

Richmond Valley Council

Pedestrian Access Mobility Plan



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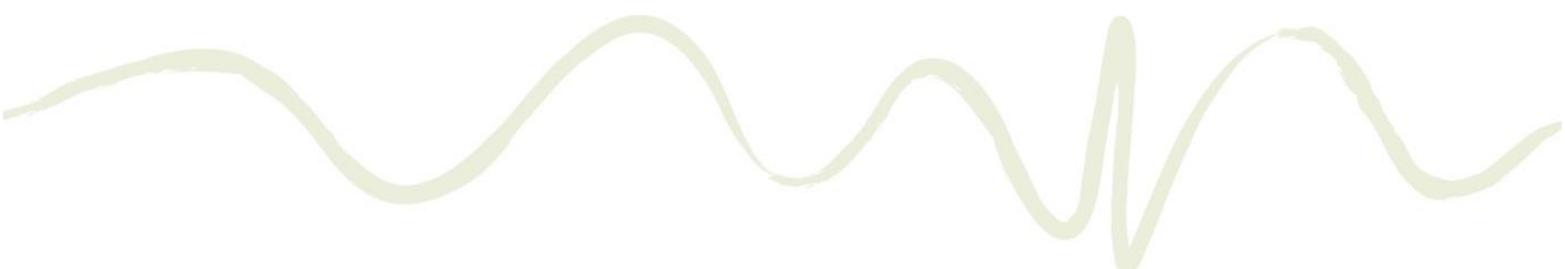
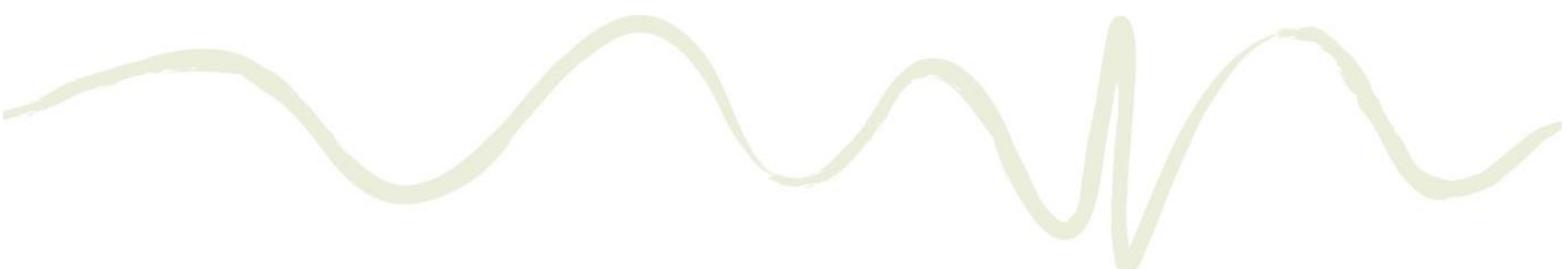


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1. Executive Summary

Walking, cycling and mobility without using a motorised vehicle are a fundamental right of residents who live within communities to provide safe and efficient movement from one location to another. When creating public space, a priority must be given for 'walk in' access which is well designed, safe, convenient and accessible for everyone. It is the responsibility of Richmond Valley Council to ensure and recognise the importance of constructing and maintaining footpaths for transport, health, safety, leisure and social purposes.

Richmond Valley Council produced the 2030 Community Strategic Plan which covers the social, environmental, economic and civic leadership principles. As part of the plan there are four priorities which cover community aspirations, one of which covers "Connecting People and Places". The following Pedestrian Access and Mobility Plan (PAMP) looks into and provides outcomes for the ability to enable people to connect through pedestrian movement within the local and broader communities.

The Community Strategic Plan also identifies signature projects including the Northern Rivers Rail Trail utilising 130 km of disused rail corridor between Murwillumbah and Casino and converting it to a modern cycle and walking trail through the region's landscapes. Richmond Valley Council has been successful in securing \$7.5 million from the Federal Government, to construct the Casino to Bentley section of the Northern Rivers Rail Trail. The 13.4 km section delivers the Southern Trail Head, extending from Old Casino Station to Back Creek Bridge Bentley.

This PAMP has been prepared to create a suggested schedule for future footpaths and cycleways based on existing pedestrian and cyclist needs, future projects and plans for pedestrians of all ages and mobility.

Since the 2011 PAMP, approximately 20 km of pathways have been constructed, with the 2020 PAMP covering approximately 75.4 km of possible new infrastructure with 23 crossing point locations assessed as part of the process. Out of this, 13 km is from the 2011 PAMP and 62.4 km from the 2020 process. This equates to a total estimated value of approximately \$13.5 million.

- Footpaths – \$3.9 Million
- Shared Footpath Cycleway - \$9.4 Million
- Walking Trails - \$200,000.

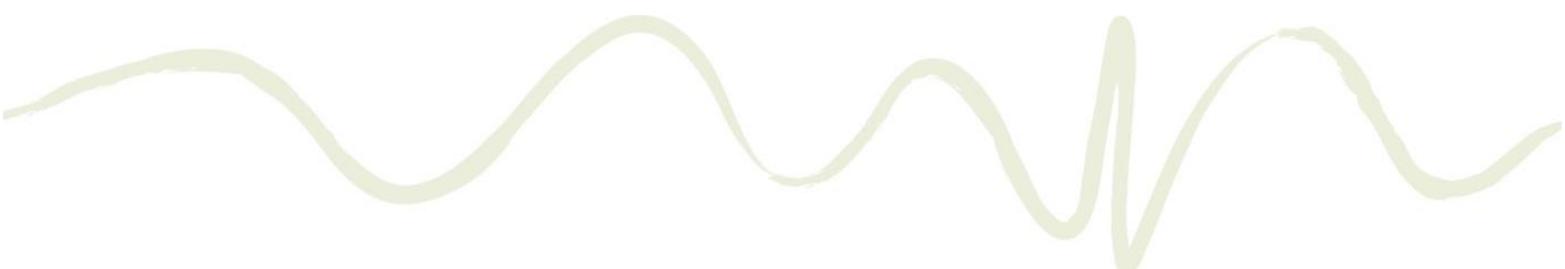
The table below shows a basic overview of the footpath priority outcomes as a result of the 2020 PAMP.

Table 1.1 Overview of Footpath Priority Outcomes 2020

Priority	Cost
A	\$5.95 Million
B	\$2.75 Million
C	\$4.8 Million

This document sets out the process undertaken to review, collate, communicate and assess the suggestions, to create a document which provides a schedule of suggested footpaths and cycleways.

Based on future works capital and funding streams, the next stage would be to undertake detailed analysis of the locations which could include vehicle and pedestrian counts, vehicle speed analysis and site specific surveys to rationalise the practicality and feasibility of the locations. When a route or upgrade has been approved, detailed design would be undertaken to enable the construction of the future works.



2. Introduction

2.1 Background

Local councils in NSW have a responsibility to provide safe, convenient and connected pedestrian routes which will enable people to walk and have equitable access to community facilities and locations.

As per the Roads and Maritime Service's, How to Prepare a Pedestrian and Access Mobility Plan Guide, a Pedestrian Access and Mobility Plan (PAMP) is a strategic action plan used to develop pedestrian policies and build pedestrian facilities. The aim is to coordinate investment in safe, convenient and connected pedestrian routes and provide a framework for developing new pedestrian routes or areas identified by the community to improve mobility.

This PAMP has been prepared to create a suggested schedule which will still require detailed assessment to assess, financial, engineering and community concerns.

2.2 Who is a Pedestrian?

As well as people walking, the definition of 'pedestrian' also includes:

- A person driving a motorised wheelchair that cannot travel over 10 km per hour (on level ground)
- A person in a non-motorised wheelchair
- A person pushing a motorised or non-motorised wheelchair/pram
- A child under 12 years of age riding a bicycle, and an adult accompanying a rider under 12 years of age
- A person in or on a wheeled recreational device or wheeled toy.

2.3 Purpose of This Report

In 2010, Richmond Valley Council engaged GeoLINK to prepare a PAMP. This plan is now being reviewed and updated to ensure that items are still relevant and to create a plan with real goals and specific actions. The PAMP covers five settlements within the local government area:

- Casino
- Coraki
- Woodburn
- Broadwater
- Evans Head.

Rappville was not assessed as part of the report; however, a footpath is to be constructed along Lyon Street - Murray Street - Nandabah Street which will connect the public school with neighbouring dwellings.

The purpose of the 2020 PAMP is to:

- Document which works have been completed as identified in the 2011 PAMP works schedule
- Investigate future opportunities and requirements as per PAMP guidelines
- Undertake community consultation to assess needs and requirements
- Provide updated report and indicative works schedule.

2.4 Study Objectives

The primary objective is to create a plan which has clear outcomes that are in keeping with community expectations for mobility in and around the five study areas. To enable the desired outcome, the following objectives have been developed (some of which were developed by the 2011 Project Steering Group):

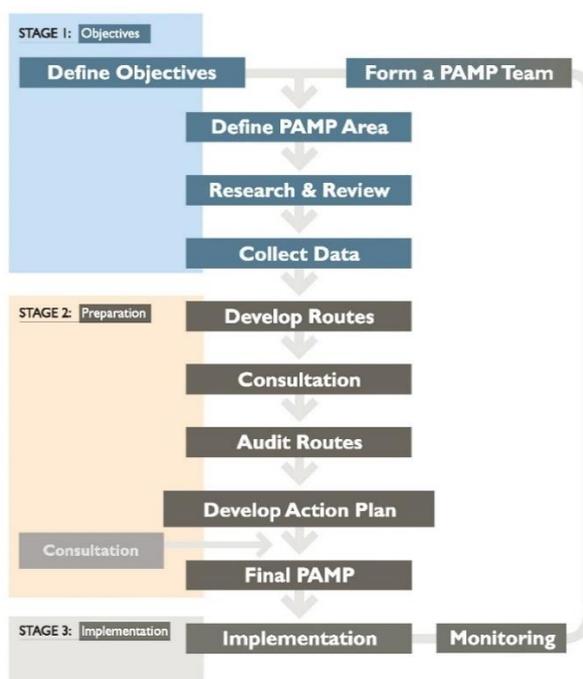
- Improve the safety of all pedestrians
- Facilitate improvements to pedestrian access in areas of pedestrian concentration
- Reduce pedestrian access severance and provide connectivity through safe and convenient crossing opportunities
- Facilitate improvements to personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities that cater to the needs of all pedestrians
- Upgrade existing neighbourhoods which lack pedestrian connectivity with new infrastructure to create walkable communities.

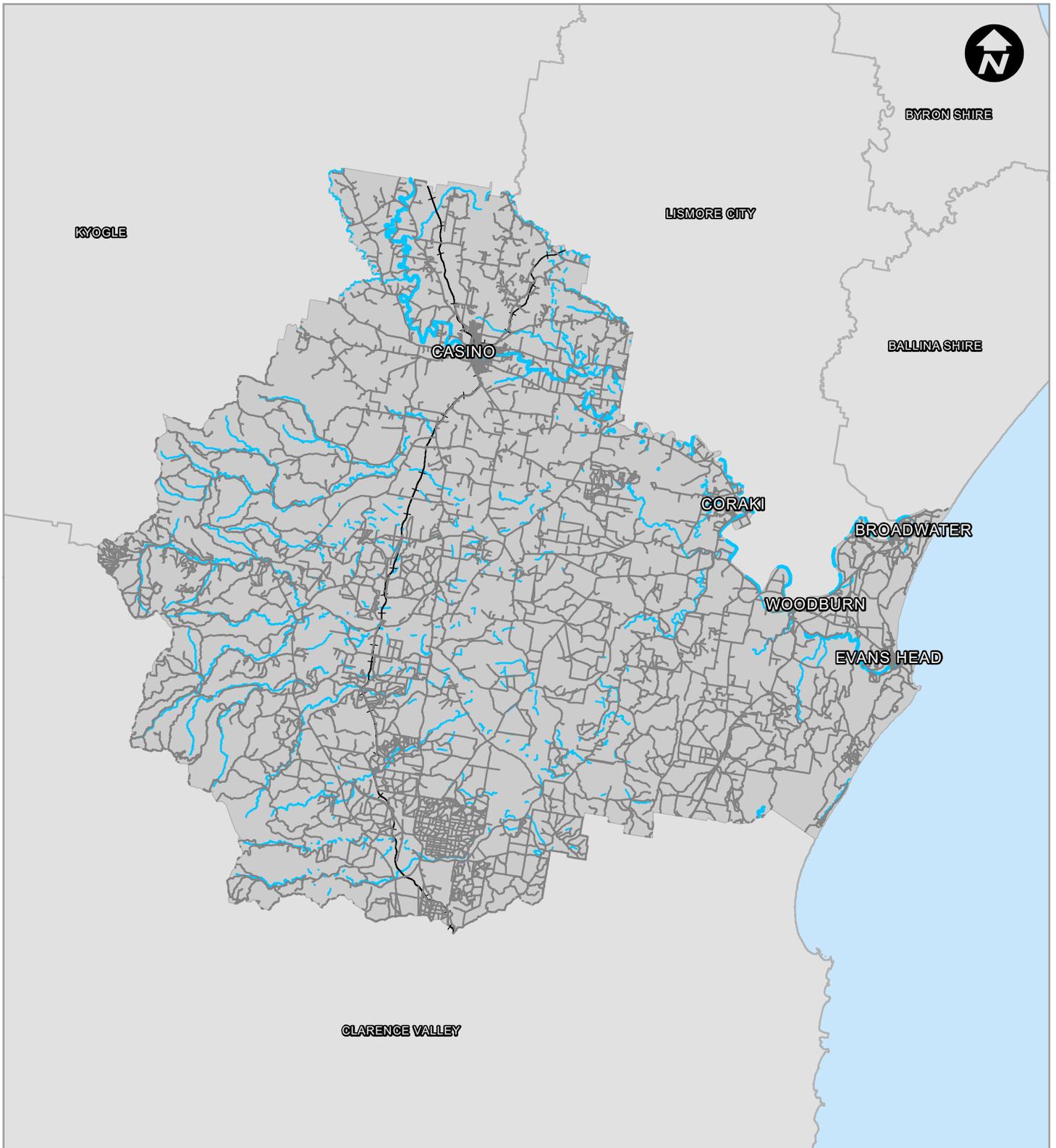
By following the objectives, the PAMP has been produced to:

- Guide Council's policies and actions
- Coordinate investment in and delivery of safe, convenient and connected pedestrian routes
- Support applications for suitable grant funding
- Work to have planned footpath improvements incorporated into annual budgets
- Create a works programme with achievable outcomes.

2.5 Methodology

The methodology used to develop the 2011 PAMP and update the 2020 PAMP is based on the RMS, *How to Prepare a Pedestrian Access and Mobility Plan*, documented below.





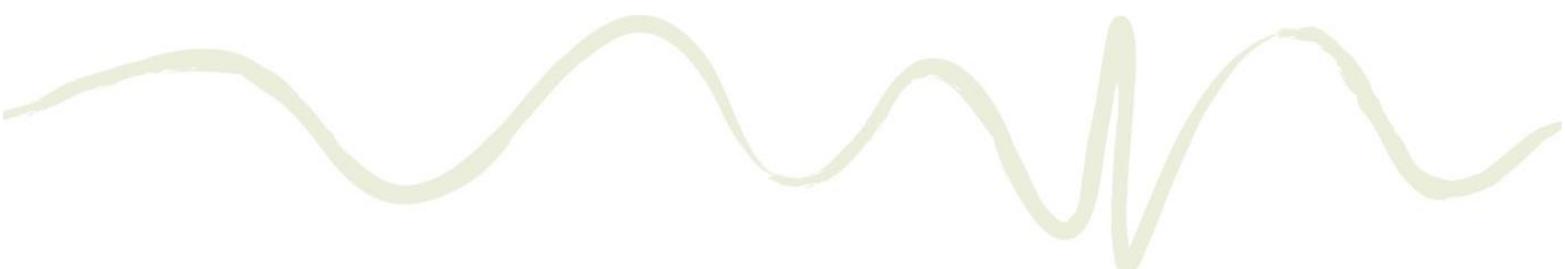
GDA 1994 MGA Zone 56

LEGEND

- Road
- +— Railway
- Waterway
- Richmond Valley Council LGA
- Surrounding LGA



Study Area - Illustration 2.1



3. Information Sources and Policy Framework

3.1 State and National Plans and Policies

To ensure that the objectives of the PAMP are achievable, it has been developed to align with relevant plans and policies at all levels of government. This will ensure that future funding and applications for financial assistance can be directly attributed to broader plans and strategies.

3.1.1 How to Prepare a PAMP 2002

This Guide is a practical manual for council staff, councillors, local community groups or others undertaking a PAMP. It was developed to provide a framework for best practice. The Guide offers a step-by-step approach to pedestrian planning and highlights the main issues you need to consider at all stages.

3.1.2 North Coast Regional Plan 2036

The North Coast Regional Plan 2036 is the NSW Government's blueprint to guide the development of the region over the next two decades. The plan indicates that cycling and walking paths will be extended and embellished to support active and healthy lifestyles and greater enjoyment of the North Coast's subtropical climate and natural beauty.

3.1.3 Northern Rivers Regional Transport Plan 2013

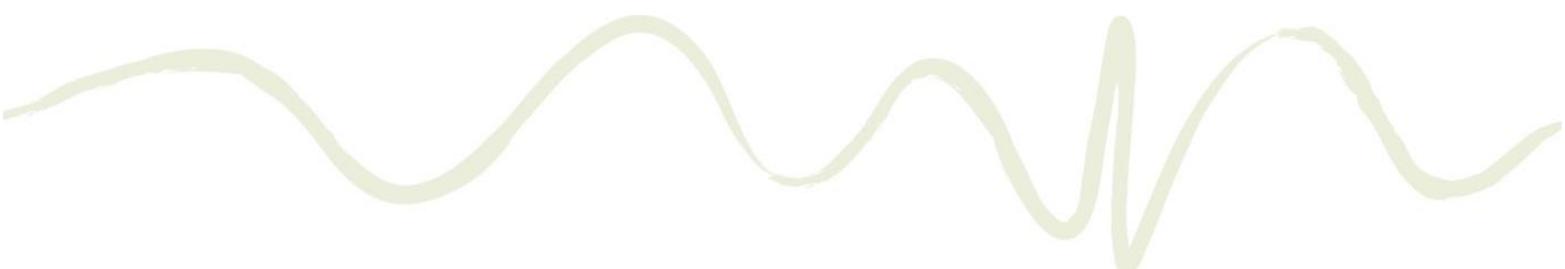
The Northern Rivers Regional Transport Plan identifies regional actions of relevance to the PAMP:

- Support an investigation into the feasibility of a walking and cycling trail along the disused sections of the Casino-Murwillumbah rail line to the north-west of Byron Bay
- Connecting Centres Cycling Programme will help councils to complete local cycle networks to regional centres in partnership with local councils
- Walking Communities Programme will deliver state infrastructure investments and contribute to local government initiatives to help boost rates of walking
- Improve information about walking and cycling routes and facilities to get people walking and cycling more by promoting the benefits of active transport.

3.1.4 Casino to Murwillumbah Transport Study 2012

The Casino to Murwillumbah Transport Study investigated the feasibility, benefits and costs of reinstating passenger services on the Casino to Murwillumbah Rail Line in the context of the current and future transport needs of people living and working in the Casino to Murwillumbah areas. Alternative use as a rail trail for cycling was suggested as a possible viable option.

