, dining, and groceries.

Q5. What is your favourite place in the Gilgandra CBD and why?

Responses were open answer. Five responses excluded, primarily with answers that said “home”. 84 responses included (82% of respondents).

Response	Count (n=84)	Reasons Given
The Main Street / CBD in general	27	Socialising, access to a range of shops
The Library Plaza	24	Shaded seating, good with a coffee, green, modern, kid friendly
The GIL Library Hub	20	Architecture, quiet, spacious
Castlereagh River / Windmill Walk	10	Peaceful setting, easy to access and cycle on
Gilgandra Community Plaza	8	Gardens and seating make the CBD welcoming
Hunter Park Precinct	5	A place to take the kids
Specific shops	28	Outdoor seating with a coffee, customer service and relationships

The responses indicate a generally positive view of the Main Street overall, with emphasis on social qualities and coffee (cafes and coffee were mentioned 20 separate times).

Positive themes highlighted seating, shade, and the ability to socialise as key desirable features of a favourite place. Many responses which focused on the main street and GIL Library Plaza also included connection to Castlereagh River as a value.

Response	Count Female (n=62)	% of Female responses	Count Male (n=22)	% of Male responses
The Main Street / CBD in general	19	31%	8	36%
The Library Plaza	15	24%	9	41%
The GIL Library Hub	15	24%	6	27%
Castlereagh River / Windmill Walk	7	11%	4	18%
Gilgandra Community Plaza	6	10%	2	9%
Hunter Park Precinct	2	3%	3	14%
Specific shop	23	37%	2	9%

A gender preference was identified in the responses. There were 62 female respondents and 22 male respondents, with female respondents much more likely to identify specific shops, cafes or services as a favourite place, and male respondents to identify an outdoor public space. No preferences were identified for age.

Q6. How often do you visit the CBD?

Responses were provided as a single selection of prewritten answers. 102 responses included (100% of respondents).

Response	Count (n=102)	Percentage
Daily	46	45%
A few times a week	37	36%
About once a week	13	13%
Monthly	4	4%
Less than monthly	2	2%

The majority of respondents visit the CBD regularly. Those that visited monthly or less were over 56, lived both in the township and on rural property, and visited for coffee or appointments. The only exception was one respondent under 18 who lived in a rural property and visited to borrow books from the library.

Q7. How do you generally get to the CBD?

Responses were provided as 'select all that apply' from prewritten answers. 102 responses included (100% of respondents).

Response	Count (n=102)	Percentage
Drive	87	85%
Walk / Run	33	32%
Dropped off (private vehicle)	5	5%
Bike / Scooter	2	2%
Dropped off (public/community transport, e.g. bus)	1	1%

Currently 'driving' is the dominant mode of transport to access the CBD at 85% of respondents, followed by 32% walking, and only 2% bike / scooter. Responses contrast the priorities established across answers to many other questions through the survey, where respondents consistently request pedestrian comfort and connection through active transit choices.

Q8. What direction do you generally access the CBD from (by car, walking or other mode)?

Responses were provided as 'select all that apply' from prewritten answers. 102 responses included (100% of respondents).

Response	Count (n=102)	Percentage
West (Schools, youth centre, Hospital, residential area)	42	42%
South (Oxley Highway, Newell Highway, Castlereagh Highway)	40	40%
North (e.g. Castlereagh Highway)	17	17%
East (Windmill Walk)	11	11%
Oxley Highway / Warren Road from the west	2	2%
Live in the CBD	1	1%
North of Wrigley Street and Court Street	0	0%

These answers align with the residential locations of those accessing the CBD, these results demonstrate the opportunity to improve access from these directions with certain roads to the west and south being prioritised for improvement where needed.

Q9. Why do you visit the CBD?

Responses were provided as 'select all that apply' from prewritten answers. 102 responses included (100% of respondents).

Response	Count (n=102)	Percentage
Shopping for daily / weekly needs (e.g. groceries, petrol, butchery)	88	86%
Cafe / restaurants	72	71%
Retail and specialty shopping (e.g. clothes, hardware)	61	60%
Services (e.g. health services, Service NSW, accountants, mechanic)	51	50%
Socialising	46	45%
Events (e.g. CWA Markets, Christmas Wonderland, Goin to Gil))	46	45%
GIL Library Hub	43	42%
Recreation (e.g. Windmill Walk)	37	36%
I work at, or own a business in the CBD	28	27%
Volunteering or community group meetings	14	14%
I live in the CBD	7	7%

These responses indicate that the Gilgandra CBD is a very well functioning CBD, with its locals and potentially a broader catchment coming into town daily for shopping, hospitality, socialising, work and services. These results provide a foundation to justify future investment in this highly utilised and successful CBD.

These responses across multiple activities demonstrate that the CBD is meeting most needs of the community. The high response for “shopping for daily / weekly needs” highlights that grocery shops and daily needs stores provide an effective anchor activity for the area. The response for recreation is lower than might be expected for a town’s CBD, suggesting there is an opportunity to improve the entertainment and recreation offering to improve experience building on the existing high visitation rates and current engagement with the local community.

Q10. What are your priorities to improve the value of the CBD?

Responses were provided as 'select up to 5' from prewritten answers. 102 responses included (100% of respondents). Not all responses included five options selected.

Response	Count (n=102)	Percentage
Pedestrian and accessibility improvements (removing trip hazards, pavement heights, more ramps, more pedestrian crossings, better lighting)	70	69%
Safe and attractive pedestrian connection to CBD (including Hunter Park, schools, aged care)	50	49%
Beautification (flowers, laneways, painting of facades, shop front activations, murals, public art)	48	47%
Inviting and welcoming pedestrian connection to the Castlereagh River	46	45%
Street trees and greenery	40	39%
Diverse retail (range of shops)	34	33%
Enhancing the heritage character	26	25%
Community events and activations	22	22%
Businesses open longer (i.e. on the weekend and night-time)	20	20%
Ability to walk or bike around town with ease	20	20%
Increased access to public and community buses	9	9%

'Other' suggestions included:

- Encourage people to shop locally and support business diversity
- Improve the phone and internet service
- Repair of existing buildings in run down condition
- Increase accessible parking
- Add lighting along the Windmill Walk
- Calm traffic
- Fix pavers which are slippery when wet
- Fix the gutter in front of the library

Response	Under 18	18 - 35	36 - 45	46 - 55	56 - 65	66 - 75	Over 75
<i>Count of Respondents</i>	5	14	20	18	20	13	12
Pedestrian and accessibility improvements	2 (40%)	7 (50%)	14 (70%)	10 (56%)	15 (75%)	10 (77%)	11 (92%)
Safe and attractive pedestrian connection to CBD	5 (100%)	5 (36%)	9 (45%)	8 (44%)	14 (70%)	6 (46%)	3 (25%)
Beautification	2 (40%)	9 (64%)	10 (50%)	7 (39%)	11 (55%)	4 (31%)	5 (42%)
Inviting and welcoming pedestrian connection to the Castlereagh River	5 (100%)	3 (21%)	6 (30%)	10 (56%)	13 (65%)	7 (54%)	2 (17%)
Street trees and greenery	-	6 (43%)	5 (25%)	10 (56%)	8 (40%)	7 (54%)	4 (33%)
Diverse retail	3 (60%)	6 (43%)	9 (45%)	6 (33%)	7 (35%)	3 (23%)	-
Enhancing the heritage character	1 (20%)	3 (21%)	4 (20%)	5 (28%)	9 (45%)	1 (8%)	2 (17%)
Community events and activations	4 (80%)	3 (21%)	3 (15%)	4 (22%)	4 (20%)	3 (23%)	-
Businesses open longer	-	6 (43%)	3 (15%)	6 (33%)	2 (10%)	2 (15%)	-
Ability to walk or bike around town with ease	2 (40%)	2 (14%)	7 (35%)	5 (28%)	1 (5%)	2 (15%)	-
Increased access to public and community buses	1 (20%)	-	4 (20%)	1 (6%)	-	3 (23%)	-

Note: The above table includes the response count and the associated percentage of that age bracket in brackets. The top three results of each age bracket have been highlighted in red.

There was a clustering of responses per age. While “pedestrian and accessibility improvements” were in the top three choices of all age groups apart from those under 18, under 18 year olds had a 100% response to “safe and attractive pedestrian connections to the CBD” and “inviting and welcoming pedestrian connection to the Castlereagh River”. This correlates with similar responses by under 18 year olds for the Hunter Park Precinct, highlighting youth’s desire for wider active transit connections beyond local pedestrian experience improvements.

Q11. What new things would you like to see and do in the CBD?

Responses were open answer. 65 responses included (64% of respondents).

Response	Count (n=65)	Specific notes
Improved pedestrian experience	10	The pedestrian crossings were identified multiple times as needing safety upgrades.
Increased shop variety	9	Requested variety included more grocery choices, clothing and more cafes.
Improved river/Windmill Walk experience	8	Improved connection to CBD, seating, lighting and fitness equipment along the river were mentioned.
More shade	6	This included pedestrians and parking shading.
More activations and events	6	Family events, busking and nighttime music were identified.
Street greening	6	General statements to this effect.
Beautification	6	General statements to this effect.
Empty store activation	6	The old SPAR was specifically identified.
Sunday opening and/or longer opening hours for shops	5	General statements to this effect.
Wayfinding improvements	5	Signage for public toilets, caravan parks, Hunter Park and general information were all identified.
Kid friendly plans	4	Both spaces for children and child focused events were requested.
More seating	4	Seating is requested along Windmill Walk and along Miller Street.
Wi-Fi and phone connectivity improvements	3	General statements to this effect.
Parking improvements	3	Accessible parking specifically identified.
Cleanliness	3	General statements to this effect.
Connecting to Hunters Park	2	General statements to this effect.
Outside dining	2	General statements to this effect.
Exercise equipment	2	The Windmill Walk was identified for this equipment.
History Storytelling in public art	2	Public art displays of history, like one seen in Nyngan.
Traffic reduction	2	This included speed reduction and limiting heavy vehicle movement.

This question received responses predominantly focused on pedestrian comfort across a number of topics including safe crossings, shade, wayfinding, seating and included many requests to connect to, and better activate, the Windmill Walk and river front. The economic activity also featured heavily, with many requests for specific shops, wider shop variety, and better use of empty stores.

4. Hunter Park Precinct Subsection Results

The responses show a positive attitude to the future upgrades of the Hunter Park Precinct, particularly in relation to pool and playground upgrades. Other key observations were:

- Hunter Park is an occasional destination, rather than an everyday destination like the CBD. The main attractors driving visitation are the Medical Centre followed closely by the pool. These uses would have some regular visitors, however, for many this is not an everyday or even weekly activities.
- The playground and pool were mentioned often as key reasons to visit the precinct in answers across all relevant questions.
- There is a lack of activities and programming for everyday recreation and activation.
- There is a desire by the community to increase connectivity from the Hunter Park Precinct to the CBD.
- Additionally, there is an opportunity to unite the existing uses and open space within the precinct to ensure improved legibility and accessibility within the precinct to provide a series of interconnected things to do for all ages.
- Hunter Park plays an important role in holding community events, and any future upgrades would need to retain the event function for large groups, whilst also being flexible to provide everyday activities.
- There is a desire for a more diverse and safe playground experience for a variety of ages (not just under five year olds and youth, but also children aged 5-12) including meeting the needs of different age groups, the provision of infrastructure such as fencing, and the inclusion of waterplay.
- While the outdoor entertainment space was only recommended twice in Q17 “What new things would you like to see and do in the Hunter Park Precinct”, events were the third highest reason for visiting identified in Q15, and it is clear that this precinct plays a key role in hosting events and activities for the community and needs to continue this function into the future.
- The low attendance frequency described in Q12, contrasts with higher ‘daily’ and ‘few times per week’ visitation to the CBD (Q6). The results suggest potential to improve the utilisation of the Hunter Park Precinct through greater connection to the CBD and provision of a greater diversity of recreational uses and facilities that target all ages.

Q12. How often do you visit the Hunter Park Precinct?

Responses were provided as a single selection of prewritten answers. 99 responses included (97% of respondents).

Response	Count (n=99)	Percentage
Daily	6	6%
A few times a week	17	17%
About once a week	15	15%
Monthly	25	25%
Less than monthly	35	35%

The regularity of visiting Hunter Park Precinct is very low compared to the CBD (in Q6). In conjunction with “medical services” and “events” being ranked as higher reasons to visit the area in Q15, this suggests the precinct is currently a destination for planned activity rather than attracting casual users.

Q13. How do you generally get to Hunter Park Precinct?