Richmond Valley Council has been successful in securing \$7.5 million from the Federal Government, to construct the Casino to Bentley section of the Northern Rivers Rail Trail. The Casino to Bentley section of the rail trail is Stage 2 of the Northern Rivers Rail Trail, which will become an iconic tourism and recreational asset for the region. The 13.4 km section delivers the Southern Trail Head, extending



from Old Casino Station to Back Creek Bridge Bentley, providing an integral part of the overall 130 km Northern Rivers Rail Trail and a critical link with Stage 1 – Murwillumbah to Crabbes Creek currently under development.

3.1.5 Disability Legislation

A person with a disability has a right to have access to places used by the public. The Disability Discrimination Act (DDA) makes it against the law for public places to be inaccessible to people with a disability.

The *Disability Inclusion Act 2014* commits the NSW Government to making communities more inclusive and accessible for people with disability now and into the future.

3.1.6 Planning Guidelines for Walking and Cycling

The State Planning Guidelines for Walking and Cycling aim to assist land use planners and related professionals to improve consideration of and prioritise walking and cycling to create more opportunities for people to live and work in places with easy walking and cycling access to urban services and public transport.

3.1.7 Future Transport Strategy 2056 and Supporting Plans

Future Transport 2056 is an update of NSW's Long-term Transport Masterplan. It is a suite of strategies and plans for transport developed in conjunction with the Greater Sydney Commission's Sydney Region Plan, Infrastructure NSW's State Infrastructure Strategy, and DPIE's Regional Plans, to provide an integrated vision for the state. The Future Transport Strategy sets the 40-year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans. The Services and Infrastructure Plans set the customer outcomes for Greater Sydney and Regional NSW for the movement of people and freight to meet customer needs and deliver responsive, innovative services. The plans will define the network required to achieve the service outcomes. The supporting plans are more detailed issues-based or place-based planning documents that help to implement the Strategy across NSW. The vision of the Strategy is built on six outcomes:

- Customer Focused
- Successful Places
- A Strong Economy
- Safety and Performance
- Accessible Services
- Sustainability.

Some key aspects outlined under the above outcomes and relevant to the PAMP include:

- Encouraging active travel (walking and cycling) and using public transport
- Accessible Services - transport enables everyone to get the most out of life, wherever they live and whatever their age, ability or personal circumstances.

3.1.8 The Disability Inclusion Action Plan 2018-2022

'Accessibility for all, no exceptions' is a core objective of Future Transport (refer to **Section 3.1.7**). *The Disability Inclusion Action Plan 2018-2022* is part of Transport for NSW's strategy to reach this long-term goal. The Plan places the needs of the customer at the centre of planning and decision-making for the transport system. This means delivering high quality services to all customers including those with disability.

The strategic objectives of the Disability Inclusion Action Plan are as follows:

- To deliver barrier-free end to end journeys for all customers
- To build accessibility into our business processes and systems
- To provide accessible planning and cutting-edge assistive technology
- To ensure people with disability influence the future of transport in NSW
- To establish the Transport cluster as an employer of choice for people with disability.

To achieve these objectives, the Plan contains actions organised under five outcome areas:

- Liveable Communities
- Accessible Systems and Processes
- Accessible Customer Information, Technology and Research
- Inclusive Customer Service and Feedback
- Inclusive Employment.

The action that is relevant to the PAMP is 'Liveable Communities'. This action entails that 'Transport for NSW is committed to creating liveable communities by delivering an accessible built environment and transport fleet. Building liveable communities goes beyond compliance with the Transport Standards – it is about ensuring transport facilities are built and delivered in accordance with universal design principles and with customer needs in mind'.

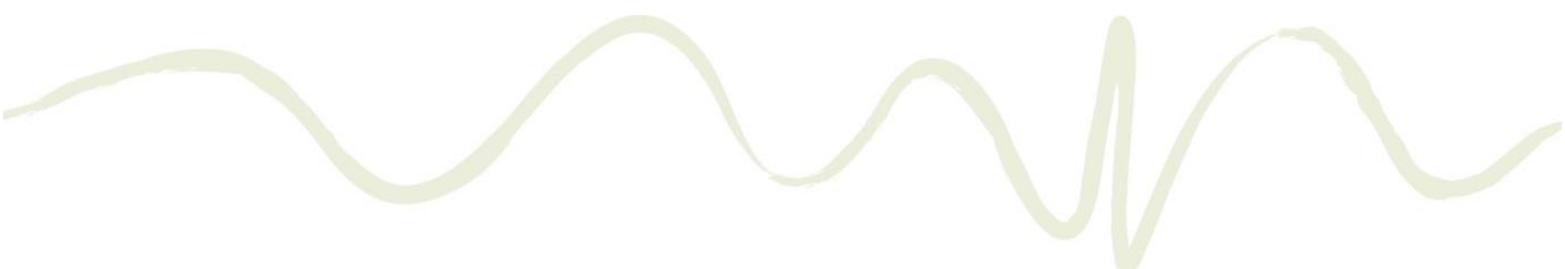
3.1.9 The Older Persons Transport and Mobility Plan 2018-2022

A core objective of the Future Transport Strategy 2056 is access for all, no exceptions. The Older Persons Transport and Mobility Plan 2018-2022 is one of a suite of social inclusion plans that give life to this objective. The Plan deals with the challenges that older people may experience in using public and private transport as they age.

The Plan takes a 'whole of life' approach by looking at a person's changing needs as they move from active ageing to older age. There are four broad outcomes:

- Keeping active and connected with my community – Older customers are encouraged and supported to use walking, cycling, driving and public transport
- Staying safe – Older customers are confident accessing and using transport to get around
- Being informed – Older customers have access to the information they need about transport services
- Maintaining independence – Older customers actively plan for their future transport needs and have suitable transport alternatives when they are not able to drive.

The first and last points above are relevant to preparation of the PAMP.



3.2 Local Plans and Policies

3.2.1 Local Environmental Plan

Local Environmental Plans (LEPs) guide planning decisions for local government areas (LGAs). They do this through zoning and development controls, which provide a framework for the way land can be used. LEPs are the main planning tool to shape the future of communities and also ensure local development is done appropriately.

The LEP applicable to the Richmond Valley LGA, and therefore the areas covered by the PAMP, is the Richmond Valley LEP 2012.

The LEP is however largely associated with regulating development and prescribing consent requirements and development standards. The LEP does not include any specific requirements or controls for pedestrian infrastructure.

3.2.2 Development Control Plan

A Development Control Plan (DCP) provides detailed planning and design guidelines to support the planning controls in the LEP developed by a council. The Richmond Valley DCP 2015 commenced on 4 January 2016. The DCP complements the Richmond Valley LEP 2012.

Regarding the Richmond Valley DCP 2015, elements of road infrastructure are discussed in broad terms, for example road design requirements for subdivisions; development in, on, over or under a public road; and lane widening and access to narrow streets. The DCP however does not provide specific detail for example, on where pedestrian infrastructure is required or desired, or to what standard pedestrian infrastructure should be constructed. As such, when developing land in the Richmond Valley LGA, whether or not pedestrian infrastructure is incorporated into the design of a development would generally be ascertained by an engineer, who would be basing their decision on the provisions of the Northern Rivers Local Government Design Manual. The PAMP will further guide pathway and pedestrian infrastructure inclusions and standards.

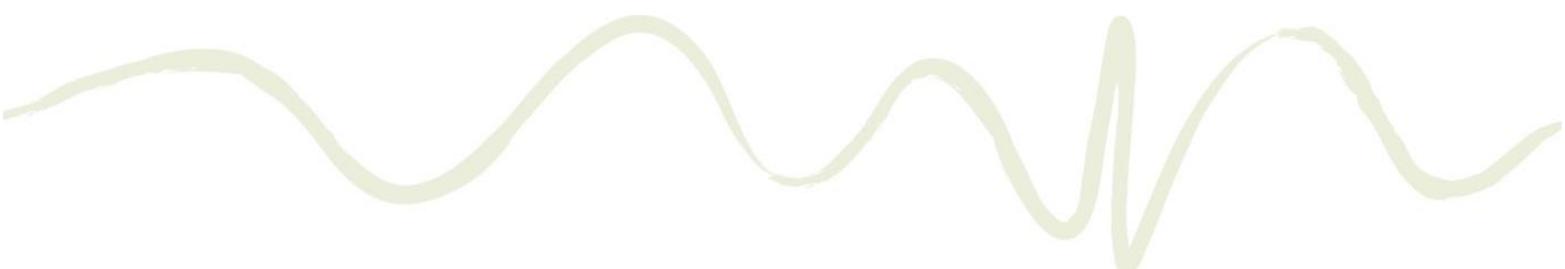
3.2.3 Strategies

Richmond Valley Council has two urban land release strategies applicable for broad consideration in preparing the PAMP:

- Casino Urban Settlement Strategy
- Evans Head Urban Settlement Strategy.

The strategies include some general and specific references to pedestrian related infrastructure, typically around the following aspects:

- Strategies and directions relevant to the development of the road network, including provision of cycleway/pedestrian linkages between identified areas.
- The strategies include directions relevant to support the reasonable and equitable access expectations of communities.
- The strategies seek to support/ensure safe access to public sites, including through the design and provision of appropriate footpaths/cycle ways.



3.2.4 Section 94 Contributions

Council's Section 94 (now Section 7.11 of the EP&A Act) Development Contributions Plan includes work programs associated with delivering footpath/bicycle infrastructure in identified areas of the LGA.

3.2.5 Community Strategic Plan

The Community Strategic Plan sits at the top of Council's planning framework and will influence all the activities Council will undertake during the coming 10 years. This planning framework is determined by the Integrated Planning and Reporting requirements of the *Local Government Act 1993*.

The Richmond Valley Made 2030 Community Strategic Plan identifies the priorities of our community for the future of our local area. It provides information about Council's service response to these priorities as well as the input from other agencies.

3.2.6 Disability Inclusion Action Plan 2017-2021

Richmond Valley Council's Vision for Inclusion is that of a sustainable, equitable and accessible community, where the diverse needs, aspirations and strengths of all residents and abilities are supported, promoted and celebrated. Creating liveable communities is one of the key focus areas, providing continuous accessible paths of travel between facilities and services in town centres and public areas has been identified and is to be actioned as part of this PAMP.

4. Existing Network

4.1 Casino

Casino is the regional centre of the Richmond Valley LGA and as such holds the largest population in the area. It is the major employment centre in the area with large employer locations such as local government offices and the meat works (the Northern Co-Operative Meat Company). The town is divided by the Richmond River with a road bridge with footpath, rail bridge and a pedestrian bridge.

The town has numerous community facilities:

- Eight schools
- Eleven places of worship
- Community hall
- Library
- Post office
- Swimming pool
- Sports facilities
- Park, playground and picnic facilities
- Tourist information centre.

4.1.1 Australian Bureau of Statistics Census Data (2016)

The statistics shown in the following table provide a snapshot of the community.

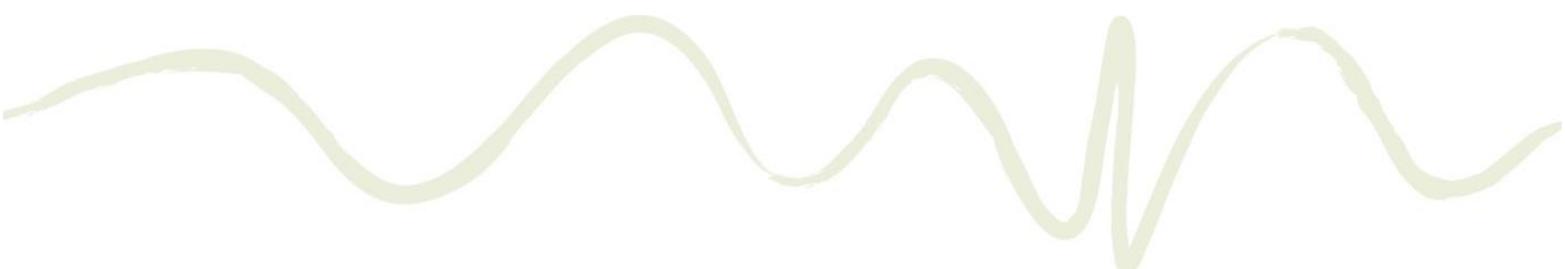
Table 4.1 Snapshot of the Casino Community Based on 2016 Census

Casino		
Population	10,914	
Median age	42	
Largest age category	0 - 4 years	7.1%
Proportion of residents aged 14 and under	2140	20.2%
Proportion of residents aged 65 and over	2579	23.7%
Proportion of employed residents who walk to work	161	4.5%
Proportion of employed residents who used public transport to get to work	17	0.5%
Proportion of households with no registered motor vehicle	382	9.0%

4.1.2 Existing Network

Casino can be categorised as having a central commercial area which consists of shops, cafes and offices; this area has wide footpaths which are generally covered by shop awnings providing shade and shelter. The central area is compact which enables pedestrians to move between shops rather than relying on motorised transport. Due to the road configuration there are three roundabouts which create a considerable constraint for achieving efficient and safe crossing points at:

- Barker and Centre Street
- Walker and Barker Street
- Walker and Canterbury Street.



The surrounding residential streets generally have wide road reserves with a mix of verge widths, street trees and infrastructure constraints. In general, there is no kerb and gutter treatments with the roads draining into grass swale drains within the road reserves. Refer to **Illustration 4.1** and **Illustration 4.2**.

4.1.3 Pedestrian and Cyclist Crash History

Between 2010 and 2018 there have been 17 crashes involving pedestrians with vehicles with none being fatal, however there were serious injuries. Seven of the accidents occurred whilst using designated pedestrian crossings which indicates that although this is assumed to be the safest place to cross, drivers and pedestrians still need to be vigilant.

4.1.4 Passenger Transport

There are currently five public bus routes which service Casino and the surrounding areas:

- 671 - Gays Hill > Casino
- 672 - North West Casino > Casino
- 673 - East Casino > Casino
- 674 - South Casino > Casino
- 670/675 - Tenterfield > Geneva > Kyogle > Casino > Lismore.

As with most regional areas the services provided are of a low frequency, with no services available on weekends or public holidays. Additional services are available during school terms when the school bus service can be used.

In addition to public transport, there are mobility services available through Home Assistance and Regional Transport Services who provide social and shopping transport to registered clients.

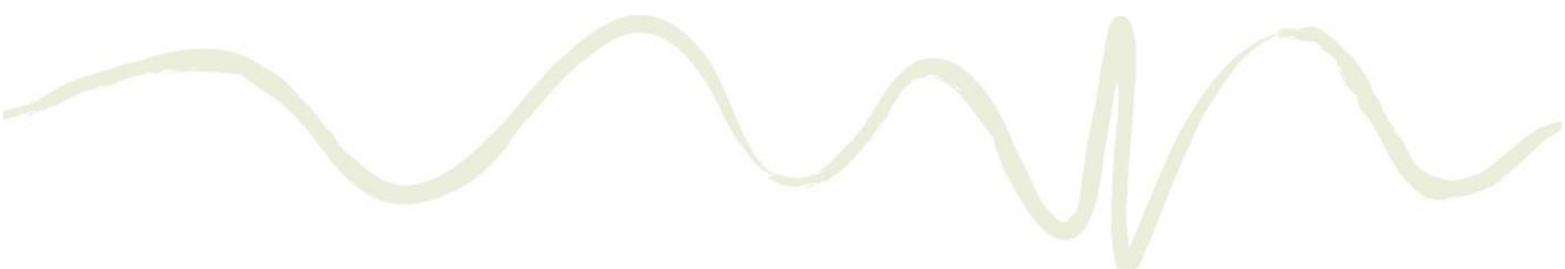
4.1.5 Issues and Opportunities

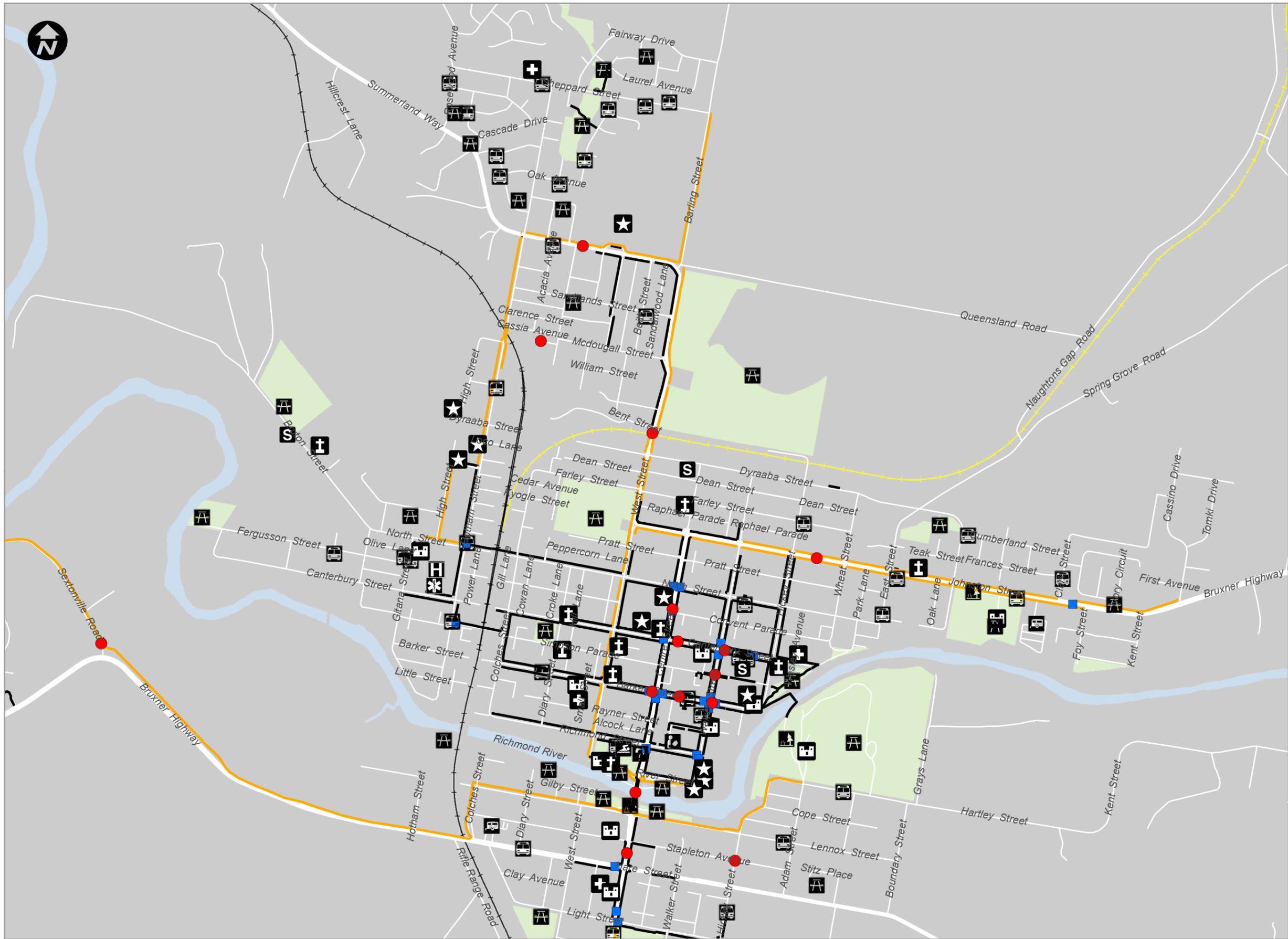
Issues:

- Pedestrian crossings within the central shopping area are dominated by vehicle movement.
- Limited pedestrian and shared connections to locations outside of the town centre.
- The use of mobility scooters generally requires shorter routes to major attractors and should have safe crossing points.
- A large proportion of the residential streets lack footpaths resulting in pedestrian movement along roads.
- Residential streets close to the town centre have a higher volume of vehicles due to key attractors.
- Large rural residential lots reduce walkability and create longer distances to locations such as bus stops.
- Gaps in existing network reduce the safety for users.

Opportunities:

- Wide road reserve widths reduce effect of constraints on path alignments.
- Topography is generally flat with minimal slopes which allows for ease of use and constructability.
- Existing network is substantial and can be improved by adding key connections.
- The Casino to Bentley section of rail trail will provide a much needed connection to the residential areas of Spring Grove and North Casino, with additional connections along the trail to be assessed as part of the project.

- 
- Existing high rates of pedestrian activity concentrated in the town centre.
 - Casino has numerous opportunities to provide tourism and recreational opportunities based on existing and proposed networks. With an historical walk recently implemented within the CBD which takes in Casino's architecture. Opportunities exist along the riverbank and accessing Queen Elizabeth Park to provide additional informational signage and allow users to take in the natural environment.
 - A walking path around Queen Elizabeth Park could incorporate additional items such as exercise equipment etc.



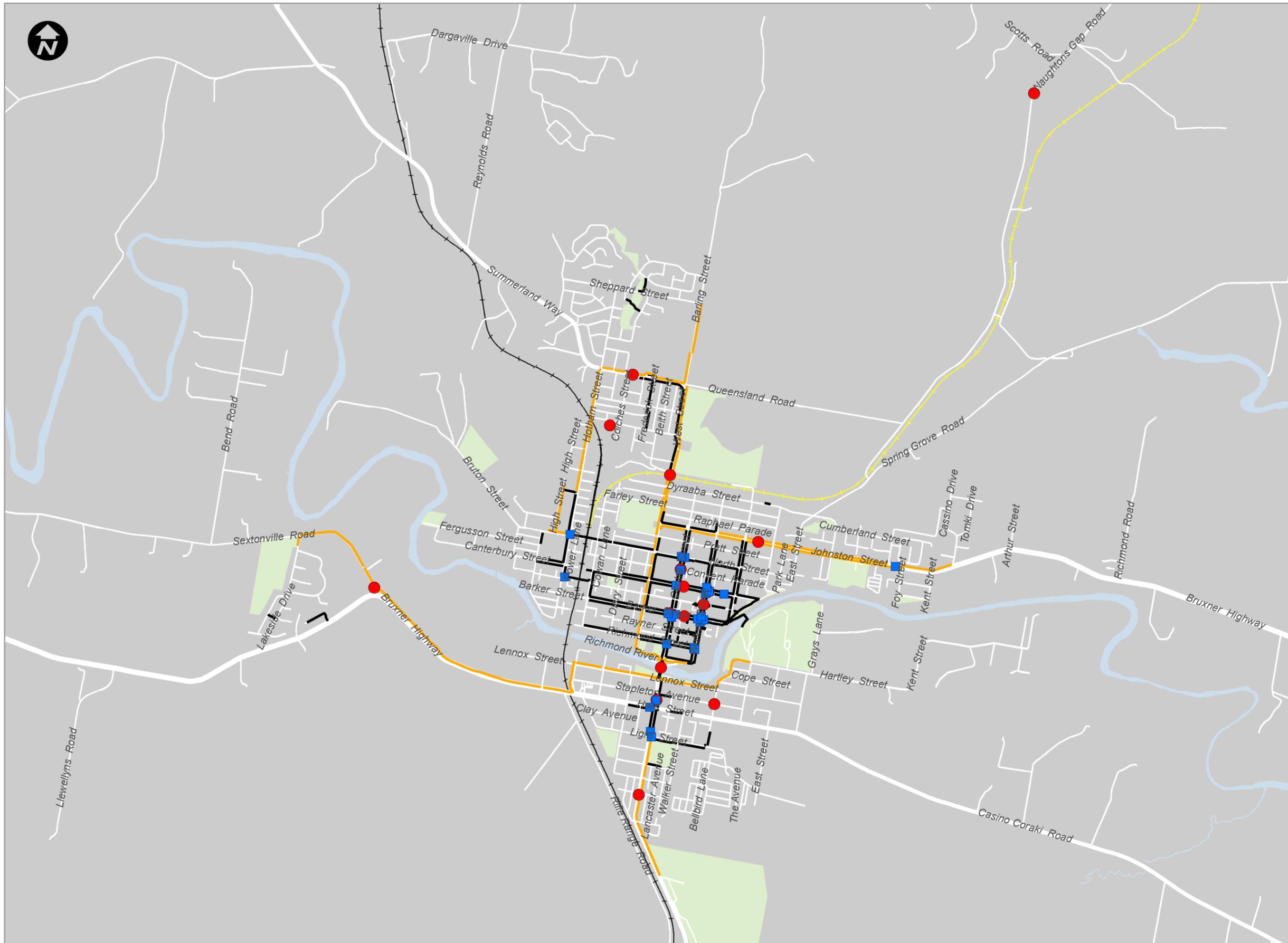
- LEGEND**
- Cycleway
 - Footpath
 - Shared Footpath Cycleway
 - Proposed Northern Rivers Rail Trail
 - North Coast railway
 - Crossing point
 - Pedestrian crash location 2010 - 18
 - ⊕ Aged Care
 - ⊕ Community Facility
 - ★ Education
 - H Hospital
 - L Library
 - ⊕ Medical Centre
 - ⊕ Park
 - ⊕ Picnic Area
 - ⊕ Place Of Worship
 - S Sports Centre
 - ⊕ Swimming Pool Facility
 - ? Tourist Information Centre
 - ⊕ Tourist Park / Home Village
 - ⊕ Bus stop

GDA 1994 MGA Zone 56

0 320 Metres



Existing Network - Casino - Illustration 4.1



- LEGEND**
- Cycleway
 - Footpath
 - Shared path
 - - - Proposed Northern Rivers Rail Trail
 - + North Coast railway
 - Crossing point
 - Pedestrian crash location 2010 - 18

GDA 1994 MGA Zone 56

0 600 Metres

Existing Network - Casino Broad Area - Illustration 4.2

4.2 Coraki

Coraki is a small town that sits on the confluence of the Richmond and Wilson Rivers and is a hub for the local agricultural industries. Recent upgrades have seen a path with seating and picnic shelters located on the banks of the Richmond River creating a pleasant location for walking and passive recreation.

The town has several community facilities:

- Two schools
- Three places of worship
- Community hall
- Library
- Post office
- Sports facilities
- Park, playground and picnic facilities.

The statistics shown in the following table provide a snapshot of the community.

Table 4.2 Snapshot of the Coraki Community Based on 2016 Census

Coraki		
Population	1277	
Median age	45	
Largest age category	60 - 64 years	8.3%
Proportion of residents aged 14 and under	240	18.7%
Proportion of residents aged 65 and over	393	22.3%
Proportion of employed residents who walk to work	19	4.5%
Proportion of employed residents who used public transport to get to work	3	0.7%
Proportion of households with no registered motor vehicle	26	5.9%

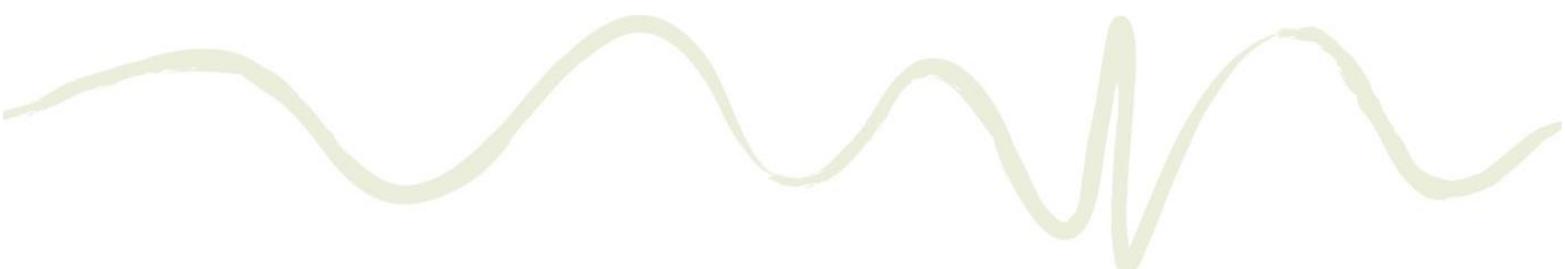
4.2.1 Existing Network

Footpaths collect the majority of the residential areas along Union and Adams Street which connects with Richmond Terrace where the majority of the community's services and riverside walk are located.

The surrounding residential streets generally have no footpaths but consist of wide road reserves with a mix of verge widths, street trees and infrastructure constraints. In general, there is no kerb and gutter treatments, with roads draining into grass swale drains within the road reserves.

4.2.2 Pedestrian Crash History

Between 2010 and 2018 there has been one crash involving a pedestrian crossing Queen Elizabeth Drive.



4.2.3 Passenger Transport

There are currently two public bus routes which service Coraki and the surrounding areas:

- 690 - Evans Head > Woodburn > Coraki > Lismore
- 695 - Lismore > Coraki > Evans Head > Woodburn > Maclean > Grafton.

Additional services are available during school terms.

4.2.4 Issues and Opportunities

Issues:

- No link to properties south of the Richmond River along Oakland Road
- Limited connections along residential streets
- No pedestrian link to Health One
- Residential streets lack footpaths resulting in pedestrian movement along roads
- Proximity to key attractors and natural assets (for example, rivers and parks) to support recreational walks.

Opportunities:

- Wide road reserve widths reduce the effect of constraints on path alignments
- Topography is generally flat with minimal slopes which allows for ease of use
- Existing network can be improved by adding key connections
- Opportunity to extend recreational walk around Windsor Park to link with river side walk.



- LEGEND**
- Footpath
 - - - Walking trail
 - Crossing point
 - Pedestrian crash location 2010 - 18
 - Public gate
 - ⊕ Aged Care
 - ★ Education
 - 📖 Library
 - 🏟️ Park
 - ⛪ Place Of Worship
 - 🏊 Swimming Pool Facility
 - 🏠 Tourist Park / Home Village
 - 🚌 Bus stop

GDA 1994 MGA Zone 56

0 160 Metres



Existing Network - Coraki - Illustration 4.3

4.3 Woodburn

Woodburn is a small highway town on the banks of the Richmond River. The town is a popular stopping point for travellers along the Pacific Highway which currently passes through the centre of town. Upgrades to the Pacific Highway will soon bypass Woodburn.

The town has several community facilities:

- Two schools
- Two places of worship
- Community hall
- Swimming pool
- Sports facilities
- Park, playground and picnic facilities
- Tourist information centre.

The statistics shown in the following table provide a snapshot of the community.

Table 4.3 Snapshot of the Woodburn Community Based on 2016 Census

Woodburn		
Population	739	
Median age	42	
Largest age category	60 - 64 years	7.9%
Proportion of residents aged 14 and under	136	18.8%
Proportion of residents aged 65 and over	141	19.4%
Proportion of employed residents who walk to work	17	6.3%
Proportion of employed residents who used public transport to get to work	0	
Proportion of households with no registered motor vehicle	6	2.2%

4.3.1 Existing Network

The existing network is extremely minimal, with a main link running along the Pacific Highway which picks up the majority of the residential streets.

The surrounding residential streets generally have no footpaths but consist of wide road reserves with a mix of verge widths, street trees and infrastructure constraints. In general, there is no kerb and gutter treatments, with roads draining into grass swale drains within the road reserves.

4.3.2 Pedestrian Crash History

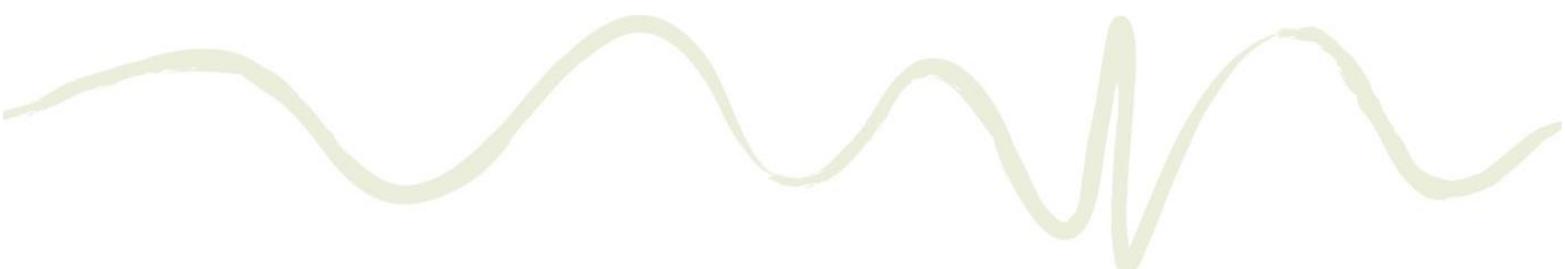
Between 2010 and 2018 there has been one crash involving a pedestrian crossing River Street to Cedar Street.

4.3.3 Passenger Transport

There are currently two public bus routes which service Coraki and the surrounding areas:

- 690 - Evans Head > Woodburn > Coraki > Lismore
- 695 - Lismore > Coraki > Evans Head > Woodburn > Maclean > Grafton.

Additional services are available during school terms.



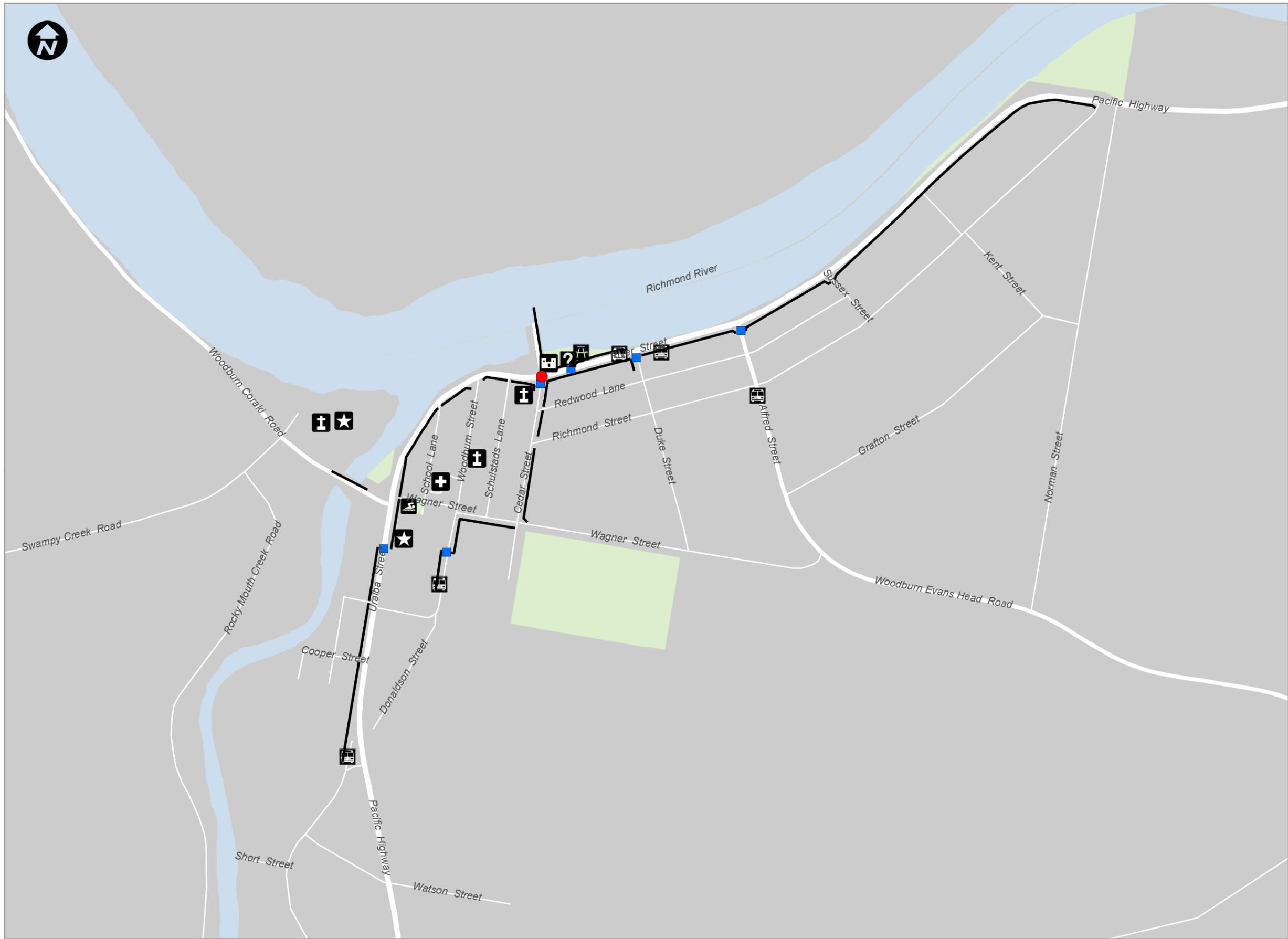
4.3.4 Issues and Opportunities

Issues:

- No footpath for properties north of the Richmond River along Bank Street which is Lismore LGA and not covered by this PAMP
- Limited connections along residential streets
- Limited pedestrian links to the school, sports ground and bowling club
- Residential streets lack footpaths resulting in pedestrian movement along roads.

Opportunities:

- Wide road reserve widths would reduce effect of constraints on path alignments
- Topography is generally flat with minimal slopes which allows for ease of use
- Existing network can be improved by adding key connections
- Upgrades to the playground have created a location which attracts larger numbers of users who would benefit for additional footpaths.



- LEGEND**
- Footpath
 - Crossing point
 - Pedestrian crash location 2010 - 18
 - ⊕ Aged Care
 - 🏠 Community Facility
 - ★ Education
 - 🌳 Park
 - ⛪ Place Of Worship
 - 🏊 Swimming Pool Facility
 - ❓ Tourist Information Centre
 - 🚌 Bus stop

GDA 1994 MGA Zone 56



Existing Network - Woodburn - Illustration 4.4

4.4 Broadwater

Broadwater is a small town on the banks of the Richmond River with the primary industry being the sugar mill. The Pacific Highway passes through the centre of town, however upgrades to the Pacific Highway will soon bypass Broadwater.

The town has a few community facilities:

- One school
- One place of worship
- Community hall
- Picnic facilities
- Post office
- Tennis courts.

The statistics shown in the following table provide a snapshot of the community.

Table 4.4 Snapshot of the Broadwater Community Based on 2016 Census

Broadwater		
Population	640	
Median age	48	
Largest age category	55- 59 years	9.5%
Proportion of residents aged 14 and under	125	19.5%
Proportion of residents aged 65 and over	129	20.1%
Proportion of employed residents who rode a bike to work	7	2.6%
Proportion of employed residents who used public transport to get to work	4	1.5%
Proportion of households with no registered motor vehicle	3	1.2%

4.4.1 Existing Network

The existing network is extremely minimal, with a main link running along the Pacific Highway which picks up a number of the residential streets.

The surrounding residential streets generally have no footpaths but consist of wide road reserves with a mix of verge widths, street trees and infrastructure constraints. In general, there is no kerb and gutter treatments, with roads draining into grass swale drains within the road reserves.