Responses were provided as ‘select all that apply’ from prewritten answers. 96 responses included (94% of respondents).

Response	Count (n=96)	Percentage
Drive	72	75%
Walk / Run	42	44%
Dropped off (private vehicle)	6	6%
Bike / Scooter	4	4%
Dropped off (public/community transport e.g. Bus)	1	1%

These results show a slight shift from driving to walking / running compared to the CBD responses in Q7. This is likely attributable to the types of activities that bring visitors to the park, though it still shows a high preference for driving in contrast to the expressed desire for active transit connections across the survey.

Q14. What direction do you generally access Hunter Park Precinct from (by car, walking or other mode)?

Responses were provided as 'select all that apply' from prewritten answers. 93 responses included (91% of respondents).

Response	Count (n=93)	Percentage
North (e.g. Castlereagh Highway, CBD, Schools, youth centre, residential area)	40	43%
West (Oxley Highway)	29	31%
South (Oxley Highway, Newell Highway, Castlereagh Highway)	24	26%
East (Windmill Walk)	7	8%
Oxley Highway / Warren Road from the west	1	1%
Southwest via Willie Street	0	0%

The results align with the results from Q8. Noting that in this instance West and South align with the Q8 prewritten description for "South", there is a near equal count from the section of Gilgandra town south of Oxley Highway compared to north. The small increase in those answering west / south can be attributed to other park, and outdoor spaces being available to people north of the highway.

Q15. Why do you visit the Hunter Park Precinct?

Responses were provided as 'select all that apply' from prewritten answers. 95 responses included (93% of respondents).

Response	Count (n=95)	Percentage
Medical services	58	61%
Swimming	48	51%
Events (e.g. Australia Day, NAIDOC celebrations)	47	49%
Playground	43	45%
Outdoor space, birthday parties and social get togethers	35	37%
Walking / Running	29	31%
Public toilets	22	23%
Picnic / BBQ	19	20%
Skatepark	16	17%
General parking	12	13%
CWA rooms	11	12%
Informal sports (e.g. exercise groups)	10	11%
Tennis	5	5%

The medical centre, pool and playground are the current anchor attractors to the Hunter Park Precinct. The medical centre is of particular note as it sits in the gateway between the CBD and the Hunter Park Precinct and its access points and entry are currently facing away from the park activities. There is an opportunity to connect more users of the medical centre to Hunter Park and provide them with additional amenity and activities through the redevelopment of Hunter Park.

Q16. What are your priorities to improve the value of the Hunter Park Precinct?

Responses were provided as 'select up to 5' from prewritten answers. 98 responses included (96%). Not all responses included five answers.

Response	Count (n=98)	Percentage
Safe and attractive pedestrian connection to the CBD	54	55%
Improved play options for children	47	48%
Improved sports facilities	45	46%
Improved safety (more visibility, better lighting)	40	41%
Improved BBQ / picnic facilities	38	39%
Pedestrian and accessibility improvements (removing trip hazards, ramps)	30	31%
Beautification (flowers, laneways, painting of facades, murals, public art)	30	31%
Community events and activations	23	23%
More trees and greenery	21	21%
More parking	18	18%
Enhancing the heritage character	3	3%

Other recommendations made were:

- Fencing the playground
- Preservation of mature trees
- Heated pool
- Fitness activities for people at various ability levels

The opportunity to connect to the CBD is emphasised in this question again as a high priority of the respondents.

Functional offerings of the play options, sports facilities and picnic facilities rank highly, suggesting that while they are desired activities, the existing infrastructure for these activities are not currently meeting the demand or aspirations of the community,

Understanding that there are many sporting groups in the LGA, and that the community has a proportionally high participation in sports, there is an opportunity to increase the sports offer within the Precinct as it is a high priority for the community.

Safety was also ranked highly, suggesting the current perceived safety of the precinct is a barrier to use.

Q17. What new things would you like to see and do in the Hunter Park Precinct?

Responses were open answer. 66 responses included (65% of respondents).

Response	Count (n=66)	Specific notes
Pool upgrades	13	General statements of support, heating, accessibility to all ages and a hydro pool for recovery.
Water based play	10	Water play was noted several times as a specific desire, separate from playground and any upgrades.
Playground improvements	10	Fencing, updated ground treatment, and suitability to different age groups including 1 to 5 years and young teens.
More seating and tables	8	More seating and tables, including at the BBQ facilities, away from the BBQ facilities and for general picnicking.
Outdoor gym equipment	6	Fitness and circuit equipment for general use.
Trees and planting upgrades	6	Retain mature trees, increase the garden spaces.
More lighting	4	Night lighting.
Kids / teens activities	4	Ensuring activities meet the needs of all age groups for youth.
Cleanliness	3	Cleaner toilet blocks, general maintenance.
Improved parking	3	Accessible and more parking spaces.
A café / kiosk	3	Use as a social space, opening onto the park and internal pool / rec spaces.
Diverse fitness options	3	A range of fitness options suitable for diverse age groups.
Connections to the CBD	3	Safe crossings.
Rec facility	3	General statements of support.
Signage	2	Signage directing visitors to shops and caravan parking.
Basketball courts	2	Covered space for basketball.
More bins	2	More and located closer to the BBQs.
Outdoor entertainment space	2	Roofed area for entertainment, live performances and activations like car and bike club days.
Scooter/bike loop	1	A connection through the park suitable for bikes or scooters.
A dog park	1	Fenced off area for off-leash dogs.

5. Housing, Aero Park Place Plan and Future Residential Growth Subsection Results

Key observations across this subsection include:

- In Q18 and Q21, respondents identified both the need for a community/open space in this part of Gilgandra (described variously as a park, a playground, gathering space or retail).
- These responses also identified a desire for active transport connections to the CBD, consistent with the previous two survey sections.
- There is a desire for a variety of dwelling types, with medium sized family homes in town receiving the most support at 56% of responses.

Q18. What are your top 3 priorities to improve the look, feel and appeal of Aero Park, Council's recently released residential subdivision in Gilgandra?

Responses were provided as 'select up to 3' from prewritten answers. 92 responses included (90% of respondents). Not all responses included three answers.

Response	Count (n=92)	Percentage
Street trees, greenery, beautification	59	64%
Safe and attractive pedestrian connection to key active transport links (Windmill Walk, Frog Hollow, Hunter Park, schools, aged care)	55	60%
General open space – i.e. places to relax and enjoy	42	46%
Active open space – i.e. pump track, bike track, playground	36	39%
Establish welcoming entrance to estate – i.e. greenery, signage	27	29%

Other recommendations made were:

- Cycle connections to town
- Retail options
- A playground
- Curb and guttering
- A community garden
- Lighting

These results emphasise a desire for more public amenity, greenery, open space and pedestrian and active transport links.

Q19. What type of home would you like to see available in the Gilgandra Region?

Responses were provided as 'select all that apply' from prewritten answers. 85 responses included (83% of respondents).

Response	Count (n=85)	Percentage
Medium sized family home in town (2-3 bedrooms)	49	56%
Smaller home - Apartments, townhouses, duplexes and granny flats (secondary dwellings) in town	37	44%
Large family home in town (4+ bedrooms)	32	38%
Secondary dwellings and granny flats on rural properties	25	30%
Family homes on lifestyle properties (2-5 hectares)	24	29%
Family homes on a farm	11	13%

Other recommendations made were:

- Doing whatever makes the housing affordable
- Appropriate housing for healthcare workers and manufacturing workers
- High end flats

Medium sized family homes (2-3 bedrooms) in town were the most popular option by a large margin at 56%, with large and small in town options, secondary dwellings on rural property and family homes on lifestyle properties all within a close range of each other.

Response	Under 18	18 - 35	36 - 45	46 - 55	56 - 65	66 - 75	Over 75
Total respondent count	5	14	16	18	17	10	4
Smaller home - Apartments, townhouses, duplexes and granny flats in town	80%	29%	31%	44%	41%	50%	100%
Medium sized family home in town (2-3 bedrooms)	80%	71%	56%	56%	59%	60%	-
Large family home in town (4+ bedrooms)	60%	29%	56%	22%	53%	30%	-
Secondary dwellings and granny flats on rural properties	-	36%	44%	28%	24%	40%	-
Family homes on lifestyle properties (2-5 hectares)	-	36%	50%	28%	29%	10%	-
Family homes on a farm	-	-	25%	11%	29%	-	-

The age of the respondents had an influence on the results, with all respondents under 18 selecting choices located in town, and 100% of respondents over 75 wanting smaller home options.

Q20. What should be the main priorities for Council in planning for housing growth?

Responses were provided as 'select up to 3' from prewritten answers. 84 responses included (82% of respondents). Not all responses included three answers.

Response	Count (n=84)	Percentage
Upgrading/extension of sewer and water infrastructure and services to support increased density in Gilgandra and potential growth areas	52	62%
Encouraging greater diversity of housing (e.g. duplexes, apartments, granny flats, seniors living etc.)	45	54%
New land release areas in Gilgandra providing room for new houses to be built	33	39%
Advocate for increased availability of housing for vulnerable populations (social housing, housing for people with disability, housing for First Nations and aged care)	31	37%
Reviewing minimum lot sizes for dwellings in the rural zone	19	23%
Exploring options for housing growth in Armatree and Tooraweenah	15	18%

Other responses provided were:

- Reducing the cost of council rates
- Subdivision of 10 acre or 20 acre lots
- Senior living options
- Development in rural zoning
- Meeting gaps in Dubbo's housing stock
- Ensuring services meet or exceed demand, including GPs
- Review minimum lot size as it is too large for older people and prevents solutions during a housing crisis
- Employment options
- Rental options

The priority for upgrading existing infrastructure at 62% identifies that the community understands that the existing developed areas have more capacity and that improving services could facilitate additional development, or redevelopment within the existing residential area.

The next priority of encouraging greater diversity of housing at 54% demonstrates broad support for smaller and more intensified forms of housing within the existing developed area and to also facilitate more affordable options for the community.

These results indicate that the community would be unlikely to oppose intensifying of development and the introduction of incentives to encourage smaller housing options including granny flats, secondary dwellings, and higher density development.

Q21. What would you like to see and do at Aero Park?

Responses were open answer. 33 responses included (32% of respondents).

Response	Count (n=33)	Percentage
Bike and walking track	7	21%
A local park	6	18%
Child friendly	6	18%
Standardised / elevated housing styles	5	15%
Playground and/or kids activities	5	15%
Trees / greening	5	15%
Affordable housing	2	6%
Space for events	2	6%
Connection to town	2	6%
Coffee shop	2	6%
Open days / a display home to encourage sales	2	6%
Encourage activity outside	2	6%
Rural character	2	6%
Blank canvas landscape to work from	1	3%
Provide construction services	1	3%
Dog park	1	3%
Exercise spaces	1	3%

The responses to this question are consistent with other answers from the survey, emphasising a desire for improved active transit infrastructure with bike and walking tracks connecting to town, spaces for children and youth, and a green and natural place character.

Several responses requested some form of a public open space or gathering space for Aero Park. Multiple comments have been grouped as “standardised / elevated housing styles”; that represented ensuring good quality housing design with a consistent street character and consistency of style.

6. Contact details

The following respondents shared contact details to be invited to the workshops.

Provided Name	Provided Contact
David	gilparts@bigpond.com
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ENGAGEMENT OUTCOMES REPORT

Towards 5000 Public Exhibition

17 February 2026
Draft for comment

cobalt
engagement

GSC
GILGANDRA
SHIRE COUNCIL
Live > Enjoy > Grow



Acknowledgement of Country

We acknowledge the Traditional Custodians of the land on which this project sits, the Wiradjuri, Kamilaroi and Wailwan Nations, and pay our respects to elders past and present.

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INTRODUCTION

Gilgandra Shire Council (Council) has placed three key future planning draft documents on public exhibition, and invited the community to submit their input through a Have Your Say (HYS) period. The three projects are:

Gilgandra Region Towards 5000 Housing Strategy

– ensuring suitable housing options, servicing and planning provisions continue to meet the future needs of our community, growing Towards 5000. View the draft document here (PDF, 2MB).

Gilgandra CBD Masterplan – a vision to guide future investment and design improvements, fostering collaboration between local businesses to create a vibrant, creative, accessible CBD that enhances community and key connections and economic activity. View the draft document here (PDF, 81MB).

Gilgandra Region Active Transport Strategy – ensuring accessibility and connectivity, ensuring vitality and general wellbeing of the Gilgandra Region. View the draft document here (PDF, 18MB).