4.4.2 Pedestrian Crash History

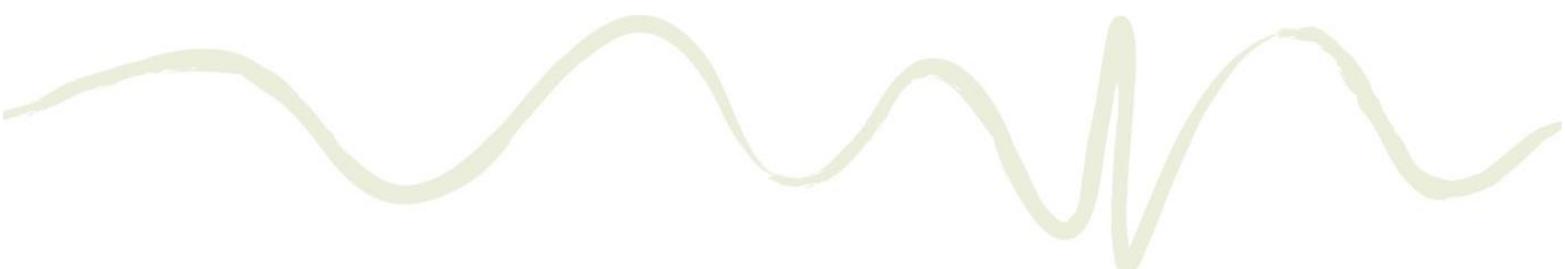
There is no record of pedestrian crash data for Broadwater.

4.4.3 Passenger Transport

There are currently two public bus routes which service Coraki and the surrounding areas:

- 690 - Evans Head > Woodburn > Coraki > Lismore
- 695 - Lismore > Coraki > Evans Head > Woodburn > Maclean > Grafton.

Additional services are available during school terms.



4.4.4 Issues and Opportunities

Issues:

- Limited connections along residential streets
- Limited pedestrian links to the school, sports ground and bowling club
- Residential streets lack footpaths resulting in pedestrian movement along roads.

Opportunities:

- Wide road reserve widths reduce effect of constraints on path alignments
- Topography is generally flat with minimal slopes which allows for ease of use; however, River Street, which captures a number of properties, is relatively steep
- Existing network can be improved by adding key connections
- Connection of Broadwater shared pathway to Broadwater Beach road post Pacific Highway completion
- New residential subdivision will increase need for improved connections.



- LEGEND**
- Cycleway
 - Footpath
 - Shared Footpath Cycleway
 - ★ Education
 - ⌘ Park
 - ⌘ Place Of Worship
 - ⌘ Tourist Park / Home Village
 - ⌘ Bus stop

GDA 1994 MGA Zone 56

0 160 Metres

Existing Network - Broadwater - Illustration 4.5

4.5 Evans Head

Evans Head is situated where the Evans River meets the ocean and is located between Broadwater National Park to the north and the Bundjalung National Park to the south. The location is a popular holiday destination with the holiday park catering for large numbers offering camp sites and cabins.

The town has several community facilities:

- One school
- Three places of worship
- Community hall
- Library
- Post office
- Sports facilities
- Swimming pool
- Park, playground and picnic facilities
- Tourist information centre.

The statistics shown in the following table provide a snapshot of the community.

Table 4.5 Snapshot of the Evans Head Community Based on 2016 Census

Evans Head		
Population	2847	
Median age	51	
Largest age category	55 - 59 years	9.2%
Proportion of residents aged 14 and under	436	15.3%
Proportion of residents aged 65 and over	803	28.1%
Proportion of employed residents who rode a bike to work	16	1.6%
Proportion of employed residents who walk to work	64	6.3%
Proportion of employed residents who used public transport to get to work	7	0.7%
Proportion of households with no registered motor vehicle	107	8.7%

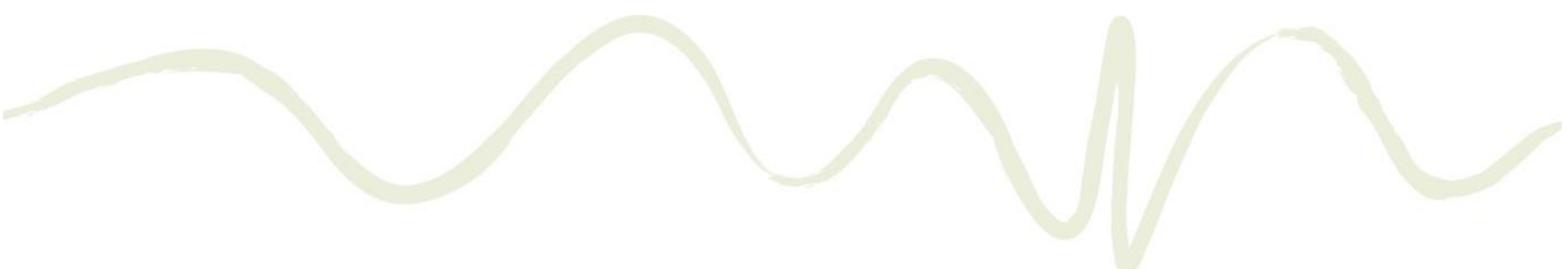
4.5.1 Existing Network

A shared path from Shark Bay in the south, over the Evans River to Airforce Beach in the north provides a great resource for multiple user groups.

Connections to Evans River Community School appear to be well serviced, however implementing an additional shared path along Cypress Street would provide for safer student movement to and from the school.

The existing path along Ocean Drive to Razor Back Lookout is steep with a section of 170 m being next to the road creating a location which does not appear desirable for pedestrian movement.

The surrounding residential streets generally have no footpaths but consist of wide road reserves with a mix of verge widths, street trees and infrastructure constraints. In general, there is no kerb and gutter treatments, with roads draining into grass swale drains within the road reserves.



4.5.2 Pedestrian Crash History

Between 2010 and 2018 there have been three crashes involving pedestrians with vehicles with one being fatal. The accidents occurred at intersections.

4.5.3 Passenger Transport

There are currently two public bus routes which service Coraki and the surrounding areas:

- 690 - Evans Head > Woodburn > Coraki > Lismore
- 695 - Lismore > Coraki > Evans Head > Woodburn > Maclean > Grafton.

Additional services are available during school terms.

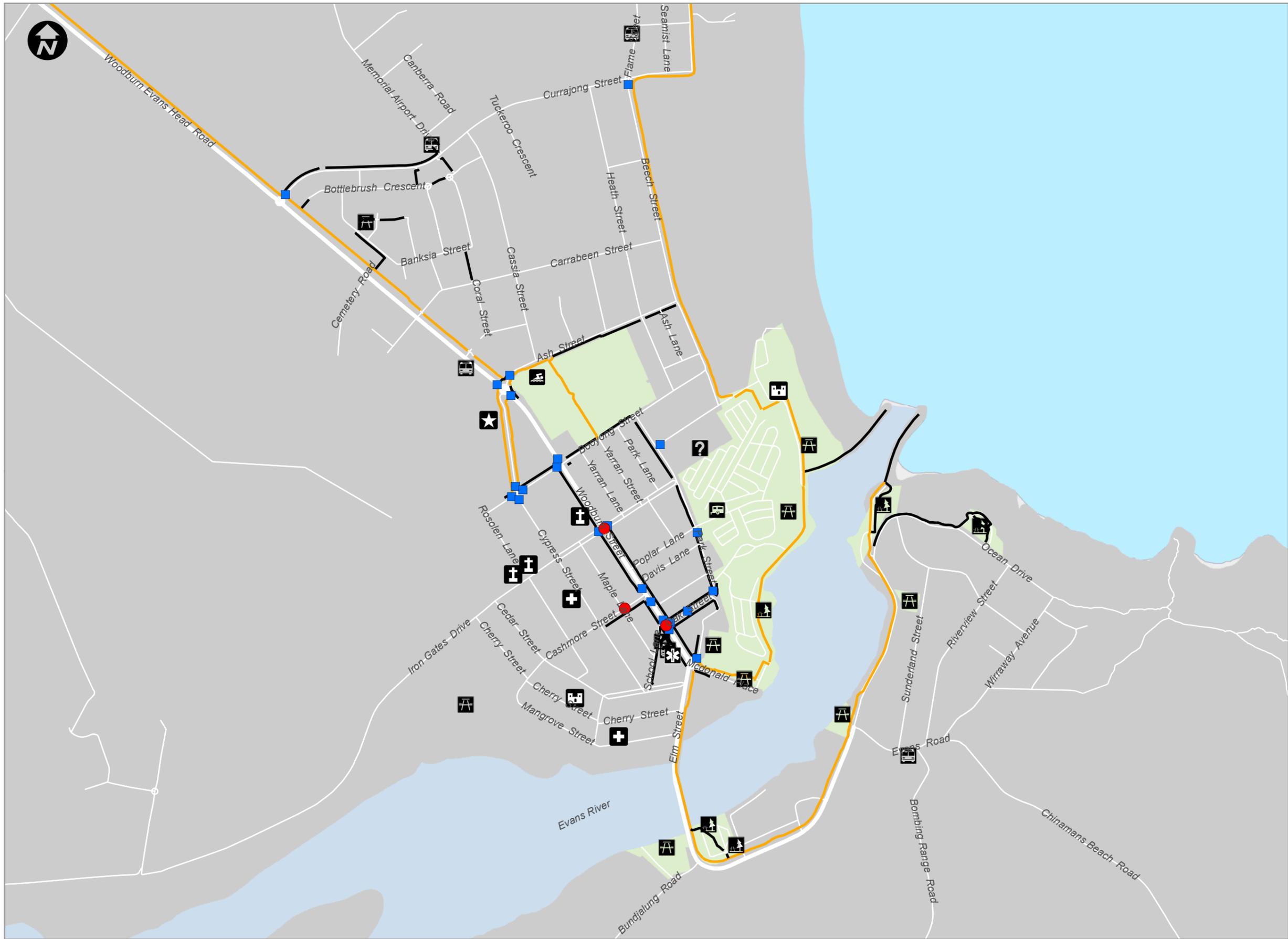
4.5.4 Issues and Opportunities

Issues:

- The use of mobility scooters generally requires shorter routes to major attractors and should have safe crossing points
- Residential streets lack footpaths resulting in pedestrian movement along roads
- Residential areas south of the Evans River are located on steep grades which creates constraints associated with the construction of infrastructure which may require steps and handrails
- Existing footpaths along sections of road should be assessed for guard rails to ensure pedestrian safety. One such area is a section of path along Ocean Drive.

Opportunities:

- Wide road reserve widths reduce effect of constraints on path alignments
- Topography is generally flat north of the Evans River with minimal slopes which allows for ease of use
- Existing network is substantial and can be improved by adding key connections
- Existing compact and walkable town centre with residential areas and attractors within close proximity
- Close proximity to natural assets such as river and beaches.



- LEGEND**
- Footpath
 - Shared Footpath Cycleway
 - Crossing point
 - Pedestrian crash location 2010 - 18
 - Aged Care
 - Community Facility
 - Education
 - Library
 - Medical Centre
 - Park
 - Picnic Area
 - Place Of Worship
 - Swimming Pool Facility
 - Tourist Information Centre
 - Tourist Park / Home Village
 - Bus stop

GDA 1994 MGA Zone 56

0 200 Metres

Existing Network - Evans Head - Illustration 4.6

5. Community Consultation

5.1 Overview

To create an equitable plan, community consultation is imperative as this enables residents to articulate their concerns and provide suggestions and solutions which directly affect the environment within which they and their community live.

In planning the community consultation, the following criteria was created:

High level of participation hoped to be achieved with participants providing	<ul style="list-style-type: none"> ▪ Review of existing infrastructure ▪ Suggestions for new infrastructure ▪ Options and solutions
Identification of stakeholders	<ul style="list-style-type: none"> ▪ Richmond Valley Council provided list of stakeholders ▪ Stakeholders requested to forward on to their social and business networks ▪ Email list generated from online survey
Communication	<ul style="list-style-type: none"> ▪ Email ▪ Social media ▪ Richmond Valley Council website ▪ Telephone
Communication material	<ul style="list-style-type: none"> ▪ Maps of existing network ▪ Maps of proposed network
Limitations	<ul style="list-style-type: none"> ▪ Relies on web based marketing
Time frames	<ul style="list-style-type: none"> ▪ Online survey - two months ▪ Public exhibition and comments - one month

5.2 Consultation Staging and Results

A cumulative process was undertaken as this enables participants to have an ongoing involvement with the plan. The first two stages were undertaken to develop the draft PAMP with the third stage enabling community review and comment to ensure it meets community expectations.

5.2.1 Stage 1 – Online Survey

An online survey questionnaire was developed to enable the respondent to provide clear and concise data to avoid misinterpretation and ensure measurable outcomes. A link to the survey was emailed to the stakeholder list and a page created on the Richmond Valley Council website to enable the promotion of the survey. A set of downloadable maps were created which showed the current infrastructure and suggestions as per the 2011 PAMP.

Eighty-eight residents completed the survey with one resident choosing to phone in their comments. The majority of the respondents, as shown in **Figure 5.1** below, associated themselves with Casino and Evans Head, which are the larger urban areas. Five residents identified Spring Grove as their area of residence and provided valuable information for this rural residential area.

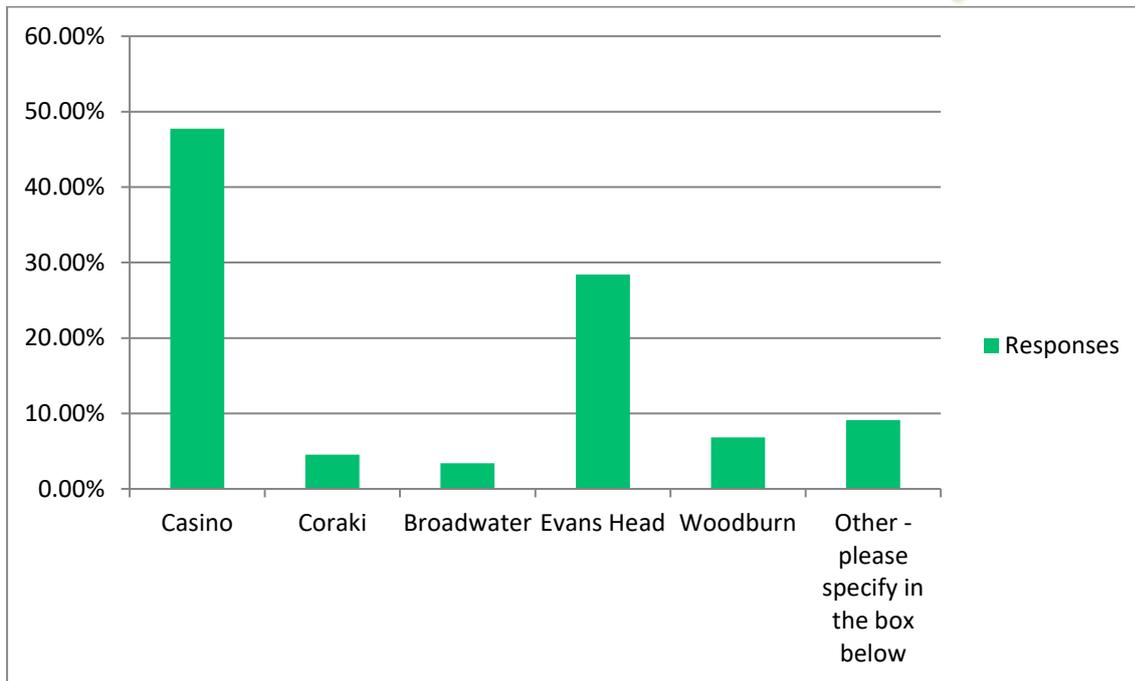


Figure 5.1 Respondent Location

The way in which people use the path network was asked to enable an assessment for future usage patterns within the networks, see **Figure 5.2** below. 90 per cent of respondents are walking on the existing network and nearly 60 per cent riding bikes, with 55 per cent of respondents using a path every day. Four of the respondents were unable to partake in the existing infrastructure questions as they indicated that there are no paths in their area to use.

The use of wheeled items other than bikes, such as prams, scooters etc. requires special consideration with regards to surface finishes to reduce vibration and availability of kerb ramps to enable transitions at road crossing points. The survey results indicated that there is a varied user group which needs to be considered in the development of the future pedestrian networks.

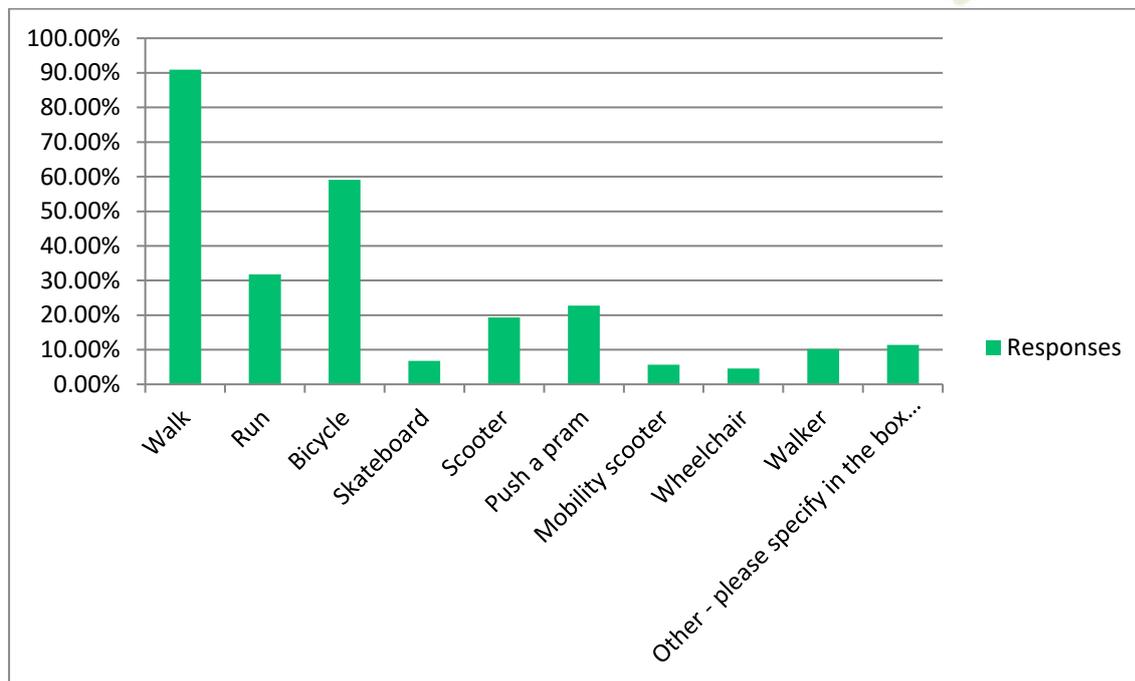


Figure 5.2 Future Usage Patterns

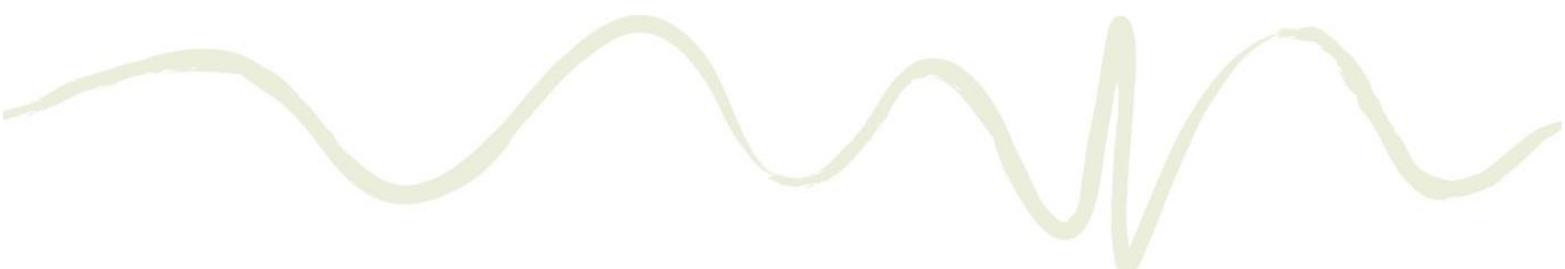
Being able to travel from a location to a destination using a connected network is imperative to allow for safe and equitable pedestrian movement. 73 (82 per cent) of the respondents indicated that they are not able to navigate their network without having to use the road or verge, which indicates a need to improve the majority of the locations being reviewed.