Throughout the Have Your Say period, there were multiple opportunities for the community to get involved, join the conversation and view the draft documents, including a community workshop session on Tuesday 3 February 2026, drop in sessions and, public exhibition of the plans at the GIL Library Hub Business Incubator Space, Facebook and online submissions through the website or email.

Additional community engagement for the Gilgandra Region Active Transport Strategy was conducted by Bitzios Consulting. It included phone calls and interviews with local schools, daycares and stakeholders.

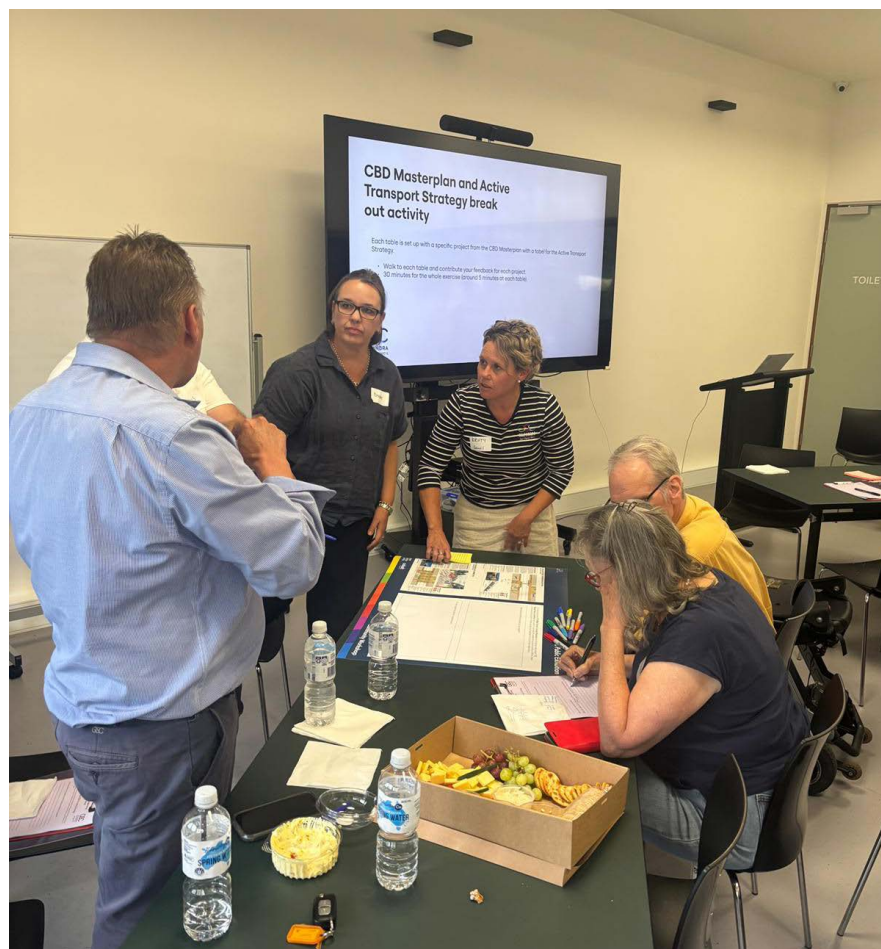
The findings in this engagement report detail the engagement activities undertaken for each of the plans on public exhibition. The outcomes are presented by plan, and the findings are grouped and summarised. Bracketed numbers after a finding indicate the number of submissions or respondents that expressed or supported the feedback comment or suggestion.



HOW WE ENGAGED THE COMMUNITY



We engaged the community to get their feedback on the three key future planning draft documents: Gilgandra Region Towards 5000 Housing Strategy, Gilgandra CBD Masterplan, and Gilgandra Region Active Transport Strategy in the following ways.



Council Website

- Media release
- Dedicated Towards 5000 overview page, linked to project pages
- Project page for each plan
- Have Your Say form on these pages
- Two 'emergency' banners promoting the documents and workshops on the home screen

Social Media (Facebook)

- Fifteen individual posts published by Council – including document introductions, media release, project examples, survey results post, community workshop and drop in session promotions, and Have Your Say closure reminders.
- Total posts published: 15
- Initial announcement posts: 4
- Dedicated Reminder HYS posts: 4
- Total likes: 122
- Total shares: 28

Local Media

- Media releases issued: 1
- Block Advertisement references: 3
- Media outlets engaged: Gilgandra News, 2Web Mornings, WarFM

Printed Materials

- Flyers produced: 3,500+
- Flyers in letter box drop: 1,500 – distributed to Miller Street and every house in LGA in post
- Flyers in local businesses shop fronts: 500 +
- All documents were additionally made available at the Business Innovation Space



Community Consultation

- School Engagement interviews and phone calls focusing on the Active Transport Strategy only for: St Joseph's Catholic Primary School, Aussie Kindies Day Care and Preschool, Gunnedah Family Day Care, Gilgandra High School, Gilgandra Preschool, Tooraweenah Public, Tooraweenah Preschool, Tooraweenah Preschool and Laura Jordan conducted by Bitzios Consulting.
- Real Estate agent meetings: MH Thomas, Beyond Twenty One and Tooraweenah Prime Real Estate conducted by Cobalt Engagement.
- Community Workshop: Attended by 20 community members conducted by Cobalt Engagement.
- Local business doorknocking: To explain and hand out flyers to local businesses conducted by Council.

- Business Innovation Space: Project pages printed and put up in incubator space and promoted on socials. Several HYS responses came as a result conducted by Council.
- Drop-in sessions – Two drop-in sessions on 3-4 February 2026 at the Business Innovation Space conducted by Council with attendance from Place Design Group, Cobalt Engagement and Bitzios Consulting.

Emails

- General database email introduced the draft documents and promoted workshop: 501 recipients
- Community workshop promotion: 419 recipients
- Real Estate engagement: 4 recipients
- Schools engagement: 74 recipients
- Villages engagement: 50 recipients

Submissions received

- A total of 54 public submissions via the Have Your Say website, email, drop-in form and Facebook were received during the exhibition period.



COMMUNITY WORKSHOP



COMMUNITY WORKSHOP

Details

- 3 February 2026
- 5:30 pm – 7:30 pm
- GIL Library Hub

Facilitator

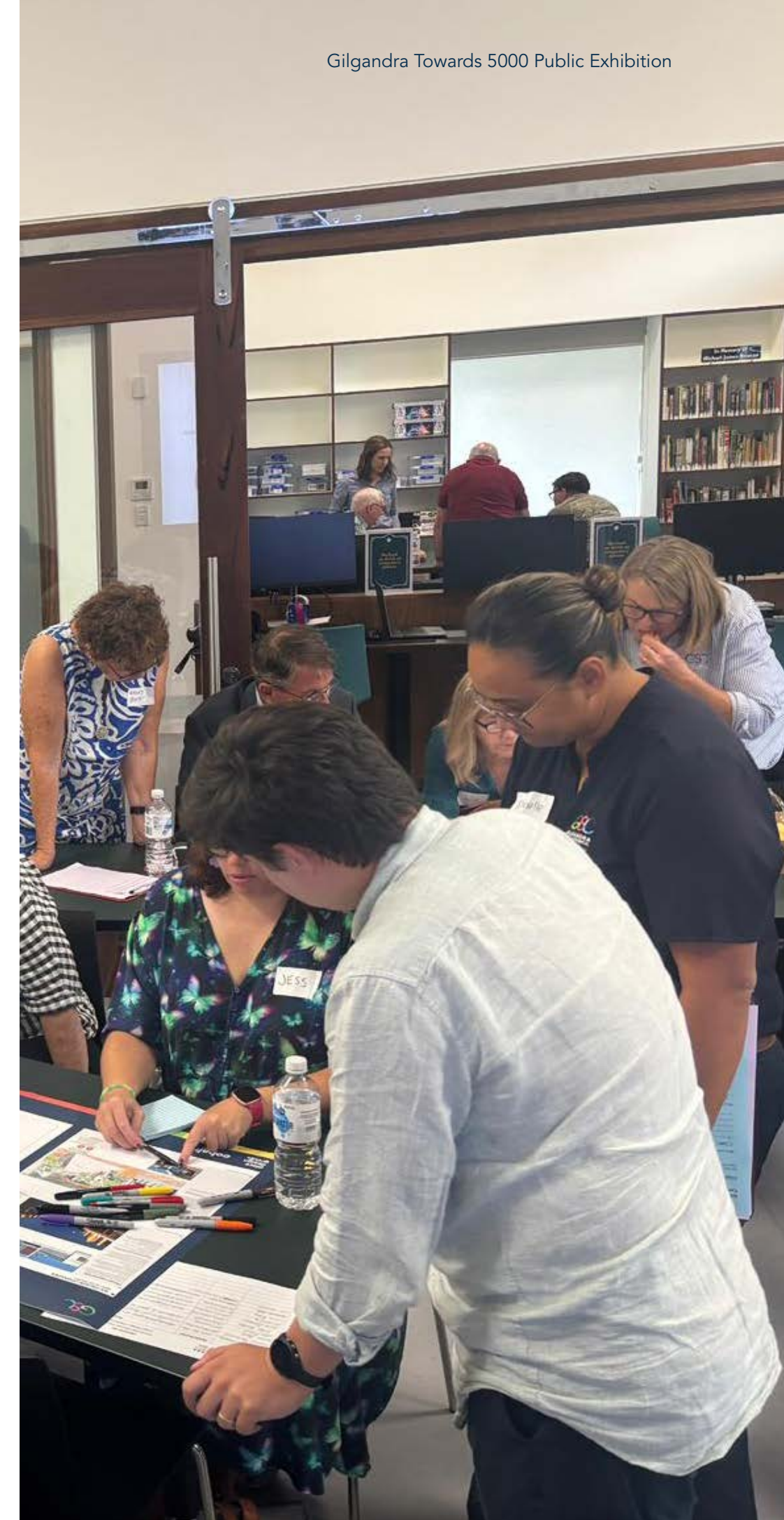
- Nicole Dennis, Cobalt Engagement

Support Facilitators

- Kristy Cosier, Gilgandra Shire Council
- Kathryn Larkin, Gilgandra Shire Council
- Neil Alchin, Gilgandra Shire Council
- Darly Colwell, Gilgandra Shire Council
- Hans Oerlemans, Place Design Group
- Joseph Chee, Place Design Group
- Joh Imai, Bitzios Consulting

Workshop objectives

- To present the rationale and content of the three key future planning draft documents on public exhibition.
- To provide an opportunity for participants to ask questions and feel supported to write a submission.
- To capture feedback for potential updates to the documents to inform a workshop report to Council.





Attendees

The workshop was attended by Deputy Mayor Nick White who gave the welcome and Acknowledgement of Country. Councillors in attendance included Amber Bunter and Paul Mann. The workshop involved 20 community participants:

- Sue Doherty
- Darryl Doherty
- Sioux Barwick
- Jessica Reed
- Julie Prout
- Kylie Delano
- Marilyn King
- Chris Rilen
- Katherine Gaff
- Roy Duncan
- Sally Pratt
- Amanda Owens
- Michelle Owens
- John Paulo Baden
- Chris Chapman
- Deborah Chapman
- Barry Goodwin
- Adrienne Chandler-Tempe
- Danielle Bonnington
- Amanda Cruickshank

Key findings from the Workshop

Housing Strategy Update

- Overall, the community is supportive of the Housing Strategy and its aim to increase residential dwellings across the LGA to meet the growing housing needs and to address the housing supply issues.
- Infrastructure (stormwater, water treatment and sewer) sufficiently accommodating a growing population was a primary concern (3), along with upgrading the scope of facilities and services in new estates (4).

CBD Masterplan

- Overall, there is general support for the projects proposed in the CBD Masterplan. The main themes that emerged across both activities were parking, the benefits of trees and landscaping, accessibility and maintenance upkeep (of both infrastructure and trees). Priorities are parking and accessibility.
- Parking was the biggest priority, generating the most comments (26).

- Trees and landscaping generated significant interest (10), with most seeing the benefits greenery will bring, and some concerned about capacity to maintain them.
- Ensuring the town is accessible was another dominant theme (7).
- Capacity to maintain proposed upgrades and repair current infrastructure was also discussed (3).



Active Transport Strategy

- Overall, there is general support for the Active Transport Strategy. The dominant themes are Maintenance and suggestions for expanding the scope of the strategy along with accessibility (3), safety (2) and health (1).
- Maintenance was the biggest concern, generating the most comments (6), with concerns split between road and footpath issues that currently need fixing and capacity to maintain the proposed paths.
- Expanding the scope of the Strategy (6), including alternate/additional route suggestions (3), and amenities (1).





Workshop overview

The workshop included presentations of each of the three plans on exhibition. The first was the Housing Strategy Update by Kristy Cosier from Council. It was followed by the following Q&A.

The workshop then included a presentation of the CBD Masterplan by Hans Oerlemans from Place Design Group, and then the Active Transport Strategy from Joh Imai. These presentations were followed by a break out activity that set up several tables with A1 posters with facilitators writing down comments for select projects from the masterplan and the four key projects for the Active Transport Strategy.

Each participant was given an A4 clipboard with a different coloured sheet for each draft plan.

The comments from the breakout activity and individual worksheets is analysed in the following sections in addition to the Housing Strategy.

HOUSING STRATEGY UPDATE

Individual Sheets

Notes

Each participant had their own A4 clipboard with a different coloured sheet for each draft plan discussed.

They could take their own notes throughout the session.

A summary of all the comments for each plan is summarised below in response to the following questions:

- What do you support?
- What improvements can you suggestion?
- Do you have any questions?

What do you support?

- Overall, the community is supportive of the Housing Strategy and its aim to increase residential dwellings across the LGA to meet the growing housing needs and to address the housing supply issues.

What improvements can you suggest?

- Ensuring infrastructure (stormwater, water treatment and sewer) can sufficiently accommodate a growing population was a primary concern (3), along with upgrading the scope of facilities and services in new estates (4).
- Suggestions to support the development of new estates included adding amenities like shops and cafes (3), with additional suggestions for new housing at Aero Park and a community bus connection (1).
- There was concern about increased pressure on medical services (1).
- There was a call for smaller land blocks and smaller dwellings (1).
- There were questions about why changes to the minimum lot size haven't been

considered (2), specifically around the village of Tooraweenah, which aligns with recommendations in the Housing Strategy Update to conduct an additional Rural Land Study.

- There was a suggestion that Council invest in short-term accommodation units for visiting service providers to meet demand (1).

Questions

- Will estates have shop spaces? Will new estates have shops, such as cafés or delis?
- Short-term accommodation units for visiting services (could Council invest in and provide this, owned by Council like Cooe-ee?) to meet this need.
- Discussed at the session was housing for nurses and other essential workers. Can there be encouragement for a new medical centre to take up an option to set up in Gilgandra? At the moment, no medical centre here is taking new patients. Where are the extra 2,000 people going to go for medical treatment?

HOUSING STRATEGY UPDATE

Q&A

Notes

There was 10 minutes for a short Q&A after the presentation of the Housing Strategy update with Kristy Cosier from Council.

Q. Do Council own or manage housing for nurses, doctors or teachers travelling - who is developing this housing Council or developers?

A. Inland Rail has an approved Development Application (DA) for 500 bed workers accommodation at Aero Park and this will be managed by a worker camp operator. Council has grant funding for some accommodation for nurses at 68 Myrtle Street.

Q. Is it possible to build more homes on the vacant lots in town, some have houses that have burned down - can these be sold and built on?

A. Council is speaking to state government as they are the owner of some of these sites to try and encourage them to develop the land. For the privately owned land Council is trying to encourage the community to build through activities like promoting the update to the Housing Strategy and community and stakeholder engagement.

Q. What does the '5000' refer to in 'Towards 5000'?

A. Towards 5000 refers to growing the population of Gilgandra Local Government Area to 5000 people.

CBD MASTERPLAN

Individual Sheets

Notes

Each participant had their own A4 clipboard with a different coloured sheet for each draft plan discussed.

They could take their own notes throughout the session.

A summary of all the comments for each plan is summarised below in response to the following questions:

- What do you support?
- What improvements can you suggest?
- Do you have any questions?

What do you support?

- Overall, there is general support for the projects proposed in the CBD Masterplan.
- Trees are one of the mentioned aspects (3), especially for reducing heat (1).
- There is support for widening the footpaths (3), with mention of allowing businesses to operate from the street side (1) and downgrading it to a local road (1).
- There was support for more parking (2).
- Specific support mentioned for the improved flow from GIL Care Connect to the Library Hub (1).
- Support for the bubblers in the Library Plaza, especially the dog bubbler (1).
- Specific support for the paving (1).

What improvements can you suggest?

- Concerns about accessibility around the CBD (4), including parking (3) and footpaths (1).
- Concern that widening the footpath and narrowing the width of parking bays on Miller St will make it harder for the elderly and people with disability to get out of vehicles (1).

- It was noted that there needs to be accessible parking closer to the library, as current locations are too far away (1).
- There was a call to improve the accessible parking near Service NSW as it is on a slope and there is gravel (1).
- Footpath upgrades were called for so they accommodate the elderly and people with disability (1)
- Tourism initiatives were suggested (2) including silo art and building art walk (1) and a walk of fame for locals in the new pavers (1).
- Suggestions for more signage (2), including for the toilets (1) and for the dog bubbler, as people don't know it's there (1).
- There was a call to address maintenance of heritage elements (1), including address of the pigeon issue.
- There was a suggestion to reduce heavy vehicle access to the CBD as they pose a safety risk (1).
- It was suggested that services be moved from the main street to outer areas (1).
- The condition of footpaths needs addressing, particularly on Myrtle and Womboin Streets (1).

CBD MASTERPLAN

Individual Sheets

Questions

- Where would new parking be located?
- What will construction projects take away from CBD businesses?
- Trees - how would the bats and pigeons that would come as a result be managed?
- Would council consider making the CBD an e-scooter and e-bike restricted zone, how could this be enforced?



ACTIVE TRANSPORT STRATEGY

Individual Sheets

Notes

Each participant had their own A4 clipboard with a different coloured sheet for each draft plan discussed.

They could take their own notes throughout the session.

A summary of all the comments for each plan is summarised below in response to the following questions:

- What do you support?
- What improvements can you suggestion?
- Do you have any questions?

What do you support?

- There is support for the strategy (3), with specific reference to the shared/linked loop (2), and an observation that it is a great idea to keep Gilgandra active (1).

What improvements can you suggest?

- Several suggestions about footpath upgrades and maintenance (3), and some suggestions about improving access for people with disability and wheelchair users (2).
- A general request to smooth footpaths and entry points for wheelchair users (1).
- A report of uneven footpath from Chelmsford Avenue (hospital) to Warren Road via Womboin (1).
- Address the 'valley' on the street for better disability access (1).
- Add a footpath over the bridge to either themotel or the Shell truck stop to make town more accessible for residents on small blocks (1).
- Improve access from residential areas (Myall Street and Dudley Street) to the

CBD.

- Address issues regarding the gutters between Farrar Street to Aero Park, from Barden Rd (1).
- Upgrade the Memorial Precinct green space in Armatree (1).
- There was a suggestion to include on the loop from the railway on Warren Road and the CBD (1).

Questions

- Will there be fitness equipment on the new loop connecting the CBD to the rest of the town?
- Will trucks be detoured out of the main street?
- Warren Road pedestrian crossing — the road runs east to west, and the sun makes it difficult to see at certain times. Would a refuge be safer?

CBD MASTERPLAN

Breakout Activity

Notes

The group was given 45 minutes to move between each of the seven (7) A1 posters that were created to discuss key projects suggested in the CBD Masterplan and Active Transport Strategy. The comments from the breakout activity are summarised next to each poster.

01 Miller Street Crossing Relocation & 13 Raised Plaza Connection

What do you support?

There is support for moving the crossing to better connect the plazas, with one person suggesting it should be the first change. However, the proposal of a raised crossing gained more attention.

The raised crossing was praised for slowing vehicles (1) and for eliminating the risk caused by high gutters for less mobile people (1).

What improvements can you suggest?

Most suggestions about the two crossing proposals involved parking, including ensuring adequate accessible parking close to the library (2) and that if the project means sacrificing parking spots on Miller St, that they be replaced elsewhere so shops don't lose customers (1).

Whether the raised crossing needed to be so extensive was also questioned (1).

diverting visitors away was specifically mentioned.

Edges to available land. The mines create barrier edges to the available land limiting some opportunities.

Negative narratives from outside the region. External perceptions of Muswellbrook are seen as a threat to attracting investment and residents to the area.

Towards 5000 Public Exhibition

01 MILLER STREET CROSSING RELOCATION
SMALL SCALE PROJECT

PROJECT DESCRIPTION
The small scale project 01 Miller Street Crossing Relocation and the large scale project 13 Raised Plaza Connection both relate to improving the pedestrian access and safety of Miller Street in the short and long term. Please provide your feedback on both of these ideas below.

PROJECT DATA
What features of these proposals do you support?
• Crossing area being raised to slow vehicles down.
• Being a raised crossing eliminates the current risk of those with disabilities/impairments due to the high gutters in front of the library hub plaza.
Love the idea of moving the crossing to connect both plazas

013 RAISED PLAZA CONNECTION
LARGE SCALE PROJECT

PROJECT DESCRIPTION
The large scale project 13 Raised Plaza Connection is a key project in the CBD Masterplan. It involves creating a new pedestrian plaza between the library and the shops, which will be a raised crossing. This will improve pedestrian safety and create a more attractive public space. Please provide your feedback on this idea below.

PROJECT DATA
Can you suggest any ideas to improve them?
• moving some parking spaces are replaced else where to avoid loss of customers to shop. As some of car park are taken up by services & workers.
Does the crossing need to be so extensive? No! Love it! Do first!
Location of accessible parking closer to library
BETTER DISABILITY PARKING TO FOOTPATH

place design group. cobalt engagement Community Workshop

CBD MASTERPLAN

Breakout Activity

04 Facade Upgrades

What do you support?

- There is clear support for the façade upgrades (3) with specific references to the colour scheme (1) and illumination (1).

What improvements can you suggest?

- Suggestions for improvement included ensuring the facades are similar colours (1) and whether the bird problem on the

roof of buildings could also be addressed during the upgrades (1).

- It was questioned whether illuminating the high street should be a priority given most shops aren't open after dark (1).

05 Improved Link Next to Café 41

What do you support?

- Some support for removing the wall next to Café 41 (2).

What improvements can you suggest?

- There was support for keeping the mural (4), with some of those supporting removing the fence portion of the wall but maintaining the mural (3).
- Concerns were raised about how practical the alfresco set-up would be (1), in particular, who would be responsible for tables and chairs, and whether people walking past would trigger the automatic door of the Community Centre.
- Sensor lighting outside shops was offered as a solution for improving security (1).

Towards 5000 Public Exhibition

04 | FACADE UPGRADES
SMALL SCALE PROJECT

PROJECT DESCRIPTION
The small scale projects 04 | Facade Upgrades and 05 | Improved Link Next to Café 41 provide an opportunity to improve the amenity, look and feel and accessibility of the CBD. Please provide your feedback on both of these ideas below.

WHAT THE COMMUNITY ASKS FOR

WHAT THE COMMUNITY ASKS FOR

05 | IMPROVED LINK NEXT TO CAFÉ 41
SMALL SCALE PROJECT

PROJECT DESCRIPTION
The small scale projects 04 | Facade Upgrades and 05 | Improved Link Next to Café 41 provide an opportunity to improve the amenity, look and feel and accessibility of the CBD. Please provide your feedback on both of these ideas below.

WHAT THE COMMUNITY ASKS FOR

WHAT THE COMMUNITY ASKS FOR

Community Workshop

CBD MASTERPLAN

Breakout Activity

16 Len Kelly Improvement and Parking Extension

What do you support?

- No comments specifically referenced the options included in the masterplan, however, there was a wide acceptance that parking alternatives were required (10).
- Option 2 was the preferred option by some (2).

What improvements can you suggest?

- Multiple calls for considering other options to those presented (8), including alternate locations for parking lots (4), amendments to current on-street provisions (3), and a suggestion for redesigning the CBD (1).
- Other sites that were suggested as potential parking locations: Rohr's (1), the NAB to the river end (1), relocating the caravan park (1), using the back of Mitre 10 (1).
- Suggestions for considering amendments to current on-street options (3), including alternate styles of parking on Miller Street (e.g. 45 degree parking) (1), along with time restrictions and enforcement (1), and considering parking opportunities for trailers and caravans in Bridge Street and changes to trailer parking in the river (1).
- There was a suggestion to connect the Warren Road and Morris Street businesses to the main street as it would make parking on Warren Road more palatable (1)
- More context was called for regarding which projects will likely go ahead, and how they will affect parking availability (1).