To gauge a general understanding of what residents feel is important to them when navigating the urban environment, the following items in **Table 5.1** below were asked to be ranked in order of importance.

It is quite evident that the provision of new paths and links rank highly amongst the respondents, and worth noting that the removal of trip hazards is another item which should be investigated on all existing infrastructure.

Table 5.1 Footpath Preferences

	<i>Not important</i>	<i>Important</i>	<i>Very important</i>
Provision of new footpaths	6.82%	40.91%	52.27%
Provision of pedestrian and cyclist links to nearby areas	6.82%	31.82%	61.36%
Lighting along paths	19.32%	42.05%	38.64%
Directional way signage	54.55%	34.09%	11.36%
Street furniture such as seating and drink stations	40.91%	26.14%	32.95%
Better links with other transport modes, for example car parks, taxi ranks, bus shelters etc	31.82%	44.32%	23.86%
Removal of trip hazards	7.95%	35.23%	56.82%
Removal of obstacles	12.50%	40.91%	46.59%
Provision of access ramps	14.77%	37.50%	47.73%
Provision of pedestrian crossings and refuges	15.91%	39.77%	44.32%
Tactile indicators (for the vision impaired)	17.05%	45.45%	37.50%



Respondents were asked to identify locations which required new paths to create connections. The information provided was detailed and enabled the mapping to be updated to show the survey results and create a defined map of what the future network requires to meet the expectations of the 88 respondents. It is recommended that the survey comments in **Appendix B** should be read as part of this report.

When crossing a road, certain locations benefit from a refuge or a designated pedestrian crossing for the safety of all users. 60 per cent of respondents believed that their network did not require upgrades, with 40 per cent indicating specific locations which should be investigated.

It was suggested that all major roads leading into the town and across main streets should have either a crossing or a refuge, which is a very valid point given the quantities of traffic which flow through Casino. It was also requested that bus shelters within the rural residential areas of Spring Grove should have refuges located at bus drop off locations due to the high speed limit in these locations.

The responses received were at a level of detail to provide a clear understanding of the current network and what will be required to create a pedestrian network that meets the needs of the respondents.

5.2.2 Stage 2 – Public Exhibition and Comment

Face to face meetings were planned to be undertaken in March 2020, unfortunately due to the restrictions put in place to avoid the spread of COVID-19 these sessions were cancelled. Because of the unknown timeframes associated with the management of the epidemic, the decision was made to place the draft PAMP on public exhibition with comments taken and residents able to mail or phone the consultation team with their comments and suggestions.

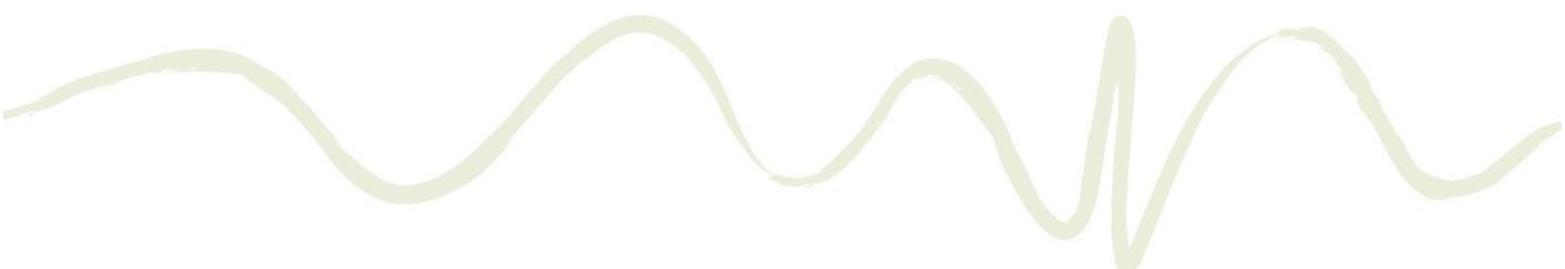
In total 20 email/letters were submitted, and two phone calls received. It should be noted that North Casino established a community group to discuss the PAMP and identified 30 families who had an interest in improving the pedestrian connections in their area. The Rileys Hill area of Woodburn also submitted a number of emails for their local area. All correspondence can be viewed within the Appendix.

The following is an excerpt of comments received which consideration should be given to.

Casino

It is essential to ensure footpaths are free of tripping hazards. Poor or uneven surfaces on paths and roads are a hazard for all pedestrians, but especially for the elderly and vision impaired. It is suggested that a safety audit of all existing infrastructure should be assessed, and an upgrade plan be prepared in consultation with community care providers.

The North Casino residential area has no form of pathways or cycle ways in an area which has numerous dwellings. Due to the rural setting vehicle speed limits are high, there is no safe road shoulder to move over to, or line marking to define the vehicle lane. The verges are on gradients for drainage and cannot be used during wet periods and are often overgrown. Pedestrians have no other choice but to walk on the road.



A detailed review of pedestrian movement be investigated in the North Casino area which would investigate items such as:

- Traffic calming to reduce speed limits (Authority of Transport NSW)
- Signage to indicate low speed areas (Authority of Transport NSW)
- Reduce speed on certain streets to 40kmh (Authority of Transport NSW)
- Provide alternate access routes through easements to create a permeable residential area.

Broadwater

Widen existing footpath along Pacific Highway to enable off road cycle access to the Broadwater Evans Head cycle path.

Investigation into speed limit reduction (Authority of Transport NSW) from Broadwater to Rileys Hills along Rileys Hill road should be considered due to increased residential expansion in the Riley Hill area and increased pedestrian activity along Rileys Hill Road. It is noted that a request to extend the 50 km zone in Rileys Hill should also be assessed to improve pedestrian safety.

An off road cycle path along Rileys Hill Road from Broadwater would enable the growing residential community access to safe movement along this stretch of road and provide an additional asset to the growing community.

An option to increase the connectivity by providing a cycleway along the old Pacific Highway would create a loop from Evans Head, Woodburn and Broadwater which would provide a better loop for more experienced cyclists whilst connecting the villages for non-vehicular user groups.

Evans Head

Construct cycleway W_10 and B_7 for the following reasons:

- Safety issues for cyclists as there is no road shoulder so vehicles pass close to cyclists.
- Issues occur due to the orientation of the road at sunrise and sun set with drivers being “blinded” by the sun and not being able to see the road correctly.
- Improved safety would enable families and younger individuals or groups to move between the villages.
- Non-vehicular village to village connection which would be promoted for tourism and general usage for health and fitness.

5.2.3 Ongoing Community Liaison

Ongoing community involvement should be undertaken with residents who submitted their email addresses through the consultation process. By undertaking this process, a line of communication is opened which enables community members to inform their local groups and social networks of works, thus creating a transparent process. The communication should:

- Ensure those who participated in the public consultation receive notification of the improvements that Council is taking forward.
- Promote and communicate as improvements are made.
- Respond to any ongoing community and stakeholder questions raised.
- Communicate the next steps to achieve funding support and any further engineering assessments required to progress suggested paths.

6. Suggested Route Analysis

6.1 Ground Truthing

Ground truthing was undertaken to ascertain the viability of the suggested routes as proposed during the online survey process. Additionally, a review of the PAMP 2011 suggested routes were also assessed to ascertain current validity and update if required.

Whilst undertaking the field assessments several locations were identified which could provide additional connectivity to key locations and services. During the process, the assessor relocated some of the suggested alignments to neighbouring streets to increase the benefit to a larger number of users.

Assessment/auditing of existing footpaths was not undertaken as part of this process.

6.2 Weighted Criteria Scoring System

To ensure an impartial assessment, the RMS document *How to Prepare a Pedestrian Access and Mobility Plan* (March 2002) provides guidance on which factors are important in providing footpaths.

These factors were used to determine the prioritisation of the proposed pedestrian infrastructure improvements. Scores were derived for each of the recommended pedestrian improvements for the purpose of prioritising projects.

The overall priority of the works is determined by summing the score of each criterion into the following categories/priority ratings:

- High (100 - 70)
- Medium (<70 - 40)
- Low (<40).

The weighted system does have limitations as it only registers certain items, however it has been used as an initial status process with the final status being based on location specific requirements, cost effectiveness and local and State plans.

Table 6.1 Weighted Criteria Scoring System

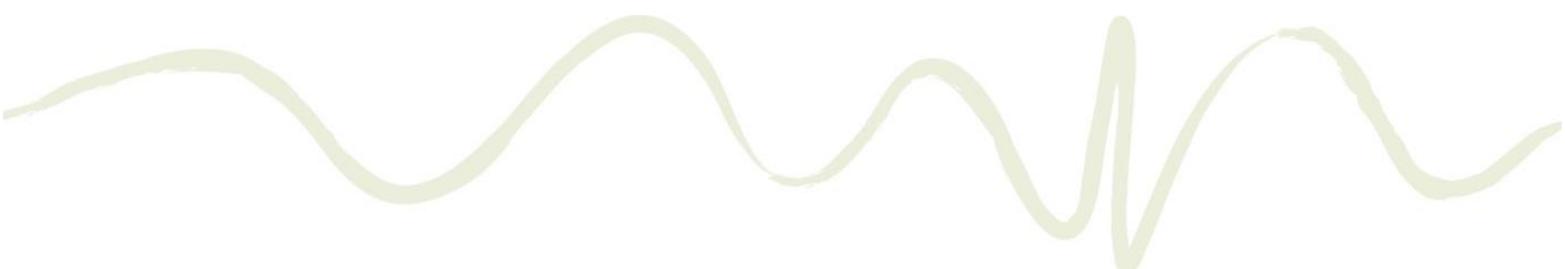
Category	Criteria	Performance Conditions	Score
Land Use	Number of attractors/generators (locations)	More than 5 locations	> 10
		3-5 locations	> 8
1-2 locations		> 5	
0 locations		> 0	
Land use type		Schools/hospital	> 10
		Commercial/retail/sporting	> 8
		Residential	> 5
		Other	> 0

Category	Criteria	Performance Conditions	Score
	Proximity to generators/attractors	Less than 250 metres >250-500 metres >500-1000 metres >1000 metres	> 10 > 8 > 5 > 0
	Future development with attractors/generators	High Medium Low	> 5 > 3 > 1
Traffic Impact	Road hierarchy	State road Regional road Local road Special use Other	> 15 > 10 > 8 > 5 > 0
Safety	Hazardous area	High Medium Low None	> 10 > 8 > 5 > 0
	Identified pedestrian crashes (reported to police or local knowledge) as a 3 year average	>3 reported crashes per year 3 reported crashes per year 2 reported crashes per year 1 reported crash per year 0 reported crashes per year	> 15 > 10 > 8 > 5 > 0
Facility Benefits	Demonstrated path	High usage Medium usage Low usage Not demonstrated	> 10 > 8 > 5 > 0
Continuity of routes	Addition to existing facility	Link up footpath Extension of footpath Add to devices Other	> 10 > 8 > 5 > 0
Priority	Pedestrian route hierarchy	High Medium Low	> 5 > 3 > 1

6.3 Weighted Criteria Cost Estimation

For the purposes of costing the prioritised pedestrian improvement works and to help with future budgetary assessments, the following classifications were used:

- Low with costs less than \$30,000
- Medium with costs between \$30,000 and \$100,000
- High with costs greater than \$100,000.



Cost estimates are indicative and only consider the type of facility and the length by unit cost. Assessment of comprehensive site issues, such as earthworks, driveway crossings and costs to adjust utilities were not undertaken as detailed assessment is undertaken during a detailed design process. The costing is based on the following:

- Footpath - \$150 per lineal metre
- Shared Footpath/Cycleway - \$250 per lineal metre
- Kerb Ramp - \$1500 per ramp.

Costings were not undertaken for the crossing points as the variability is significant dependent on a number of factors such as road widths, location and type of crossing.

6.4 Suggested Routes Priority Rating

The outcome of the Weighted Criteria Scoring System and Cost Estimation enabled a rapid assessment of the suggested routes using the following criteria:

Priority A

- Costs less than \$30,000 with High (100 – 70) score
- Costs between \$30,000 and \$100,000 with High (100 – 70) score.

Priority B

- Costs less than \$30,000 with Medium (<70 – 40) score
- Costs between \$30,000 and \$100,000 with Medium (<70 – 40) score.

Priority C

- Costs greater than \$100,000 with Low (<40) or Medium (<70 – 40) score
- Costs between \$30,000 and \$100,000 with Low (<40) score.

6.5 Discrepancy of Priority Rating

As noted previously, this method was undertaken to create an impartial assessment. To validate the requirements of locations that may have a low priority, but local residents believe require footpaths and cycleways, then these locations may require further investigation and cost analysis. It would also be prudent to undertake pedestrian and vehicle counts at these locations to determine the volume and behaviour of pedestrians to create a clear picture of the locations requested for further investigation.

It should also be noted that tourism opportunities are not included in the standard rating, which again should be assessed on their individual merits and outcomes.

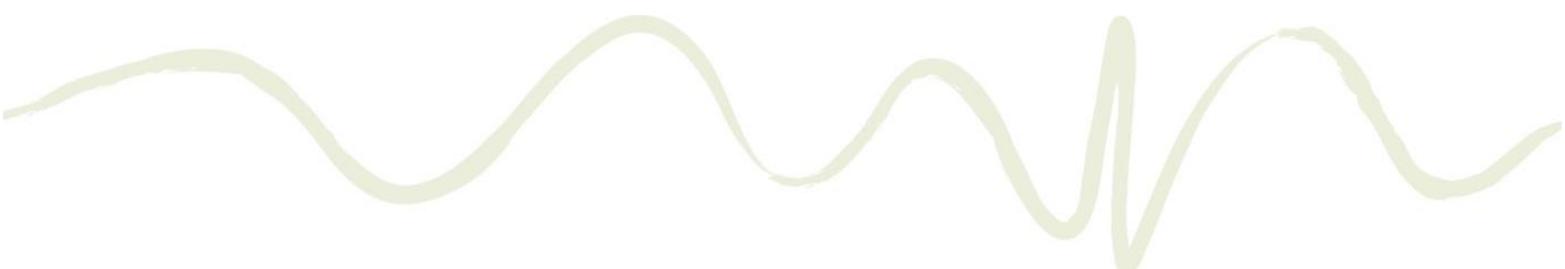
6.6 Implementation of Priority Rated Projects

The priority ranking allows for a directed approach to the implementation of the works and can be:

Priority A - These projects will generally be implemented as urgent projects.

Priority B - These projects will generally be implemented when funding is available.

Priority C - These projects will generally be implemented when funding is available but may require additional investigation to confirm the necessity based on additional factors which may have resulted since the report was completed.