Towards 5000 Public Exhibition

16 | LEN KELLY IMPROVEMENT & PARKING EXTENSION
VISIONARY PROJECT

PROJECT DESCRIPTION
The vision project 16 | Len Kelly Improvement & Parking Extension provides an opportunity to improve pedestrian safety whilst providing more car parking in the heart of the CBD. Please provide your feedback on both of these ideas below.

1. IMPROVING LEN KELLY & MORE
The vision project 16 | Len Kelly Improvement & Parking Extension provides an opportunity to improve pedestrian safety whilst providing more car parking in the heart of the CBD. Please provide your feedback on both of these ideas below.

2. PARKING CAPACITY STUDY
The vision project 16 | Len Kelly Improvement & Parking Extension provides an opportunity to improve pedestrian safety whilst providing more car parking in the heart of the CBD. Please provide your feedback on both of these ideas below.

What features of these proposals do you support?
See Annexure A
Turn "Rohr's" into carpark
Relocate caravan parking? Maybe
Consider NAB to river end - parking, trees, caravan parking.

Can you suggest any ideas to improve them?
Which projects are likely to go ahead that will affect parking availability? CONTEXT:
Business parking consideration (parking for staff + business owners).
→ encourage business owners to park away from Miller St.
Options for different style of Miller St. parking (eg 45°) → also time restrictions + enforcement?
Parking is a temporal (time) issue → time of day, seasons.
Consider additional options re parking + zoning of St businesses (eg Rohr's being industrial)
Consider cultural change around parking habits → WE CAN WALK A LITTLE BIT
↑ disability parking
Utilise back of Mitre 10.
Bridge St opportunities re trailer/caravan parking + change some of trailer parking on river.

place design group. **cobalt engagement**

Community Workshop

CBD MASTERPLAN

Breakout Activity

17 Miller Street Footpath Widening

What do you support?

- Trees and extra shade (3).
- Additional seating (3).
- Alfresco dining options (1).

What improvements can you suggest?

- Ensure trees and greenery are maintained (2).
- Careful consideration should be given to selection of tree species, specifically avoiding any that attract bats or starlings, or drop seed pods as they could create a trip hazard (1).
- Better signage outlining restrictions regarding e-bikes and e-scooters in the CBD (1).

Towards 5000 Public Exhibition

17 MILLER STREET FOOTPATH WIDENING
VISIONARY PROJECT

PROJECT DESCRIPTION
The vision for 17 Miller Street is to create a vibrant, pedestrian-friendly environment that supports local businesses and adds more greenery. The project includes widening the footpath, adding trees and shade, and creating alfresco dining areas. The vision is to create a more sustainable and enjoyable environment for everyone.

PROJECT DATA
17 MILLER STREET
17 MILLER STREET
17 MILLER STREET

WHAT THE COMMUNITY SAYS
• The vision for 17 Miller Street is to create a vibrant, pedestrian-friendly environment that supports local businesses and adds more greenery. The project includes widening the footpath, adding trees and shade, and creating alfresco dining areas. The vision is to create a more sustainable and enjoyable environment for everyone.

CONSIDERATIONS FOR DETAILED DESIGN
• The vision for 17 Miller Street is to create a vibrant, pedestrian-friendly environment that supports local businesses and adds more greenery. The project includes widening the footpath, adding trees and shade, and creating alfresco dining areas. The vision is to create a more sustainable and enjoyable environment for everyone.

EXISTING **PROPOSED**

What features of these proposals do you support?
trees - for shade & cool
extra seating ✓
more opp's for cafe seating ✓
Love shade.

Can you suggest any ideas to improve them?
• Signage in the CBD stating it is restricted to E-scooters/E-bikes
Maintain - trees & gardens - YES please
please consider choosing tree species that don't attract bats or starlings, and seed pods (trip hazard).

place design group. cobalt engagement

Community Workshop

ACTIVE TRANSPORT STRATEGY

Breakout Activity

What do you support?

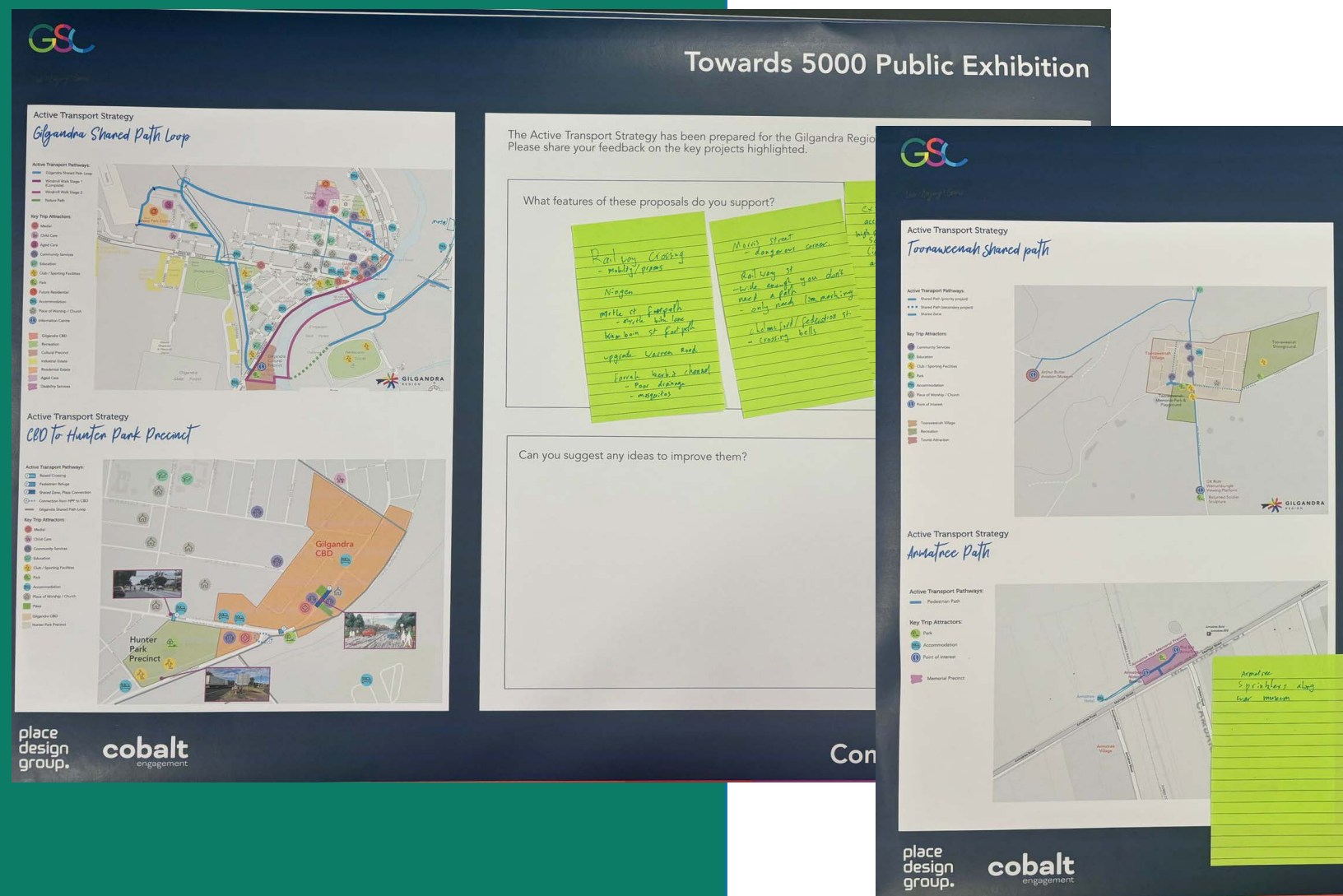
- General support for the Activity Transport Strategy projects.

What improvements can you suggest?

- Several suggestions for improvements to the current plans (4), including scope for an on-street bike lane in Railway Street (1),

installing bells at the railway crossings on Chelmsford Ave and Federation Street (1), extending the loop to include the Shell and Castlereagh Motor Inn (1), and including facilities like exercise equipment, bubblers, bicycle repair stations, distance markers and shade along the shared path (1).

- There were several requests for upgrades to footpaths and roads (3), including a footpath along Myrtle Street and Wamboin Street to provide greater connection through the centre of town (1); maintenance and upgrades to the footpaths on Warren Road (1), and a kerb and gutter added to Farrah Street for drainage (1).
- Safety concerns were shared (2) including that Morris Street/Warren Road feels too dangerous for a crossing (1); and whether there will be prevention measures to ensure kids don't use the shared path as a race circuit (1).
- There was a suggestion that if railway crossings do get upgraded that they be step-free so they are accessible for wheelchair users, prams and mobility aids (1).



ACTIVE TRANSPORT STRATEGY

Breakout Activity

Notes

Additional engagement was conducted by Bitzios Consulting during the exhibition period. Notes from these interviews and calls have been prepared by Bitzios Consulting and are included in the following pages.

Gil Care Connect

- Better kerbing and kerb ramps, currently there is a common issue of kerb ramps having a lip that is hard to traverse for mobility impaired.
- Would we consider one-waying CBD.
- Cooee lodge has one spine footpaths, but no footpath network between houses.
- Warren Street footpath condition is not great for mobility scooters.
- Please add bubblers / shade to shared path loops.
- Add distance markers to let people in mobility scooters know if they have enough battery charge to make it to the next destination.

Gilgandra High School

- They have issues with their accesses on Court Street with lots of conflicting movements (parents / buses / kids).
- Would like a path to the river.
- Concerns around students on scooters.
- Students are using electric scooters to go to the Pool, BP truck stop / takeaway on Castlereagh.
- Students travel along north side of Newell

Highway, they don't like to cross so they end up on the road.

- Would like path on Elizabeth Street.

St Josephs Primary School

- Would like upgrades to school crossings between St Josephs and Gilgandra Primary School.
- Teachers with students travel down Wamboin Street to get to Hunter Park and cross in front of Gilgandra Motel because the existing crossing feels unsafe and is not wide enough to cater for their volume of students.
- To get to the CBD they take Wriggley Street to Morris Street to Bridge Street.
- Cooee Lodge Hostel is a destination for them, along with McGrain for sports, would like a formalised connection to the two (happy with the shared loop on Chelmsford Avenue).

Tooraweenah Primary School

- Would like a median refuge island before or after the bridge into town.
- Gaps in the footpath near the bridge mean they have to be very wary of snakes.
- Something for Council's consideration is the ground fronting their school is very

ACTIVE TRANSPORT STRATEGY

Breakout Activity

reactive and shifts a lot with the weather.

- They go on walks to the show grounds down Newton Street.
- Would like the path to extend to the disabled toilets at the showgrounds.
- Large culverts on the eastern side of Bridge Street means adding a footpath would have difficulties and they often don't know where is the best place to cross.
- Extend the path along the school frontage the whole way to the church.

Gilgandra Preschool

- Use Morris Street and Bridge Street to get to IGA.
- IGA carpark feels dangerous, Len Kelly Drive is also too dangerous, drivers don't pay attention.
- They would like a school zone / slow zone out front of preschool because drivers don't slow down (they've had a vehicle flip out the front).
- Would like to request raised wombat crossings or some treatment to have people drive slower past their frontage on Court Street.
- The Morris Street / Warren Road refuge is not wide enough to accommodate their needs / student numbers.

- Would like better footpaths on Elizabeth Street as it is a high activity street (i.e. KnD, buses, students walking).
- Court Street / Hall Street need gutters or proper drainage.

Aussie Kindies

- Would like a connection to Jack Towney and Farrah Street.
- They cross Warran Road at Barden Street.
- Would like kerb and guttering surrounding them for water drainage.
- Mosquitoes are a real issue.
- Would be nice to have a Gilgandra entry treatment (i.e. prettier trees or some art installation to be more inviting).

Tooraweenah Preschool

- Tooraweenah has poor water quality.
- Doesn't like the idea of improving connection in front of playground and pub because we shouldn't be encouraging parents to be drinking around kids.
- Strongly dislikes the idea of a refuge near the bridge as this will bottle neck Bridge Street.
- Fix potholes of the driveways coming into the preschool and primary school.



PUBLIC SUBMISSIONS



KEY FINDINGS

A total of 54 public submissions via the Have Your Say website, email, drop-in form and Facebook were received during the exhibition period.

A summary of the key findings from the submissions for each plan is provided followed by a more detailed summary for each.

Housing Strategy Update

- There were three (3) public submissions, overall showing support for more housing (3), with specific reference to the need for additional retirement housing (2) and affordable, small dwellings (1). There is support for a review of the Development Control Plan (1) and the need for more information and public education about the housing development process and the challenges that need to be overcome (2).

CBD Masterplan

- 45 submissions mentioned the CBD Masterplan. Support for the proposals was varied, with two firmly in favour (2) of the whole masterplan, two objecting (2) and one objecting to a specific project (1). The rest were supportive and provided feedback on specific aspects (37). These included the proposed trees and landscaping (21), pedestrian safety (20), beautification (13), accessibility (10), infrastructure maintenance and repairs (8), impacts to business (5), parking, which overlaps with accessibility and impacts to business. (10), and vibrancy (2).

Active Transport Strategy

- Six (6) submissions related to the Active Transport Strategy, with all of them showing support for the proposals and no objections. Submissions offered constructive suggestions for extensions to the proposed route or future routes (3), and amenities and features (3). The only concern about the proposals was maintenance (2).



PUBLIC SUBMISSIONS

Housing Strategy

- Three (3) public submissions that mentioned the proposed Housing Strategy, and overall, there was support for more housing across all submissions (3).
- There is demand for additional retirement housing at Cooee Lodge Retirement Village (2), and requests to accelerate the delivery of affordable housing, particularly small dwellings and 3-bedrooms to ease the rental shortage (1)
- The importance of infrastructure capacity is noted as a critical factor in buyer confidence and development feasibility (1).
- There is a need for more information and education about the challenges involved with housing development (2), including confusion about why development can't be accelerated when there are seemingly vacant lots available (1), and a call for clear information and staging about future residential areas to encourage investment (1).
- There is support for a review to the Development Control Plan (1).

PUBLIC SUBMISSIONS

CBD Masterplan

- There were 45 public submissions that mentioned the CBD Masterplan. They represented a broad range of views, with two firmly in support of the Masterplan (2), two firmly objecting to it (2), one objecting to a specific project (1), and one neutral (1). The majority of submissions comprised constructive feedback and suggestions, with sentiment that was both supportive and with some critique of the masterplans (37). The remaining submissions fell outside the scope of the Masterplan (2).
- The proposal for additional trees and landscaping was the main theme across the submissions (21). It was a divisive topic, with several in favour of adding more greenery (10), some raising concerns about the impact of the trees (5), while others outright objected (6).
- For those in favour of additional trees and greenery, the reasons for support were varied, with shade seen to be the primary benefit (4), followed by reducing the heat (2), positive impact on visitor dwell time (2), beautification (2), and improving traffic safety (1).
- The main sources of concern, or reasons to object to trees and greenery were the impact of tree roots on gutters and roads (7), trees and shrubbery becoming obstacles to visibility for drivers (3), Council's capacity for maintenance (3), and their impact on parking spots (1).
- Pedestrian safety, particularly on Miller St, was the primary concern across the submissions (20), with trucks down the main street being the top complaint (10), followed by the current pedestrian crossing (6), and challenges posed by e-bikes/e-scooters (2).
- There was some support for the new crossing proposals (4), with several suggestions for two pedestrian crossings (5), and several others objecting to moving the crossing (8).
- Alternative suggestions were also put forward to make Miller Street safer (6): diverting trucks away from Miller St (4), including traffic lights (3), a roundabout (2), better signage (2), speed bumps (1), murals or reflective strips on the light poles at the Coona entrance (coming off the bridge) (1), making Miller St one-way (1), making Miller Street a pedestrian-only

PUBLIC SUBMISSIONS

mall, with parking concentrated around the street (1), or introducing barriers along the footpath to deter e-scooters/e-bikes from using those pathways (1).

- Beautification was another common theme with disparate views (13). While most submissions discussing this topic either supported the proposed measures or acknowledged there was a need for them (10), some of those felt it shouldn't be the priority (3). A few other submissions rejected any need for beautification (3).
- There was broad concern about infrastructure maintenance and repairs (8), with several suggesting these issues should be given priority over any other projects (6).
- The most cited maintenance/repairs issues were broken drains and gutters (7), fixing roads (3), and a suggestion to have more regular assessments of roads (1)
- Of the references to roads and gutters, specific locations were referred to - a blocked drain near Blonde Space (2), and the gutter near the library (1)
- The importance of accessibility in the CBD was another common theme (10). Ensuring there will be sufficient disabled parking in the designs was a top priority amongst this

group (6), with several of those submissions calling for more disability parking spaces throughout town (4), and others suggesting wider bays for people who rely on bulky assistive devices, like wheelchairs or pushchairs (3). The need for more ramps and accessibility measures was also a high concern amongst these submissions, both into shops and between footpaths and roads (6), along with improving footpaths so they are safer for the less mobile (1).

- There were some concerns about how the proposed changes may adversely impact businesses with reduced parking opportunities or access for certain vehicles (5), including courier access (2), and the reliance of some businesses on the trade of caravans and trailers (2).
- Parking was another common concern (10), which crosses over with other themes, such as disability access (6), and impacts on business (5), both outlined above. There were complaints about gravel being an ineffective surface for parking (2), and suggestions to add parking near the Windmills (1), and introduce designated parking bays for other less mobile people, such as pram users and the elderly (1).

PUBLIC SUBMISSIONS

- There was some support for greater vibrancy and vitality in the CBD (2), with one drawing the conclusion that it was essential to the long-term vitality of the town (1).
- There was one submission in opposition to project 05, 'Improving the link next to Café 41' (1). The reasons cited were that the wall has only recently been updated with a community mural (1), the current wall offers protection from bad weather (1), it offers a more secure area for people with young children (1), it offers protection from traffic (1), the walkway is popular amongst the less mobile as it is flat and easier to navigate (1), and there are concerns about how the changes would impact the automatic doors of the Care Centre (1).
- Additionally, there were several submissions that fell outside of the project scope, either wholly (2) or partly (4). They related to suggestions outside of the proposed projects (1), such as an off-dog lead area in the CBD (1), adding a weir to the river to improve water flow and increase beautification (1), adding a small water park to Hunter Park (1), and adding a mural or advertisements to the cement wall when coming in off the bridge (1).
- Other submissions that fell into this category related to requests for specific shops, such as Woolworths or McDonalds (5).

PUBLIC SUBMISSIONS

Active Transport Strategy

- There were six (6) submissions that mentioned the Active Transport Strategy, with all of them showing support for the proposals (6), and no objections.
- Of the submissions that cited reasons for supporting the strategy, they were because it addresses current safety concerns (2), increases connectivity across the area (i.e. Hunter Park to Windmill Walk; the western side of town; and existing town to Aero Park Estate) (2); it will help reduce car dependency (1); and increase the livability of the town (1).
- The submissions identified many user groups who would benefit from the proposed strategy (5), families with young children (1), the elderly (1), cyclists (1) tourists (1), dog walkers (1), and future residents (1).
- There were constructive suggestions offered for either extensions to the proposed route, or future routes (3), including a loop path from the showground to Bridge St (1), between the town to the cemetery (1), and between Hunter Park and the tennis club end of the Windmill Walk (1).
- Additional constructive suggestions related

to amenities and features (3). They included signage about local landmarks with the distance in time to encourage walking (1); bike repair stations (1); metre markers along the walk, so people can keep track of distances walked (1); dog watering points (1); kids play equipment at targeted locations to boost foot traffic in those directions, e.g. the Information Centre (1); an attraction like a flying fox or swing bridge (1); dedicated cycle lanes; and parking bays at the Windmills along the Newell Highway (1).

- There was some concern amongst submissions about ongoing maintenance of the proposed pathways, in addition to repairs needed to existing footpath infrastructure (2). Specific mention was made of Frog Hollow Walk (1) and the pathway from the viewing platform to the tennis club (1) as current locations requiring maintenance.
- There was a suggestion to consider roundabouts at the main junctions in and out of town (1). It was unclear if this was suggested as an alternative to the proposed crossing points or in addition.
- It was suggested that concrete would be the most durable material for the pathways over Tooraweenah's clay soil (1).



Date of document

17 February 2026

Draft for comment

cobalt
engagement

GSC
GILGANDRA
SHIRE COUNCIL
Live > Enjoy > Grow

APPENDIX C: COST ESTIMATES

Type	Rate	TOTAL
Path – 1.8m wide	Per metre	\$315
Path – 2m wide	Per metre	\$350
Path – 2.5m wide	Per metre	\$437
Path – 3m wide	Per metre	\$525
Kerb ramp	Per unit	\$945
Pedestrian refuge island	Per unit	\$65,000
Kerb extension	Per unit	\$45,000
Entry threshold treatment (raised and coloured pavement)	Per unit	\$110,000
Wombat crossing (raised crossing)	Per unit	\$110,000
Tree planting	Per unit	\$1,000