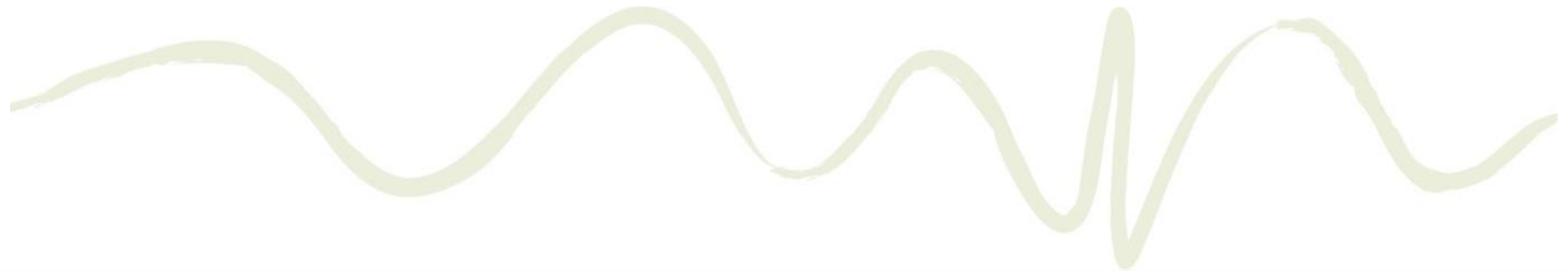


7. Suggested Future Works

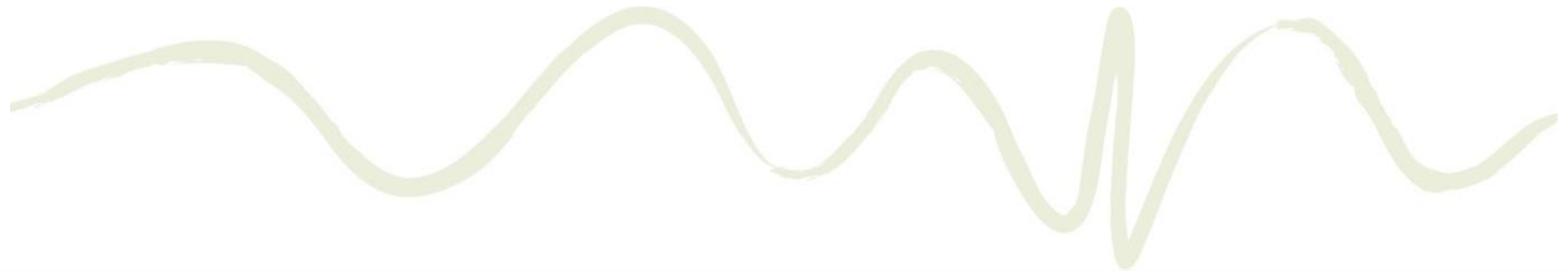
7.1 Casino

Table 7.1 Casino Suggested Future Works

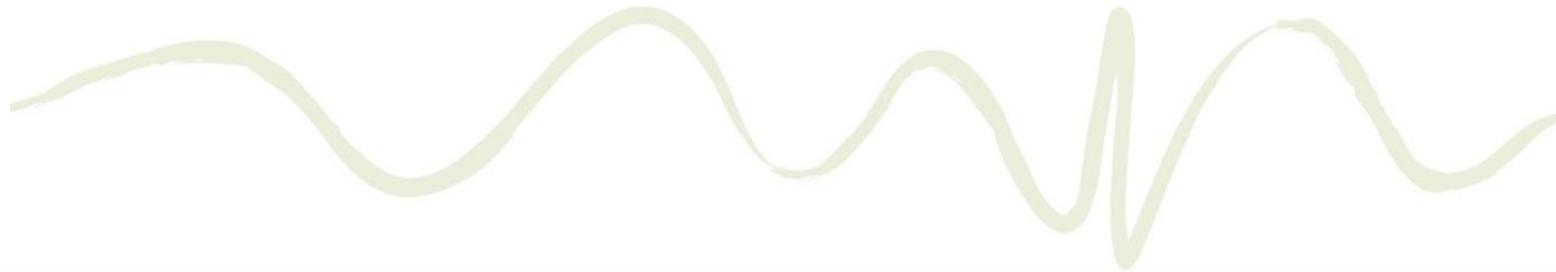
GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
C_1	Footpath	Charles Avenue	Wills Place	Lakeside Drive	2020	2	\$3,000	338.43	\$50,765	\$115,983	High	Low	C
C_1	Footpath	Figtree Drive	Charles Avenue	Lakeside Drive	2020	1	\$1,500	404.79	\$60,718				
C_2	Footpath	Grey Street	Gillett Street	Ferguson Street	2011	0	\$0	303.67	\$45,551	\$87,894	Medium	Medium	B
C_2	Footpath	Gillett Street	James Street	Ferguson Street	2011	0	\$0	282.29	\$42,343				
C_3	Footpath	Gitana Street	Gray Street	Ferguson Street	2020	0	\$0	168.97	\$25,345	\$29,384	Low	High	A
C_3	Footpath	Gitana Street	Canterbury Street	Gitana Street	2020	0	\$0	26.93	\$4,039				
C_4	Footpath	Canterbury Street	Fergusson Street	Gray Street	2011	0	\$0	102.75	\$15,413	\$15,413	Low	Medium	B
C_5	Footpath	Gray Street	Gitana Street	Canterbury Street	2011	0	\$0	166.75	\$25,013	\$25,013	Low	Medium	B
C_6	Footpath	Gitana Street	Canterbury Street	Gitana Street	2011	0	\$0	113.61	\$17,041	\$28,390	Low	High	A
C_6	Footpath	Gitana Street		Canterbury Street	2011	0	\$0	75.66	\$11,349				
C_7	Footpath	High Street	Gitana Street	North Street	2020	1	\$1,500	205.70	\$30,856	\$32,356	Medium	High	A
C_8	Footpath	Berker Street	Simpson Parade	Hotham Street	2011	0	\$0	100.26	\$15,039	\$30,078	Medium	Medium	B
C_8	Footpath	Berker Street	Little Street	Hotham Street	2011	0	\$0	100.26	\$15,039				
C_9	Footpath	Richmond Street	Barker Street	Colches Street	2020	0	\$0	201.23	\$30,184	\$30,184	Medium	Medium	B
C10	Footpath	Railway Avenue	Canterbury Street	Colches Street	2011	0	\$0	66.16	\$9,925	\$9,925	Low	High	A
C11	Footpath	Canterbury Street	North Street	Colches Street	2020	0	\$0	201.73	\$30,259	\$30,259	Medium	Medium	B
C12	Footpath	Richmond Street	Small Street	Diary Street	2020	0	\$0	88.04	\$13,206	\$54,344	Medium	Low	C
C12	Footpath	Small Street	Barker Street	Diary Street	2020	0	\$0	90.76	\$13,614				
C12	Footpath	Barker Street	Simpson Parade	Diary Street	2020	0	\$0	95.45	\$14,318				
C12	Footpath	Simpson Parade	Canterbury Street	Diary Street	2020	0	\$0	88.04	\$13,206				
C13	Footpath		Hickey Street	Hickey Street	2020	0	\$0	55.15	\$8,272	\$8,272	Low	Medium	B
C14	Walking trail	Windsor Avenue	Johnston Street		2011	0	\$0	1391	Unknown	Unknown		Low	C
C15	Footpath	Adam Street	Grays Lane	Hartley Street	2020	0	\$0	476.34	\$71,450	\$110,047	High	Medium	C
C15	Walking trail	Wharf Street	Albert Park		2020	0	\$0	308.77	\$38,597				
C16	Walking trail	Hartley Street	Wharf Street	Grays Lane	2020	0	\$0	308	\$45,000	\$45,000	Medium	Low	C
C17	Footpath	Lennox Street	Cope Street	Adam Street	2020	0	\$0	110.44	\$16,566	\$33,133	Medium	Medium	B
C17	Footpath	Cope Street	Hartley Street	Adam Street	2020	0	\$0	110.44	\$16,566				



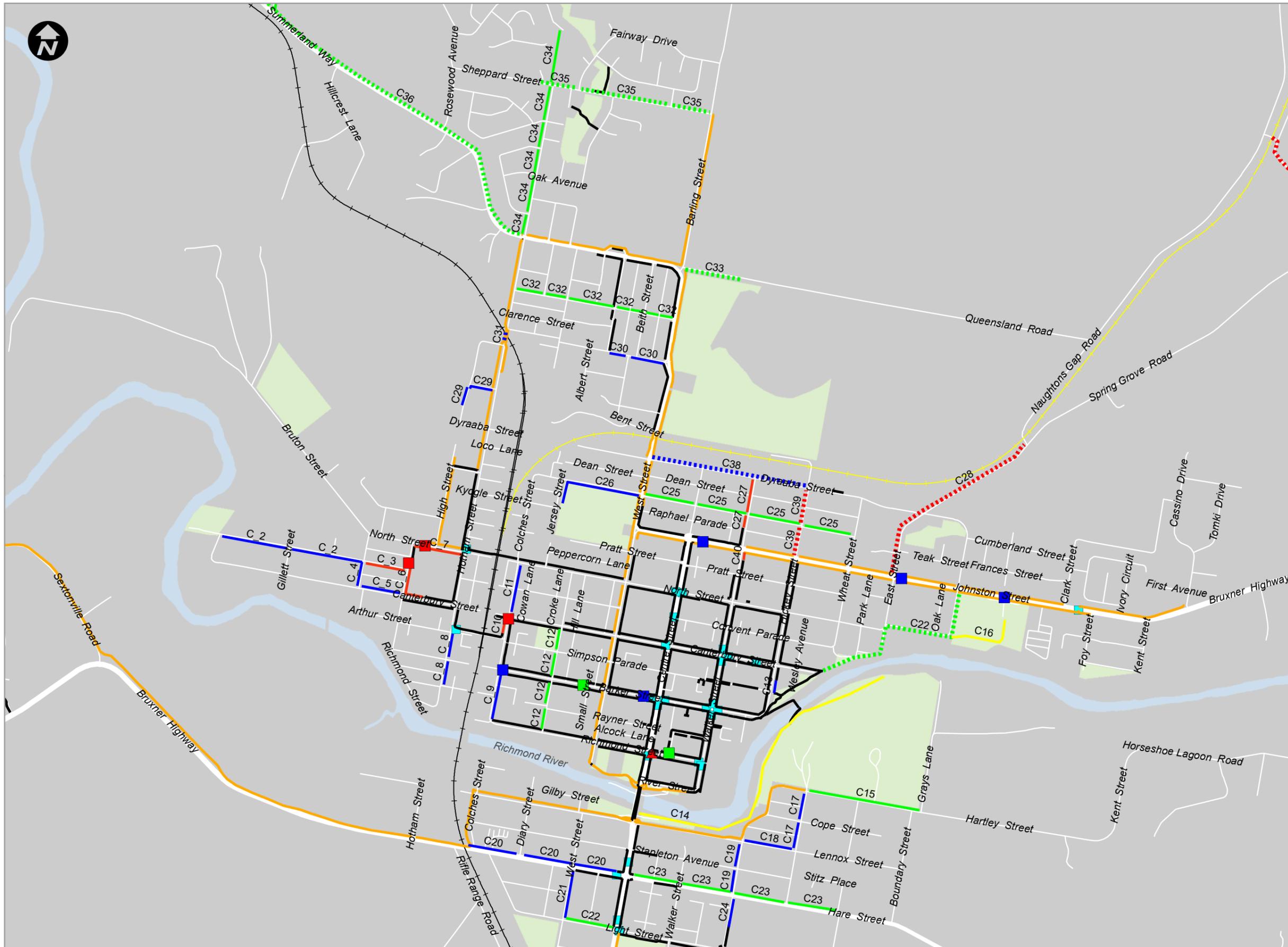
GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
C18	Footpath	Hickey Street	Adam Street	Lennox Street	2020	0	\$0	205.56	\$30,834	\$30,834	Medium	Medium	B
C19	Footpath	Hare Street	Stapleton Avenue	Hicky Street	2020	1	\$1,500	97.10	\$14,565	\$31,452	Medium	Low	B
C19	Footpath	Stapleton Avenue	Lennox Street	Hicky Street	2020	1	\$1,500	92.58	\$13,888				
C20	Footpath	Colches Street	Diary Street	Hare Street	2011	0	\$0	209.06	\$31,359	\$89,583	Medium	Medium	B
C20	Footpath	Diary Street	West Street	Hare Street	2011	0	\$0	206.91	\$31,037				
C20	Footpath	West Street	Centre Street	Hare Street	2011	0	\$0	181.25	\$27,188				
C21	Footpath	Light Street	Hare Street	West Street	2020	0	\$0	203.12	\$30,469	\$30,469	Medium	Medium	B
C22	Footpath	West Street	Centre Street	Light Street	2020	0	\$0	205.88	\$30,883	\$245,349	High	Medium	C
C22	Shared Footpath Cycleway	Canterbury Street	Johnston Street		2020	0	\$0	857.86	\$214,466				
C23	Footpath	Hickey Street	Adam Street	Hare Street	2020	0	\$0	215.62	\$32,344	\$123,857	High	Medium	C
C23	Footpath	Walker Street	Hickey Street	Hare Street	2020	0	\$0	212.24	\$31,836				
C23	Footpath	Lees Avenue	Walker Street	Hare Street	2020	0	\$0	190.47	\$28,570				
C23	Footpath	Adam Street	East Street	Hare Street	2020	0	\$0	207.38	\$31,107				
C24	Footpath	Light Street	Hare Street	Hicky Street	2020	0	\$0	121.21	\$18,181	\$18,181	Low	Medium	B
C25	Footpath	Hickey Street	Wheat Street	Farley Street	2020	0	\$0	201.99	\$30,298	\$126,446	High	Medium	C
C25	Footpath	Walker Street	Hickey Street	Farley Street	2020	0	\$0	218.07	\$32,710				
C25	Footpath	Centre Street	Walker Street	Farley Street	2020	0	\$0	213.13	\$31,970				
C25	Footpath	West Street	Centre Street	Farley Street	2020	0	\$0	209.78	\$31,467				
C25	Footpath	Jersey Street	West Street	Farley Street	2020	0	\$0	403.63	\$60,545				
C26	Footpath	Jersey Street	West Street	Farley Street	2020	0	\$0	403.63	\$60,545	\$60,545	Medium	Medium	B
C27	Footpath		Farley Street	Walker Street	2020	0	\$0	53.05	\$7,958	\$30,618	Medium	High	A
C27	Footpath	Farley Street	Dean Street	Walker Street	2020	1	\$1,500	141.07	\$21,160				
C28	Shared Footpath Cycleway	Dyrabba Street	Naughtons Gap Road	Spring Grove Road	2011	0	\$0	840.11	\$210,029	\$210,029	High	High	A
C29	Footpath	Hotham Street	High Street	Summit Street	2020	0	\$0	106.41	\$15,962	\$27,907	Low	Medium	B
C29	Footpath	Summit Street	Dyrabba Street	High Street	2020	0	\$0	79.63	\$11,945				
C30	Footpath	Frederick Street	Russell Street	Mcdougal Street	2011	0	\$0	70.53	\$10,580	\$31,750	Medium	Medium	B
C30	Footpath	Russell Street	West Street	Mcdougal Street	2011	0	\$0	141.13	\$21,170				
C31	Shared Footpath Cycleway	High Street	Cassia Avenue	Hotham Street	2011	0	\$0	44.15	\$11,038	\$11,038	Low	Medium	B



GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
C32	Footpath	Colches Street	Frederick Street	Sandilands Street	2020	2	\$3,000	192.26	\$28,839				
C32	Footpath	Frederick Street	Cherry Lane	Sandilands Street	2020	2	\$3,000	55.10	\$8,264				
C32	Footpath	Acacia Avenue	Colches Street	Sandilands Street	2020	2	\$3,000	86.27	\$12,940				
C32	Footpath	Cherry Lane	Beith Street	Sandilands Street	2020	2	\$3,000	54.80	\$8,220				
C32	Footpath	Beith Street	West Street	Sandilands Street	2020	0	\$0	55.96	\$8,393				
C32	Footpath	Beith Street	Sandalwood Lane	Sandilands Street	2020	2	\$3,000	53.80	\$8,069				
C32	Footpath	Hotham Street	Acacia Avenue	Sandilands Street	2020	0	\$0	112.47	\$16,871	\$106,597	High	Medium	C
C33	Shared Footpath Cycleway	West Street	Wetlands Entrance	Queensland Street	2020	0	\$0	242.52	\$60,630	\$60,630	Medium	Low	C
C34	Footpath	Sheppard Street	Canning Drive		2011	0	\$0	224.85	\$33,727				
C34	Footpath	Queensland Road	Boronia Crescent	Hotham Street	2011	1	\$1,500	82.98	\$12,447				
C34	Footpath	Boronia Crescent	Jasmine Street	Hotham Street	2011	1	\$1,500	155.66	\$23,350				
C34	Footpath	Jasmine Street	Boronia Crescent	Hotham Street	2011	2	\$3,000	103.24	\$15,486				
C34	Footpath	Boronia Crescent	Cascade Drive	Hotham Street	2011	2	\$3,000	106.14	\$15,921				
C34	Footpath	Cascade Drive	Sheppard Street	Hotham Street	2011	3	\$4,500	144.31	\$21,646	\$136,076	High	Medium	C
C35	Shared Footpath Cycleway	Hotham Street	Fairway Drive	Sheppard Street	2011	1	\$1,500	155.78	\$38,944				
C35	Shared Footpath Cycleway	Links Avenue	Barling Street	Sheppard Street	2011	2	\$3,000	160.81	\$40,203				
C35	Shared Footpath Cycleway	Fairway Drive	Links Avenue	Sheppard Street	2011	2	\$3,000	378.70	\$94,675	\$181,321	High	Medium	C
C36	Shared Footpath Cycleway	Reynolds Road	Hotham Street	Summerland Way	2011	0	\$0	2164.46	\$541,115	\$541,115	High	Medium	C
C37	Footpath	Summerland Way	Cemetery	Reynolds Road	2020	0	\$0	429.24	\$64,386	\$64,386	Medium	Low	C
C38	Shared Footpath Cycleway	West Street	Hickey Street	Dyrabba Street	2020	0	\$0	676.59	\$169,148	\$169,148	High	High	B
C39	Shared Footpath Cycleway	Farley Street	Dyrabba Street	Hickey Street	2020	1	\$1,500	140.17	\$35,043				
C39	Shared Footpath Cycleway	Johnston Street	Farley Street	Hickey Street	2020	0	\$0	121.55	\$30,388	\$66,931	Medium	High	A
C40	Footpath	Pratt Street	Johnston Street	Walker Street	2020	0	\$0	32.61	\$4,891	\$4,891	Low	High	A
Infrastructure													
C_R2	Refuge			Spring Grove Road								Low	C
C_R3	Refuge			North Street								High	A
C_R4	Refuge			Barker Street								Medium	B



GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
C_R5	Refuge			Canterbury Street								Medium	B
C_R6	Refuge			Barker Street								High	A
C_R7	Refuge			Barker Street								Low	C
C_R8	Refuge			Pratts Road								Medium	B
C_R9	Refuge			Barker Street								Medium	B
C_R10	Refuge			Johnston Street								Medium	B
C_R11	Refuge			Johnston Street								Medium	B
C_R12	Refuge			Gitana Street								High	A
C_R13	Refuge			Manifold Road								Low	C
C_C14	Crossing			Richmond Street								High	A
C_R15	Refuge			Graham Place								Low	C



- LEGEND**
- Proposed Northern Rivers Rail Trail
 - North Coast railway
 - Existing Infrastructure**
 - Cycleway
 - Footpath
 - Shared Footpath Cycleway
 - Crossing point
 - Suggested Infrastructure**
 - Footpath - Priority A
 - Footpath - Priority B
 - Footpath - Priority C
 - Shared Footpath Cycleway - Priority A
 - Shared Footpath Cycleway - Priority B
 - Shared Footpath Cycleway - Priority C
 - Walking trail - Priority C
 - Crossing - Priority A
 - Refuge - Priority B
 - Refuge - Priority C

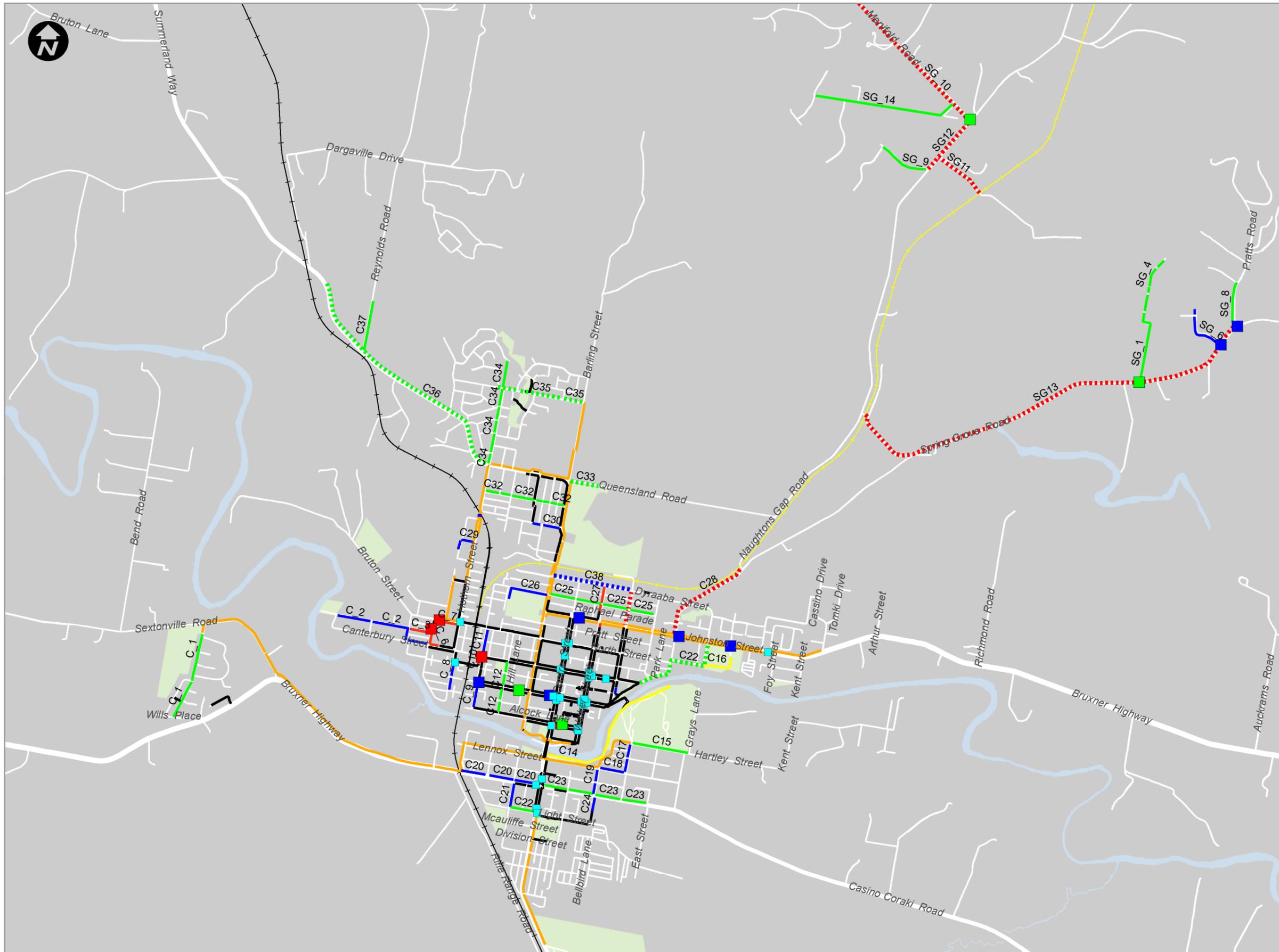
GDA 1994 MGA Zone 56

0 320 Metres

7.2 Casino Broad

Table 7.2 Casino Broad Suggested Future Works

GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
SG_1	Footpath	Spring Grove Road		Gregors Road	2020	0	\$0	652.36	\$97,854	\$97,854	Medium	Low	C
SG_2	Footpath	Spring Grove Road		Gregors Road	2020	0	\$0	144.95	\$21,742	\$21,742	Low	Low	C
SG_3	Footpath	Spring Grove Road		Gregors Road	2020	0	\$0	50.1	\$7,516	\$7,516	Low	Low	C
SG_4	Footpath	Spring Grove Road		Gregors Road	2020	0	\$0	168.33	\$25,250	\$25,250	Low	Low	C
SG_5	Footpath	Spring Grove Road		Camillot Close	2020	0	\$0	79.88	\$11,982	\$11,982	Low	Low	C
SG_6	Footpath	Spring Grove Road	Camille Court	Tullarook Grove	2020	0	\$0	372.8	\$55,919	\$55,919	Medium	Medium	B
SG_7	Footpath	Spring Grove Road	Camille Court	Tullarook Grove	2020	0	\$0	47.77	\$7,165	\$7,165	Low	Medium	B
SG_8	Footpath	Spring Grove Road	Tareeda Court	Pratts Road	2020	0	\$0	378.92	\$56,838	\$56,838	Medium	Low	C
SG_9	Footpath	Naughtons Gap Road	Rodeo Drive	Scotts Road	2020	0	\$0	428.5	\$64,276	\$64,276	Medium	Low	C
SG10	Shared Footpath Cycleway	Naughtons Gap Road	Savilles Road	Manifold Road	2020	0	\$0	3541	\$885,250	\$885,250	High	Medium	A
SG11	Shared Footpath Cycleway	Naughtons Gap Road	Casino Murwillumbah Railway		2020	0	\$0	464.63	\$116,158	\$116,158	High	High	A
SG12	Shared Footpath Cycleway	Spring Grove Road	Manifold Road	Naughtons Gap Road	2011	0	\$0	538.99	\$134,748	\$134,748	High	High	A
SG13	Shared Footpath Cycleway	Naughtons Gap Road	Pratts Road	Spring Grove Road	2020	0	\$0	3562.9	\$890,724	\$890,724	High	High	A
SG14	Footpath	Stocks Road	Manifold Road	Musgraves Road	2020	0	\$0	1215	\$182,250	\$182,250	High	Low	C
Infrastructure													
C_R17	Refuge			Spring Grove Road								Medium	B



- LEGEND**
- Proposed Northern Rivers Rail Trail
 - North Coast railway
 - Existing Infrastructure**
 - Cycleway
 - Footpath
 - Shared Footpath Cycleway
 - Crossing point
 - Suggested Infrastructure**
 - Footpath - Priority A
 - Footpath - Priority B
 - Footpath - Priority C
 - Shared Footpath Cycleway - Priority A
 - Shared Footpath Cycleway - Priority B
 - Shared Footpath Cycleway - Priority C
 - Walking trail - Priority C
 - Crossing - Priority A
 - Refuge - Priority B
 - Refuge - Priority C

GDA 1994 MGA Zone 56

0 640 Metres

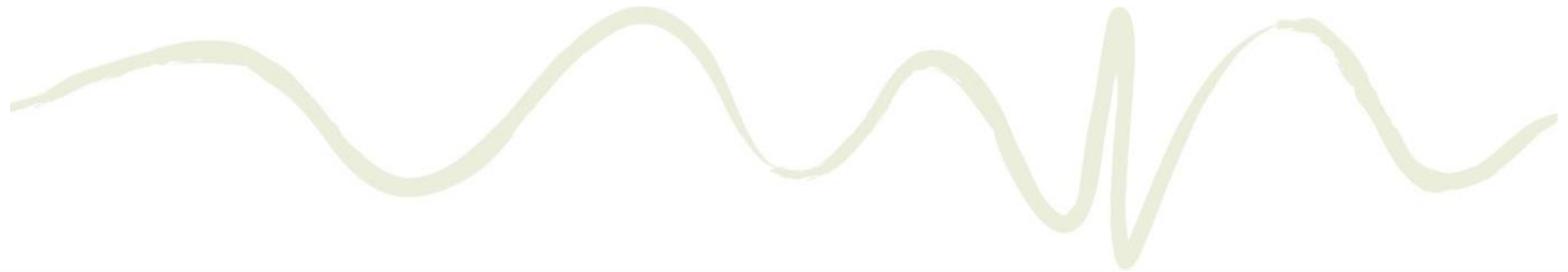


Existing and Suggested PAMP Network - Casino Broad Area - Illustration 7.2

7.3 Coraki

Table 7.3 Coraki Suggested Future Works

GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
CK_1	Footpath	Queen Elizabeth Drive		Eager Street	2020	0	\$0	141.95	\$21,293	\$21,293	Low	Low	B
CK_2	Footpath	Eager Street	Belmore Street	Queen Elizabeth Drive	2020	1	\$1,500	248.80	\$37,319	\$38,819	Medium	Medium	B
CK_3	Footpath	Donaldson Street		Queen Elizabeth Drive	2011	0	\$0	55.13	\$8,269	\$8,269	Low	Medium	B
CK_4	Footpath	Josephs Lane	Union Street	Autumn Street	2020	0	\$0	48.89	\$7,333	\$29,467	Low	Low	C
CK_4	Footpath	Surry Street	Josephs Lane	Autumn Street	2020	0	\$0	50.57	\$7,585				
CK_4	Footpath	Donaldson Street	Surry Street	Autumn Street	2020	0	\$0	96.99	\$14,549				
CK_5	Footpath	Spring Street		Surry Street	2020	0	\$0	74.70	\$11,204	\$27,658	Low	Medium	A
CK_5	Footpath	Union Street	Surry Street	Spring Street	2020	0	\$0	109.69	\$16,454				
CK_6	Shared Footpath Cycleway	Minto Street	Allwood Street	Queen Elizabeth Drive	2020	0	\$0	241.32	\$60,330	\$270,859	High	Medium	C
CK_6	Shared Footpath Cycleway	Yabsley Street	Minto Street	Queen Elizabeth Drive	2020	0	\$0	210.00	\$52,499				
CK_6	Shared Footpath Cycleway	Allwood Street	Grenfell Street	Queen Elizabeth Drive	2020	0	\$0	372.61	\$93,153				
CK_6	Shared Footpath Cycleway	Grenfell Street	Adams Street	Queen Elizabeth Drive	2020	0	\$0	259.51	\$64,877				
CK_7	Footpath	Union Street	Surry Street	Short Street	2020	2	\$3,000	87.49	\$13,123	\$40,836	Medium	Medium	B
CK_7	Footpath	Surry Street	Belmore Street	Short Street	2020	0	\$0	164.75	\$24,713				
CK_8	Walking trail	Richmond Terrace	Belmore Street		2020	0	\$0	385.94	\$48,243	\$48,243	Medium	Low	C
CK_9	Footpath	Parkes Street		Adams Street	2011	1	\$1,500	8.10	\$1,215	\$2,715	Low	Medium	B
CK10	Footpath	Queen Elizabeth Drive	Martin Street	Grenfell Street	2020	0	\$0	350.43	\$52,564	\$52,564	Medium	Medium	B
CK11	Footpath	Martin Street	Bridge Street	Grenfell Street	2011	0	\$0	129.46	\$19,419	\$51,469	Medium	Low	C
CK11	Footpath	Queen Elizabeth Drive	Thomas Street	Donaldson Street	2011	0	\$0	213.67	\$32,051				
CK12	Footpath	Martin Street	Queen Elizabeth Drive	Allwood Street	2020	0	\$0	123.86	\$18,579	\$44,751	Medium	Medium	B
CK12	Footpath	Bridge Street	Martin Street	Allwood Street	2020	0	\$0	174.48	\$26,172				
CK13	Footpath	Allwood Street	Minto Street	Martin Street	2020	0	\$0	214.44	\$32,165	\$32,165	Medium	Medium	B



GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
CK14	Footpath	Martin Street	Bridge Street	Minto Street	2020	0	\$0	167.88	\$25,182	\$25,182	Low	Medium	B
CK15	Footpath	Adams Street		Bridge Street	2020	0	\$0	206.83	\$31,024	\$31,024	Medium	Low	C
CK16	Footpath	Bridge Street	Richmond Terrace	Adams Street	2020	0	\$0	117.86	\$17,679	\$17,679	Low	Medium	B
CK17	Footpath			Church Lane	2011	1	\$1,500	3.75	\$562	\$3,977	Low	Medium	B
CK17	Footpath			Church Lane	2011	1	\$1,500	2.77	\$415				
CK18	Footpath	Ferry Road	Oakland Road	East Coraki Road	2020	0	\$0	929.49	\$139,423	\$139,423	Medium	Low	C
CK19	Footpath	Casino Coraki Road	Morton Road	Richmond Terrace	2020	0	\$0	380.79	\$57,119	\$116,885	High	Low	C
CK19	Footpath	Morton Road	Forest Street	Richmond Terrace	2020	0	\$0	398.44	\$59,766				
Infrastructure													
Co_C1	Crossing			Adams Street								High	A
Co_C2	Crossing			Queen Elizabeth Drive								Medium	B



- LEGEND**
- Existing Infrastructure**
- Footpath
 - - - Walking trail
 - Crossing point
 - Public gate
- Suggested Infrastructure**
- Footpath - Priority A
 - Footpath - Priority B
 - Footpath - Priority C
 - Shared Footpath Cycleway - Priority C
 - Walking trail - Priority C
 - ▲ Crossing - Priority A
 - ▲ Crossing - Priority B

GDA 1994 MGA Zone 56

0 160 Metres



Richmond Valley Council PAMP
3097-1038

Existing and Suggested PAMP Network - Coraki - Illustration 7.3

Information shown is for illustrative purposes only
 Drawn by: AB Checked by: RE
 Source of base data: Richmond Valley Council
 Date: 02/10/2020

7.4 Woodburn

Table 7.4 Woodburn Suggested Future Works

GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
W_1	Footpath	Uralla Street	Woodburn Street	Whyralla Street	2011	0	\$0	151.83	\$22,775	\$22,775	Low	High	A
W_2	Footpath			Coraki Woodburn Road	2020	0	\$0	78.46	\$11,770	\$29,218	Low	Medium	A
W_2	Footpath		Swampy Creek Road	Coraki Woodburn Road	2020	0	\$0	116.32	\$17,448		Low	Medium	A
W_3	Footpath	Woodburn Street	Cedar Street	Woodburn Street	2011	1	\$1,500	247.19	\$37,078	\$38,578	Medium	Medium	B
W_4	Footpath	Cedar Street	Duke Street	Wagner Street	2020	0	\$0	233.41	\$35,011	\$35,011	Medium	Medium	B
W_5	Footpath	Alfred Street	Sussex Street	Richmond Street	2020	0	\$0	245.60	\$36,840	\$204,969	High	Medium	C
W_5	Footpath	Sussex Street		Richmond Street	2020	0	\$0	661.63	\$99,244				
W_5	Footpath	Cedar Street	Duke Street	Richmond Street	2011	0	\$0	235.32	\$35,298				
W_5	Footpath	Duke Street	Alfred Street	Richmond Street	2011	2	\$3,000	203.91	\$30,587				
W_6	Footpath	Richmond Street	River Street	Duke Street	2011	0	\$0	87.06	\$13,059	\$13,059	Low	Medium	B
W_7	Shared Footpath Cycleway	River Street	Richmond Street	Alfred Street	2011	1	\$1,500	115.36	\$28,839	\$30,339	Medium	Medium	B
W_8	Footpath			Sussex Street	2011	0	\$0	3.66	\$549	\$549	Low	Medium	C
W_9	Footpath	River Street	Redwood Lane	Sussex Street	2020	1	\$1,500	117.23	\$17,585	\$19,085	Low	Medium	B
W10	Shared Footpath Cycleway	Richmond Street		Woodburn Evans Head Road	2020	0	\$0	5568.34	\$1,392,086	\$1,392,086	High	Medium	A
W11	Shared Footpath Cycleway			Pacific Highway	2020	0	\$0	1626	\$240,000	\$240,000	High	Medium	C
Infrastructure													
W_1	Refuge			Uraba Street								High	A



- LEGEND**
- Existing Infrastructure
- Footpath
 - Crossing point
- Suggested Infrastructure
- Footpath - Priority A
 - Footpath - Priority B
 - Footpath - Priority C
 - Shared Footpath Cycleway - Priority A
 - Shared Footpath Cycleway - Priority B
 - Shared Footpath Cycleway - Priority C
 - Refuge - Priority A

GDA 1994 MGA Zone 56

0 160 Metres



Richmond Valley Council PAMP
3097-1038

Existing and Suggested PAMP Network - Woodburn - Illustration 7.4

Information shown is for illustrative purposes only
 Drawn by: AB Checked by: RE
 Source of base data: Richmond Valley Council
 Date: 02/10/2020

7.5 Broadwater

Table 7.5 Broadwater Suggested Future Works

GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
B_1	Footpath	Bus Stop	Rileys Hill Road	Pacific Highway	2011	0	\$0	139.87	\$20,980	\$38,511	Medium	Medium	B
B_1	Footpath	Bus Stop	Pacific Highway	Rileys Hill Road	2011	0	\$0	116.87	\$17,531				
B_2	Footpath		Cook Street	River Street	2020	0	\$0	320.66	\$48,099	\$100,032	High	Low	C
B_2	Footpath	Cook Street	Mcdonald Street	River Street	2020	1	\$1,500	206.90	\$31,035				
B_2	Footpath	River Street	Simmons Street	Mcdonald Street	2020	0	\$0	129.32	\$19,398				
B_3	Shared Footpath Cycleway	Pacific Highway	Macdonald Street	Broadwater Evans Head Road	2011	0	\$0	482.45	\$120,613	\$120,613	High	Low	C
B_4	Footpath	Georges Street	Pacific Highway	Pitts Street	2020	0	\$0	335.21	\$50,281	\$50,281	Medium	Medium	B
B_5	Footpath	Pacific Highway		Little Pitt Street	2011	0	\$0	109.02	\$16,352	\$16,352	Low	High	A
B_6	Shared Footpath Cycleway			Broadwater Evans Head Road	2020	0	\$0	621.49	\$155,372	\$155,372	High	Low	C
B_7	Shared Footpath Cycleway	Broadwater Beach Road	Evans Head Council Depot	Broadwater Evans Head Road	2020	0	\$0	7909.37	\$1,977,343	\$1,977,343	High	Low	A
B_8	Shared Footpath Cycleway	Pacific Highway	Hills Road	Rileys Hill Road	2020	0	\$0	4073.92	\$1,018,480	\$1,018,480	High	Medium	B
B_9	Shared Footpath Cycleway		Hills Road	Rileys Hill Road	2020	0	\$0	430	\$107,500	\$107,500	High	Low	C
Infrastructure													
B_R1	Refuge			Broadwater Evans Head Road								Low	C
B_R2	Refuge			Broadwater Evans Head Road								Low	C



- LEGEND**
- Existing Infrastructure**
- - - Cycleway
 - Footpath
 - Shared Footpath Cycleway
- Suggested Infrastructure**
- Footpath - Priority A
 - Footpath - Priority B
 - Footpath - Priority C
 - - - Shared Footpath Cycleway - Priority A
 - - - Shared Footpath Cycleway - Priority B
 - - - Shared Footpath Cycleway - Priority C
 - Refuge - Priority C



GDA 1994 MGA Zone 56

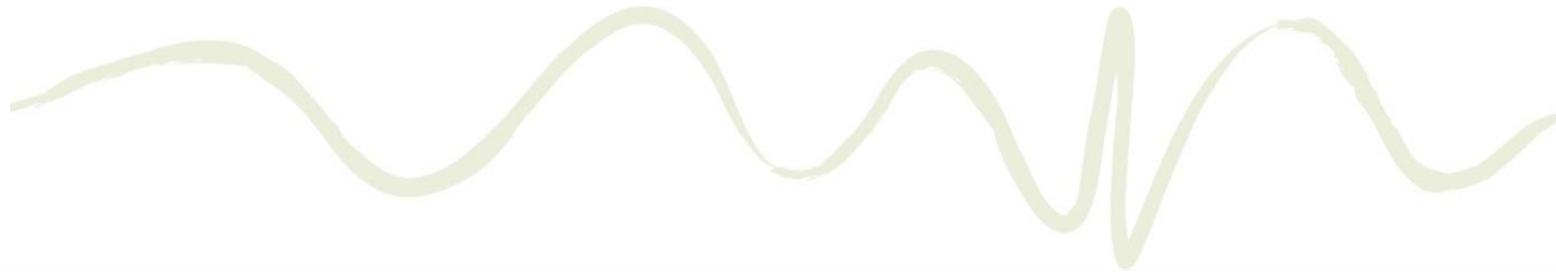


Existing and Suggested PAMP Network - Broadwater - Illustration 7.5

7.6 Evans Head

Table 7.6 Evans Head Suggested Future Works

GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
EH_1	Shared Footpath Cycleway	Wirraway Avenue		Chinamans Beach Road – None Council Managed Road	2020	0	\$0	1474.70	\$368,675	\$368,675	High	Low	C
EH_2	Shared Footpath Cycleway	Riverview Street	Wirraway Avenue	Evans Road	2020	2	\$3,000	30.00	\$7,499	\$62,233	Medium	Low	C
EH_2	Shared Footpath Cycleway	Sunderland Street	Riverview Street	Evans Road	2011	2	\$3,000	61.10	\$15,276				
EH_2	Shared Footpath Cycleway	Ocean Drive	Sunderland Street	Evans Road	2020	2	\$3,000	121.83	\$30,458				
EH_3	Footpath	Wirraway Avenue	Pacific Crescent	Riverview Street	2011	1	\$1,500	398.82	\$59,824	\$79,337	Medium	Low	C
EH_3	Footpath	Pacific Crescent	Ocean Dr	Riverview Street	2011	2	\$3,000	100.09	\$15,014				
EH_4	Footpath	Ocean Drive	Ocean Drive	Ocean Drive	2020	2	\$3,000	78.59	\$11,789	\$49,484	Medium	Low	C
EH_4	Footpath		Riverview St	Ocean Drive	2011	0	\$0	231.30	\$34,695				
EH_5	Footpath	Elm Street	Mcdonald Place		2020	0	\$0	275.22	\$41,284	\$41,284	Medium	Low	C
EH_6	Footpath	Teak Street	Cashmere Street	Mangrove Street	2020	0	\$0	453.94	\$68,091	\$68,091	Medium	Medium	B
EH_7	Footpath	Cedar Street	Cherry Street	Elm Street	2020	2	\$3,000	53.91	\$8,087	\$30,513	Medium	High	A
EH_7	Footpath	Cherry Street	Mangrove Street	Elm Street	2020	2	\$3,000	50.67	\$7,600				
EH_7	Footpath	Cedar Street	Mcdonald Pl	Elm Street	2011	1	\$1,500	48.84	\$7,326				
EH_8	Footpath	Mangrove Street	Cedar Street	Cashmore Street	2020	0	\$0	113.06	\$16,959	\$44,456	Medium	Medium	B
EH_8	Footpath	Cedar Street	Cypress Street	Cashmore Street	2020	2	\$3,000	163.31	\$24,497				
EH_9	Footpath	Wattle Street	Booyong Street	Cypress Street	2011	2	\$3,000	176.06	\$26,410	\$89,249	Medium	Medium	B
EH_9	Footpath	Cashmore Street	Wattle Street	Cypress Street	2011	2	\$3,000	180.36	\$27,055				
EH_9	Footpath	Cedar Street	Cashmore Street	Cypress Street	2011	2	\$3,000	178.57	\$26,785				
EH10	Footpath	Cypress Street	Elm Street	Cedar Street	2011	0	\$0	75.64	\$11,345	\$11,345	Low	Medium	B
EH11	Footpath	Booyong Street	Cypress Street	Woodburn Street	2011	0	\$0	212.30	\$31,844	\$60,865	Medium	Medium	B
EH11	Footpath	Booyong Street	Wattle Street	Woodburn Street	2011	1	\$1,500	183.47	\$27,521				
EH12	Footpath	Park Street	Beech Street	Beech Street	2011	2	\$3,000	177.93	\$26,689	\$29,689	Low	Medium	B