APPENDIX D: ADDITIONAL WORKS ACTION PROGRAM



Legend

Provide 1.8m

Provide 2.5m

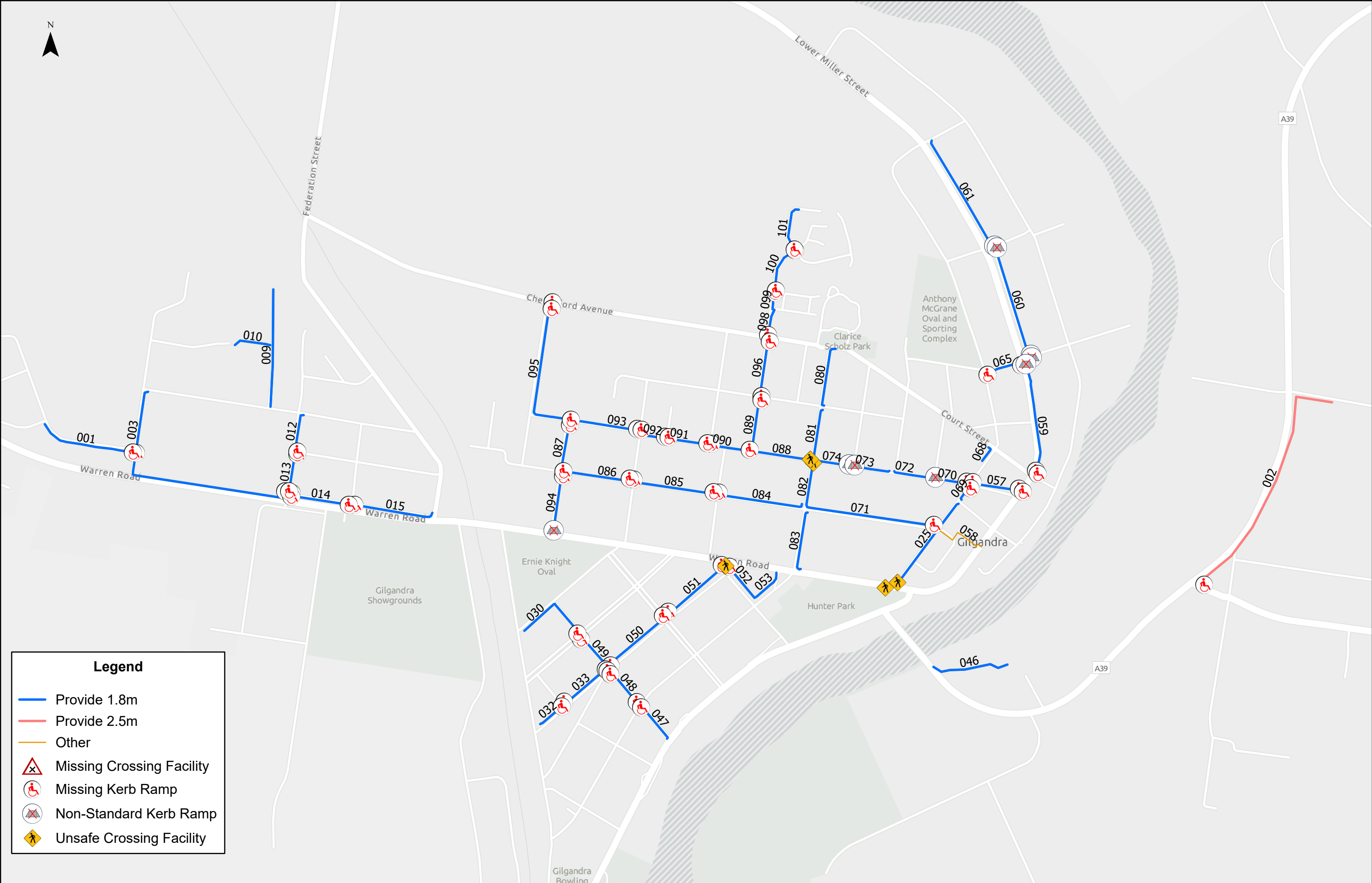
Other

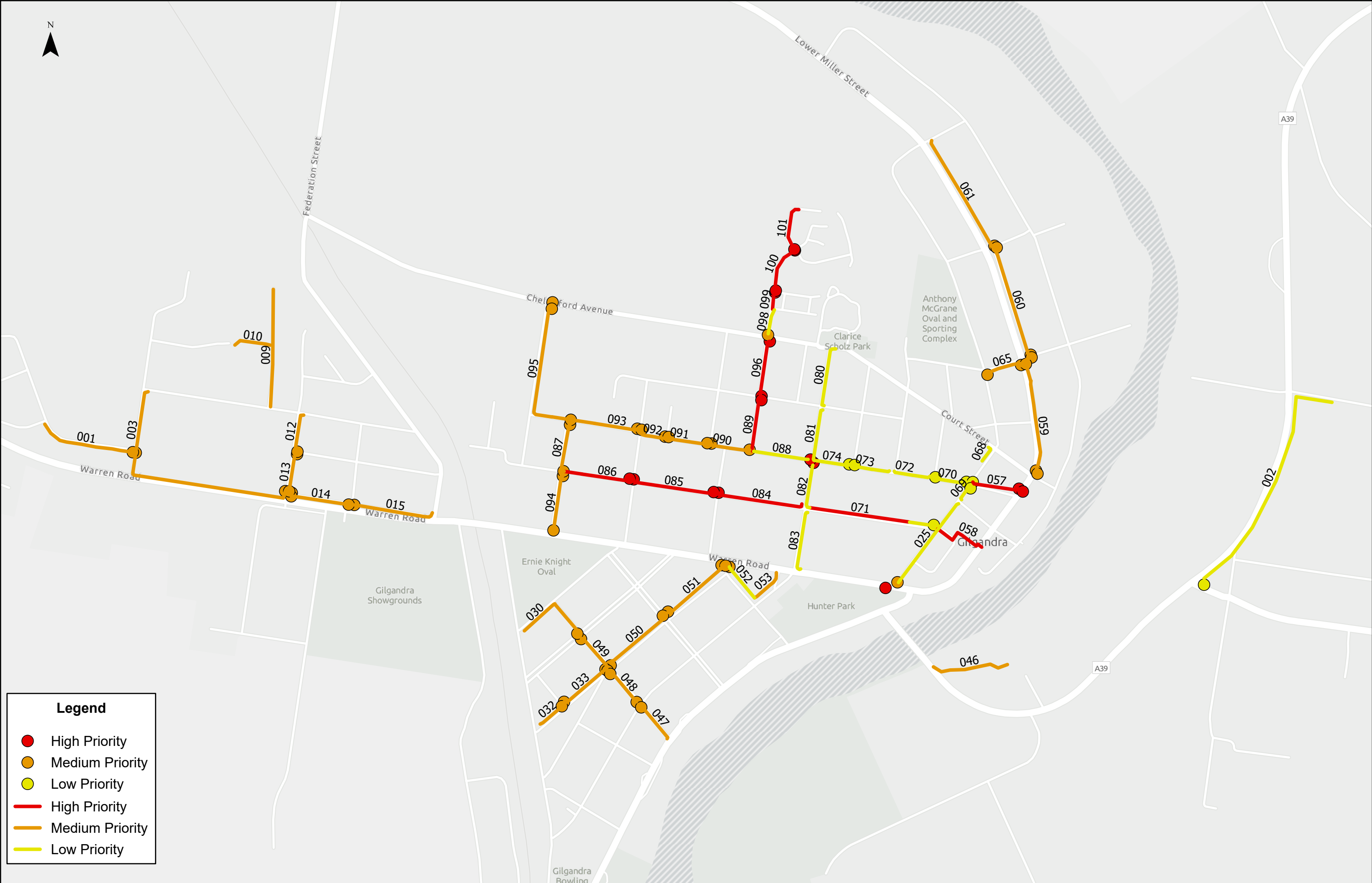
Missing Crossing Facility

Missing Kerb Ramp

Non-Standard Kerb Ramp

Unsafe Crossing Facility





Legend

High Priority

Medium Priority

Low Priority

High Priority

Medium Priority

Low Priority

Project ID	Issue	Issue Description	Road Hierarchy	Road Name	Road Section	Study Area	Treatment	Additional	Length (m)	Cost (\$2026)	Priority
	Missing Path	Missing path	Pedestrian Path	Butter Drive	South side of Butter Drive	Gilandra	Provide 1.8m Path				
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Marshall Street	East side of Marshall Street	Gilandra	Provide Kerb Ramp		299,248652	\$93,948.33	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Marshall Street	West side of Marshall Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Warren Road	North side of Warren Road	Gilandra	Provide 1.8m Path			\$157,472.83	Medium Priority
	Missing Path	Missing Path	Shared Path	Newell Highway	Left side of Newell Highway, between Castlereagh Highway and 130 Newell Hwy	Gilandra	Provide 2.5m Path		499,913758	\$266,308.86	Low Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Barnden Street	East side of Barnden Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Castlereagh Highway	North side of Castlereagh Highway	Gilandra	Provide Kerb Ramp			\$945	Low Priority
	Missing Path	Missing Path	Pedestrian Path	Marshall Street	East side of Marshall Street, between Farrar Street and Warren Road	Gilandra	Provide 1.8m Path		259,505075	\$81,744.10	Medium Priority
	Missing Path	Missing Path	Future Route	Stockings Crescent	East side of Stockings Crescent, between Farrar Street and middle of Stockings Crescent	Gilandra	Provide 1.8m Path		361,645953	\$113,918.35	Medium Priority
	Missing Path	Missing Path	Future Route	Inner Path, west side of Stockings Crescent	Inner Path, west side of Stockings Crescent	Gilandra	Provide 1.8m Path		115,479777	\$38,075.18	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Barnden Street	East side of Barnden Street, between Bobs Street and Farrar Street	Gilandra	Provide 1.8m Path		124,908459	\$39,346.16	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Bobs Street	North side of Bobs Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Barnden Street	East side of Barnden Street, between Bobs Street and Warren Road	Gilandra	Provide 1.8m Path		136,139649	\$42,883.99	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Bobs Street	South side of Bobs Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Barnden Street	East side of Barnden Street, at Warren Road corner	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Warren Road	South side of Warren Road, between Barnden Street and Comeback Street	Gilandra	Provide 1.8m Path		179,710406	\$56,608.78	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Warren Road	West side of Comeback Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Warren Road	South Corner to Barnden Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Warren Road	South side of Warren Road, between Hargreaves lane and Comeback Street	Gilandra	Provide 1.8m Path		251,888025	\$79,344.73	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Warren Road	North side of Warren Road	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Non-Standard Kerb Ramp	Non-standard Kerb Ramp	Shared Path	Warren Road	North side of Warren Road	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Narrow Path	1m wide path	Shared Path	Morris Street	East side of Morris Street, between Bridge Street and Len Kelly Drive	Gilandra	Provide 1.8m Path		306,87248	\$96,686.33	Low Priority
	Unsafe Crossing Facility	Unsafe Non-Standard Crossing Facility	Shared Path	Warren Road	West side, Corner at Warren Road	Gilandra	Upgrade Kerb extensions and kerb ramps			\$45,000	Medium Priority
	Unsafe Crossing Facility	Missing Kerb build out on southern side	Shared Path	Warren Road	West of Morris Street	Gilandra	Provide Kerb Extension			\$45,000	High Priority
	Missing Path	Missing Path	Pedestrian Path	Bundy Street	South side of Bundy Street, between Railway Street and Mullion Street	Gilandra	Provide 1.8m Path		125,843699	\$39,840.76	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Mullion Street	West side of Mullion Street, between Bundy Street and Warrie Street	Gilandra	Provide 1.8m Path		118,871822	\$37,444.62	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Warrie Street	West side of Warrie Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Waugan Street	North side of Waugan Street, between Sword Street and Railway Street	Gilandra	Provide 1.8m Path		90,992951	\$28,692.78	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Sword Street	South side of Sword Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Waugan Street	North side of Waugan Street, between Mullion Street and Sword Street	Gilandra	Provide 1.8m Path		165,512712	\$52,136.50	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Sword Street	North side of sword Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Narrow Path	Missing Path	Pedestrian Path	Newell Highway	East side of Newell Highway, connect to S3 Newell Hwy, Gilandra	Gilandra	Provide 1.8m Path		240,554648	\$75,174.71	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Mullion Street	West side of Mullion Street, between Wamboin Street and Castlereagh Street	Gilandra	Provide 1.8m Path		129,610877	\$40,481.95	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Waugan Street	South side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Mullion Street	West side of Mullion Street, between Wamboin Street and Waugan Street	Gilandra	Provide 1.8m Path		122,072796	\$38,452.93	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Waugan Street	South side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Waugan Street	South side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Mullion Street	West side of Mullion Street, between Waugan Street and Wamboin Street	Gilandra	Provide 1.8m Path		130,707796	\$41,172.96	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Waugan Street	South side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Waugan Street	South side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Waugan Street	South side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Waugan Street	North side of Waugan Street, between Deri Street and Mullion Street	Gilandra	Provide 1.8m Path		219,014347	\$68,989.52	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Deri Street	South side of Deri Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Mullion Street	North side of Mullion Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Waugan Street	North side of Waugan Street, between Warren Road and Deri Street	Gilandra	Provide 1.8m Path		227,830161	\$71,766.50	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Deri Street	North side of Deri Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Narrow Path	1.2m path	Pedestrian Path	Willie Street	North side of Willie Street, between Wamboin Street and Waugan Street	Gilandra	Provide 1.8m Path		123,14401	\$38,790.38	Low Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Waugan Street	East side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Waugan Street	East side of Waugan Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Unsafe Crossing Facility	Missing Pedestrian Refuge Island	Pedestrian Path	Waugan Street / Warren Road intersection	Waugan Street / Warren Road intersection	Gilandra	Provide Pedestrian Refuge Island			\$65,000	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Wamboin Street	North side of Wamboin Street, between Villier Street and Warren Road	Gilandra	Provide 1.8m Path		108,021238	\$34,026.69	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Miller Street	East side of Miller Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Miller Street and Morris Street	Gilandra	Provide 1.8m Path		148,337657	\$46,726.36	High Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Miller Street	North side of Miller Street	Gilandra	Provide Kerb Ramp			\$945	High Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Morris Street	East side of Morris Street	Gilandra	Provide Kerb Ramps	Council to investigate future re-design of area to align with existing path and crossing	178,56586	\$52,821.95	Medium Priority
	Other	Leaving path connection to Miller Street	Pedestrian Path	Len Kelly Drive	From Myrtle Street to Miller Street through CBD	Gilandra	Provide 1.8m Path		87,040146	\$27,417.65	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Castlereagh Highway	West side of Castlereagh Highway, between Byrne Avenue and Vehicle Path	Gilandra	Provide 1.8m Path		231,764727	\$73,005.89	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Miller Street	East side of Miller Street, between Vehicle Path and Desire Lane	Gilandra	Provide 1.8m Path		52,23792	\$16,454.94	Medium Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street, between Desire Lane and Court Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street at Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Miller Street	East side of Miller Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Court Street	North side of Court Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Lower Miller Street	East side of Lower Miller Street, between Byrne Avenue and Morris Street	Gilandra	Provide 1.8m Path		354,618356	\$111,718	Medium Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street at Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street at Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Lower Miller Street	East side of Lower Miller Street, between Clark Street and Mavis Street	Gilandra	Provide 1.8m Path		386,693121	\$121,808.33	Medium Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street at Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Byrne Avenue	South side of Byrne Avenue, between Erakben Street and Miller Street	Gilandra	Provide 1.8m Path		118,280907	\$37,258.49	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Castlereagh Highway	West side of Castlereagh Highway	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Erakben Street	East side of Erakben Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Narrow Path	1.2m Path	Pedestrian Path	Morris Street	North side of Morris Street, between Court Street and Club loading zone	Gilandra	Provide 1.8m Path		53,5938	\$16,862.25	Low Priority
	Narrow Path	1m path	Shared Path	Morris Street	East side of Morris Street, between Wrigley Street and Bridge Street	Gilandra	Provide 1.8m Path		52,889189	\$16,660.09	Low Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Wrigley Street	North side of Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Low Priority
	Narrow Path	1.2m path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Vera Street and Morris Street	Gilandra	Provide 1.8m Path		102,485154	\$32,282.53	Low Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Morris Street	West side of Morris Street	Gilandra	Provide Kerb Ramp			\$945	Low Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street at Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Low Priority
	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Morris Street and Wamboin Street	Gilandra	Provide 1.8m Path		311,444258	\$98,104.94	High Priority
	Narrow Path	Narrow path to police station then missing	Pedestrian Path	Myrtle Street	North side of Myrtle Street	Gilandra	Provide 1.8m Path		70,846405	\$22,316.62	Low Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Morris Street	West side of Morris Street	Gilandra	Provide Kerb Ramp			\$945	Low Priority
	Narrow Path	1.2m path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Vehicle Path and Vera Street	Gilandra	Provide 1.8m Path		55,945931	\$17,622.97	Low Priority
	Narrow Path	1.2m path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between vehicle path and Hal Street	Gilandra	Provide 1.8m Path	Investigate tree planting	58,894397	\$18,651.74	Low Priority
	Narrow Path	1.2m path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between vehicle path and Hal Street	Gilandra	Provide 1.8m Path		55,100447	\$17,145.92	Low Priority
	Narrow Path	1.2m path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between vehicle path and Elizabeth Street	Gilandra	Provide 1.8m Path		58,157218	\$18,319.52	Low Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street at Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Low Priority
	Narrow Path	1.2m path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Wamboin Street and Elizabeth Street	Gilandra	Provide 1.8m Path		116,39279	\$36,663.73	Low Priority
	Non-Standard Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Vera Street	East side of Vera Street at Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Narrow Path	1m path	Pedestrian Path	Wamboin Street	East side of Wamboin Street, between Noreen Street and Chelmsford Avenue	Gilandra	Provide 1.8m Path		195,046541	\$61,439.96	Low Priority
	Narrow Path	1m path	Pedestrian Path	Wamboin Street	East side of Wamboin Street, between Wrigley Street and Noreen Street	Gilandra	Provide 1.8m Path		157,316482	\$49,554.89	Low Priority
	Unsafe Crossing Facility	Unsafe Non-standard Crossing Facility	Shared Path	Wrigley Street	East side of Wamboin Street, between Myrtle Street and Wrigley Street	Gilandra	Provide 1.8m Path		139,387602	\$43,907.16	Low Priority
	Narrow Path	1m path	Pedestrian Path	Wamboin Street	East leg, Corner at Wamboin Street	Gilandra	Provide Raised Crossing Facility			\$110,000	High Priority
	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	East side of Wamboin Street, between Myrtle Street and Warren Road	Gilandra	Provide 1.8m Path		189,274038	\$59,621.32	Low Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Wamboin Street and Pearl Street	Gilandra	Provide 1.8m Path		272,960145	\$85,962.45	High Priority
	Missing Path	Missing Path	Pedestrian Path	Pearl Street	East side of Pearl Street	Gilandra	Provide Kerb Ramp			\$945	High Priority
	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Pearl Street and Station Street	Gilandra	Provide 1.8m Path		260,046297	\$81,914.58	High Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Pearl Street	West side of Pearl Street	Gilandra	Provide Kerb Ramp			\$945	High Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Station Street	East side of Station Street	Gilandra	Provide Kerb Ramp			\$945	High Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Station Street	West side of Station Street	Gilandra	Provide Kerb Ramp			\$945	High Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Myrtle Street	North side of Myrtle Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between vehicle path and Raymond Street	Gilandra	Provide 1.8m Path		55,83533	\$17,588.13	High Priority
	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Station Street and vehicle path	Gilandra	Provide 1.8m Path		154,39138	\$48,633.28	High Priority
	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	East side of Raymond Street, between Myrtle Street and Wrigley Street	Gilandra	Provide 1.8m Path		153,814193	\$48,451.47	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Wrigley Street	South side of Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Narrow Path	1m path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Dudley Street and Wamboin Street	Gilandra	Provide 1.8m Path		170,738169	\$53,782.52	Low Priority
	Unsafe Crossing Facility	Unsafe Non-standard Crossing Facility	Pedestrian Path	Wrigley Street	North Leg, Corner at Wrigley Street	Gilandra	Provide Raised Crossing Facility			\$110,000	High Priority
	Missing Path	Missing Path	Pedestrian Path	Dudley Street	East side of Dudley Street, between Noreen Street and Wrigley Street	Gilandra	Provide 1.8m Path		166,98388	\$52,259.58	High Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Noreen Street	South side of Noreen Street	Gilandra	Provide Kerb Ramp			\$945	High Priority
	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between vehicle path and Dudley Street	Gilandra	Provide 1.8m Path		62,273829	\$19,616.19	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between vehicle path and Strickland Street	Gilandra	Provide 1.8m Path		63,718191	\$20,071.22	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Dudley Street	West side of Dudley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Strickland Street	East side of Strickland Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between vehicle path and Strickland Street	Gilandra	Provide 1.8m Path		57,785087	\$18,202.30	Medium Priority

Project ID	Issue	Issue Description	Road Hierarchy	Road Name	Road Section	Study Area	Treatment	Additional	Length (m)	Cost (\$2026)	Priority
91	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Hunter Avenue and vehicle path	Gilandra	Provide 1.8m Path		69,601,352	\$21,924.43	Medium Priority
91	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Strickland Street	West side of Strickland Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
91	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Hunter Avenue	East side of Hunter Avenue	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
92	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Station Street and Hunter Avenue	Gilandra	Provide 1.8m Path		90,477,25	\$28,500.33	Medium Priority
92	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Station Street	East side of Station Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
92	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Hunter Avenue	West side of Hunter Avenue	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
93	Missing Path	Missing path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Station Street and vehicle path	Gilandra	Provide 1.8m Path		136,990,253	\$43,151.93	Medium Priority
93	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between two vehicle path	Gilandra	Provide 1.8m Path		133,210,563	\$41,961.33	Medium Priority
93	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Station Street	West side of Station Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
94	Missing Path	Missing Path	Pedestrian Path	Raymond Street	East side of Raymond Street, between Warren Road and Myrtle Street	Gilandra	Provide 1.8m Path		181,233,371	\$57,098.51	Medium Priority
94	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Myrtle Street	South side of Myrtle Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
95	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Iris Street and vehicle path	Gilandra	Provide 1.8m Path		62,736,513	\$19,762.00	Medium Priority
95	Missing Path	Missing Path	Pedestrian Path	Iris Street	East side of Iris Street, between Chelmsford Avenue and Wrigley Street	Gilandra	Provide 1.8m Path		324,916,637	\$102,348.74	Medium Priority
95	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Chelmsford Avenue	North side of Chelmsford Avenue	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
95	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Chelmsford Avenue	South side of Chelmsford Avenue	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
95	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Wrigley Street	North side of Wrigley Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
95	Missing Path	Missing Path	Pedestrian Path	Dudley Street	East side of Dudley Street, between Noreen Street and Chelmsford Avenue	Gilandra	Provide 1.8m Path		175,979,148	\$55,433.43	High Priority
95	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Chelmsford Avenue	South side of Chelmsford Avenue	Gilandra	Provide Kerb Ramp			\$945	High Priority
96	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Noreen Street	North side of Noreen Street	Gilandra	Provide Kerb Ramp			\$945	High Priority
96	Narrow Path	1.2m path	Pedestrian Path	Coo-ee Drive	East side of Coo-ee Drive	Gilandra	Provide 1.8m Path	Consider Internal Cooee Lodge Connections	76,580,938	\$24,123.00	Low Priority
96	Missing Kerb Ramp	Missing Kerb Ramp	Shared Path	Cooee Drive	East side of Cooee Drive	Gilandra	Provide Kerb Ramp			\$945	Medium Priority
99	Missing Path	Missing Path	Pedestrian Path	Cooee Drive	East side of Cooee Drive, between Chelmsford Avenue and Townsend Drive	Gilandra	Provide 1.8m Path	Consider Internal Cooee Lodge Connections	55,124,646	\$17,364.26	High Priority
99	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Townsend Drive	South side of Townsend Drive	Gilandra	Provide Kerb Ramp			\$945	High Priority
100	Missing Path	Missing Path	Future Route	Cooee Drive	South side of Cooee Drive, between Banksia Place and Townsend Drive	Gilandra	Provide 1.8m Path	Consider Internal Cooee Lodge Connections	156,168,386	\$49,193.04	High Priority
100	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Townsend Drive	North side of Townsend Drive	Gilandra	Provide Kerb Ramp			\$945	High Priority
100	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Cooee Drive	South side of Cooee Drive	Gilandra	Provide Kerb Ramp			\$945	High Priority
101	Missing Path	Missing Path	Future Route	Wattle Crescent	East side of Wattle Crescent, from Cooee Drive intersection to the end	Gilandra	Provide 1.8m Path	Consider Internal Cooee Lodge Connections	153,501,245	\$48,352.89	High Priority
101	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Cooee Drive	North side of Cooee Drive	Gilandra	Provide Kerb Ramp			\$945	High Priority
132	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Barnden Street	East side of Barnden Street	Gilandra	Provide Kerb Ramp			\$945	Medium Priority

APPENDIX E:

ADDITIONAL WORKS DELIVERY OF PROJECTS

Project ID	Issue	Issue Description	Road Hierarchy	Road Name	Road Section	Treatment	Additional	Length (m)	Cost (\$2026)	Implementation Period
26	Unsafe Crossing Facility	Missing Kerb build out on southern side	Shared Path	Warren Road	West of Morris Street	Provide Kerb Extension			\$45,000	Operational Plan (1 year)
56	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Miller Street	South side of Miller Street	Provide Kerb Ramp			\$945	Long Term Financial Plan (5-10 years)
57	Missing Path	Missing Path	Pedestrian Path	Wrigley Street	North side of Wrigley Street, between Miller Street and Morris Street	Provide 1.8m Path		148	\$46,726.36	Long Term Financial Plan (5-10 years)
57	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Miller Street	North side of Miller Street	Provide Kerb Ramp			\$945	Long Term Financial Plan (5-10 years)
58	Other	Laneway path connection to Miller Street	Pedestrian Path	Len Kelly Drive	From Myrtle Street to Miller Street through CBD	Shift existing road humps and provide painted shared area in car park	Council to investigate future re-design of area to align with existing path and crossing	179	\$62,635.53	Long Term Financial Plan (5-10 years)
71	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Morris Street and Wamboin Street	Provide 1.8m Path		311	\$98,104.94	Delivery Program (2-4 years)
84	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Wamboin Street and Pearl Street	Provide 1.8m Path		273	\$85,982.45	Long Term Financial Plan (5-10 years)
84	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Pearl Street	East side of Pearl Street	Provide Kerb Ramp			\$945	Long Term Financial Plan (5-10 years)
85	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Pearl Street and Station Street	Provide 1.8m Path		260	\$81,914.58	Long Term Financial Plan (5-10 years)
85	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Pearl Street	West side of Pearl Street	Provide Kerb Ramp			\$945	Long Term Financial Plan (5-10 years)
85	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Station Street	East side of Station Street	Provide Kerb Ramp			\$945	Long Term Financial Plan (5-10 years)
85	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Station Street	West side of Station Street	Provide Kerb Ramp			\$945	Long Term Financial Plan (5-10 years)
86	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between vehicle path and Raymond Street	Provide 1.8m Path		56	\$17,568.13	Long Term Financial Plan (5-10 years)
86	Missing Path	Missing Path	Pedestrian Path	Myrtle Street	North side of Myrtle Street, between Station Street and vehicle path	Provide 1.8m Path		154	\$48,633.28	Long Term Financial Plan (5-10 years)
99	Missing Path	Missing Path	Pedestrian Path	Cooee Drive	East side of Cooee Drive, between Chelmsford Avenue and Townsend Drive	Provide 1.8m Path	Consider Internal Cooee Lodge Connections	55	\$17,364.26	Operational Plan (1 year)
99	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Townsend Drive	South side of Townsend Drive	Provide Kerb Ramp			\$945	Operational Plan (1 year)
100	Missing Path	Missing Path	Future Route	Cooee Drive	South side of Cooee Drive, between Banksia Place and Townsend Drive	Provide 1.8m Path	Consider Internal Cooee Lodge Connections	156	\$49,193.04	Delivery Program (2-4 years)
100	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Townsend Drive	North side of Townsend Drive	Provide Kerb Ramp			\$945	Delivery Program (2-4 years)
100	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Cooee Drive	South side of Cooee Drive	Provide Kerb Ramp			\$945	Delivery Program (2-4 years)
101	Missing Path	Missing Path	Future Route	Wattle Crescent	East side of Wattle Crescent, from Cooee Drive intersection to the end.	Provide 1.8m Path	Consider Internal Cooee Lodge Connections	154	\$48,352.89	Delivery Program (2-4 years)
101	Missing Kerb Ramp	Missing Kerb Ramp	Pedestrian Path	Cooee Drive	North side of Cooee Drive	Provide Kerb Ramp			\$945	Delivery Program (2-4 years)



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