GeoLINK Code	Type	Road From	Road To	Road Name	PAMP Year	Kerb Ramp	Ramp Cost	Path Length metre	Path Cost	Total Cost	Cost Ranking	Weighted Priority	Priority
EH13	Footpath	Currajong Street	Carrabeen Street	Cassa Street	2020	2	\$3,000	387.50	\$58,125	\$93,078	High	Medium	B
EH13	Footpath	Carrabeen Street	Ash Street	Cassa Street	2020	2	\$3,000	233.02	\$34,953				
EH14	Footpath	Woodburn Street	Lomandra Lane	Carrabeen Street	2020	1	\$1,500	72.64	\$10,896	\$103,457	High	Low	C
EH14	Footpath	Lomandra Lane	Cassia Street	Carrabeen Street	2020	2	\$3,000	183.22	\$27,483				
EH14	Footpath	Cassia Street	Heath Street	Carrabeen Street	2020	2	\$3,000	282.64	\$42,396				
EH14	Footpath	Heath Street	Beech Street	Carrabeen Street	2020	2	\$3,000	81.22	\$12,183				
EH14	Footpath	Heath Street	Beech Street	Carrabeen Street	2020	2	\$3,000	81.22	\$12,183				
EH13	Shared Footpath Cycleway	Airport Drive	Flame Street	Currajong Street	2011	0	\$0	533.59	\$133,397	\$133,397	High	Low	C
Infrastructure													
E_Ra1	Ramp			Ocean Drive								Medium	B
E_R2	Refuge			Ocean Drive								Medium	B
E_R3	Refuge			Booyong Street								Medium	B

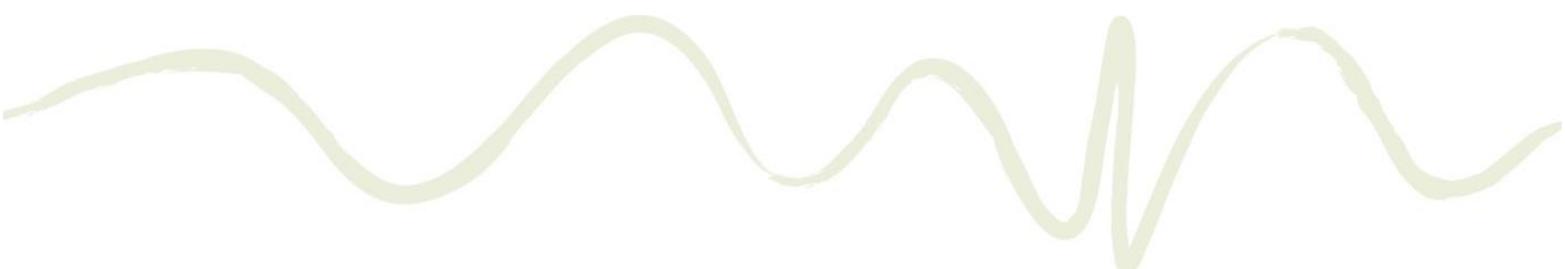


- LEGEND**
- Existing Infrastructure
 - Shared Footpath Cycleway
 - Suggested Infrastructure
 - Shared Footpath Cycleway - Priority A
 - Shared Footpath Cycleway - Priority B
 - Shared Footpath Cycleway - Priority C



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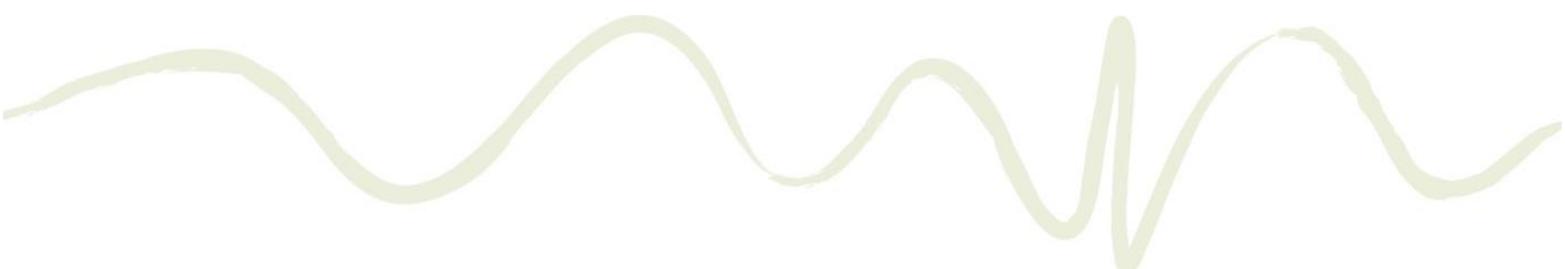
Broadwater - Evans Head - Woodburn Cycle Way - Existing and Suggested - Illustration 7.7



8. Monitoring

To enable positive validation of the report outcomes and to ensure it remains accurate and reflective of the needs and aspirations of the community the following strategies should be achieved to monitor the implementation of the Richmond Valley Council PAMP:

- Periodic update of the PAMP
- Record and collate all findings in a central database with supporting GIS mapping to create a database for monitoring the progress of priority works and updating as items are completed
- Regular review of RMS pedestrian and crash data as it becomes available
- Collection of data for monitoring the PAMP such as origin-destination data, pedestrian counts and user surveys.



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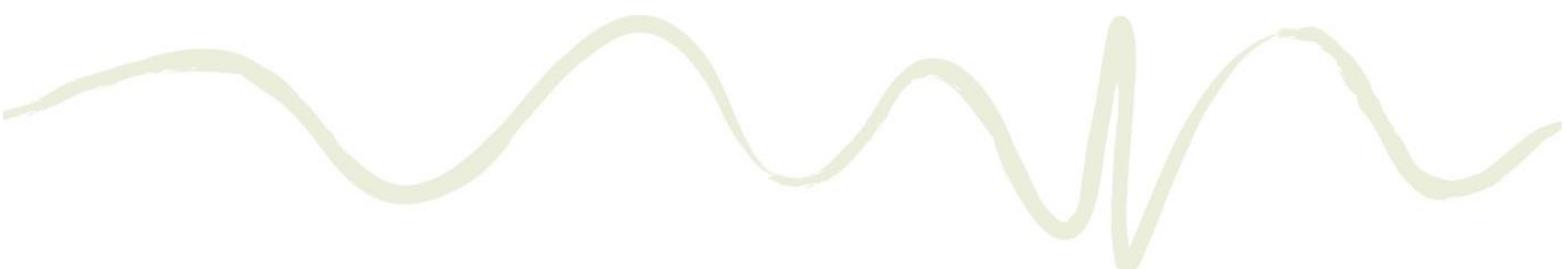
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The dimensions, number, size and shape of lots shown on drawings are subject to detailed engineering design, final survey and Council conditions of consent.

Topographic information presented on the drawings is suitable only for the purpose of the document as stated above. No reliance should be placed upon topographic information contained in this report for any purpose other than that stated above.



Appendix A

Design Methodology

There are several design documents which have been produced to provide guidance and enable consistent design of the urban realm and they should be reviewed and used when designing the path network. These include:

- Austroads - Guide to Road Design – Part 6A: Paths for Walking and Cycling - 2017
- Australian Standard 1742.10-2009 Manual of uniform traffic control devices – Pedestrian control and protection
- Australian Standard 1428.1.2009 - Design for Access & Mobility.

Types of Paths

Pedestrian

A pedestrian path is reserved for use by pedestrians, people in wheelchairs, mobility scooters and personal mobility devices, such as a walking frame. These paths provide an important part of the transport network either for trips undertaken entirely by walking, or as the first or last link in a trip that utilises other types of transport.

Bicycle

A bicycle path or track, which may be one-way or two-way, is for the use of cyclists.

Shared

A shared path is where pedestrians and cyclists share the same path space. A shared path may be appropriate where demand exists for both a pedestrian path and a bicycle path but where there is a low number of pedestrians or cyclists and the use is not expected to be sufficiently great enough to provide separate facilities.

Separated

A separated path is a path divided into separate sections, one of which is designated for the exclusive use of cyclists and the other for the exclusive use of pedestrians. A separated path may be appropriate where there are safety or conflict issues such as where there are a high number of pedestrians and/or cyclists.

Width requirements for footpaths (from Austroads (2009))

Situation	Desired width (m)	Comments
General low demand	1.2 to 1.0 (absolute minimum)	General minimum is 1.2 m for most roads and streets. Clear width required for one wheelchair. Not adequate for commercial or shopping environments.
High pedestrian volumes	2.4 m (or higher based on demand)	Generally commercial and shopping areas.
For wheelchairs to pass	1.8 to 1.5 (desired minimum)	Allow for two wheelchairs to pass (1.8 m comfortable, 1.5 m minimum) Narrower width (1.2 m) can be tolerated for short distances.
For people with other disabilities	1.8 to 1.0	

Notes:

- Whilst the minimum width may be used where demand is low, it is generally desirable to provide a path that will accommodate two pedestrians side by side.
- More than the minimum width (e.g. up to 5 m) may also be necessary at locations where pedestrian flows are high or where pedestrians gather such as in the vicinity of schools and associated road crossings, at recreation facilities and at important bus stops.
- Where demand is significant, it may be necessary to provide adequate congregation areas clear of the path required for through movement of pedestrians.

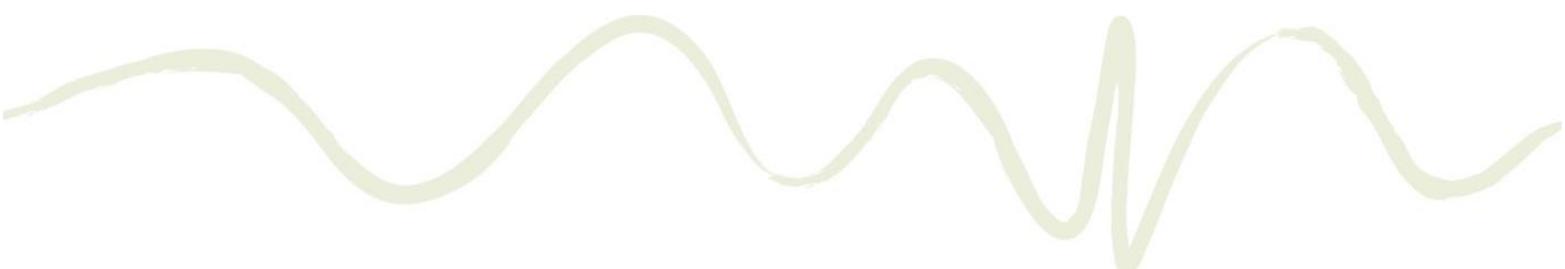
Width requirements for shared paths (from Austroads (2009))

	<i>Path width</i>		
	<i>Local access path [low use or 'tidal flow']</i>	<i>Commuter path [moderate and concurrent use in both directions]</i>	<i>Recreational path [heavy and concurrent use in both directions]</i>
<i>Desirable minimum width</i>	2.5	3.0	3.5
<i>Minimum – maximum width</i>	2.5 ¹ – 3.0 ²	2.5 ¹ – 4.0 ²	3.0 ¹ – 4.0 ²

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, roller bladders and skaters etc.).

Types of Crossings

In general, where possible footpaths should avoid having to cross a road or at least reduce the number of crossings required. Crossings are based on a number of factors however the exact location and type of proposed crossings will be determined through further investigation, detailed design, RMS approval and community consultation.

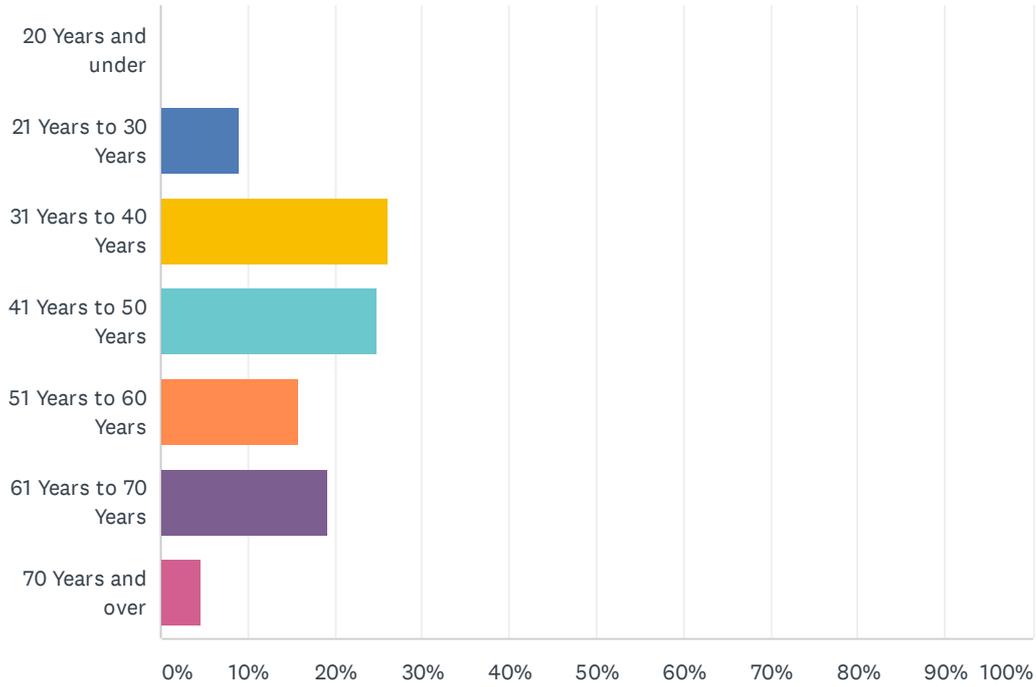


Appendix B

Consultation Results

Q1 Which category below includes your age?

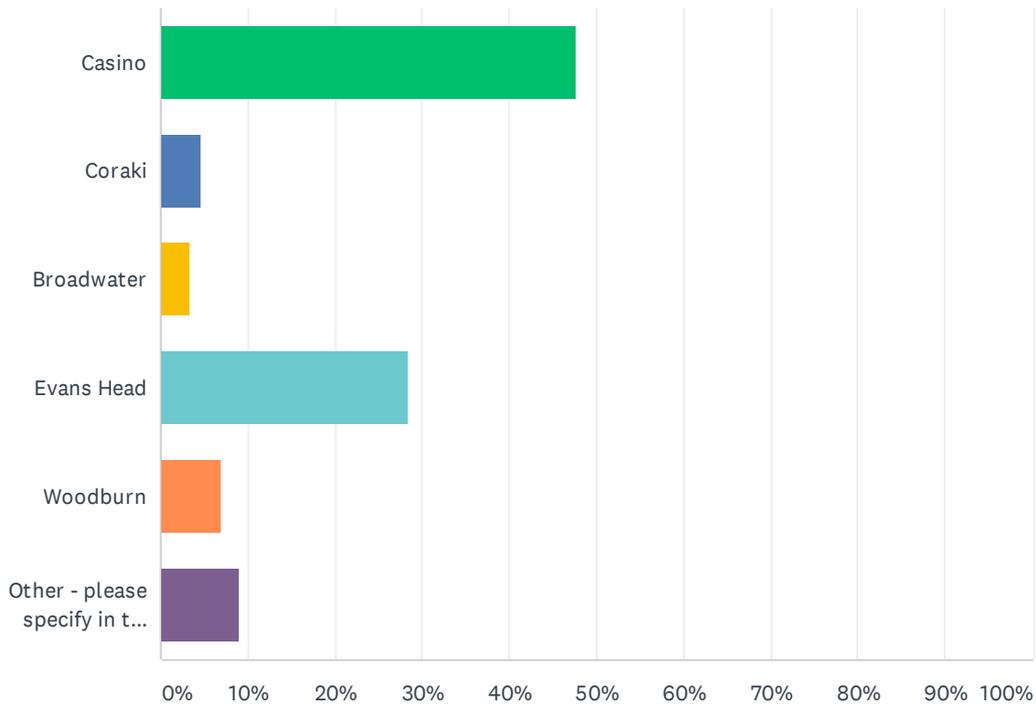
Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
20 Years and under	0.00%	0
21 Years to 30 Years	9.09%	8
31 Years to 40 Years	26.14%	23
41 Years to 50 Years	25.00%	22
51 Years to 60 Years	15.91%	14
61 Years to 70 Years	19.32%	17
70 Years and over	4.55%	4
TOTAL		88

Q2 Which town do you live in or closest to?

Answered: 88 Skipped: 0

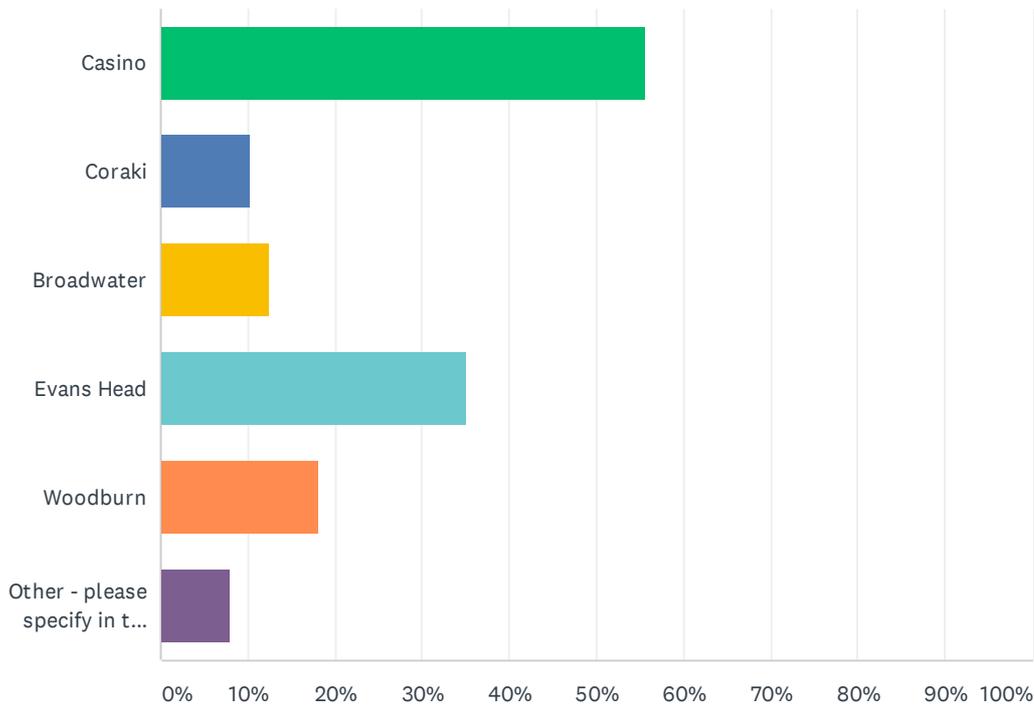


ANSWER CHOICES	RESPONSES
Casino	47.73% 42
Coraki	4.55% 4
Broadwater	3.41% 3
Evans Head	28.41% 25
Woodburn	6.82% 6
Other - please specify in the box below	9.09% 8
TOTAL	88

#	OTHER - PLEASE SPECIFY IN THE BOX BELOW	DATE
1	None - represent Northern NSW Health Promotion	1/22/2020 12:54 PM
2	Spring grove	1/15/2020 8:24 PM
3	Spring grove	1/15/2020 7:42 PM
4	Spring Grove	1/15/2020 3:13 PM
5	Spring Grove	1/14/2020 7:34 PM
6	Spring grove	1/14/2020 3:48 PM
7	Doonbah	12/21/2019 4:24 PM
8	Rileys Hill	12/19/2019 8:37 AM

Q3 Which town would you like to comment on in this survey? Please select all that apply

Answered: 88 Skipped: 0

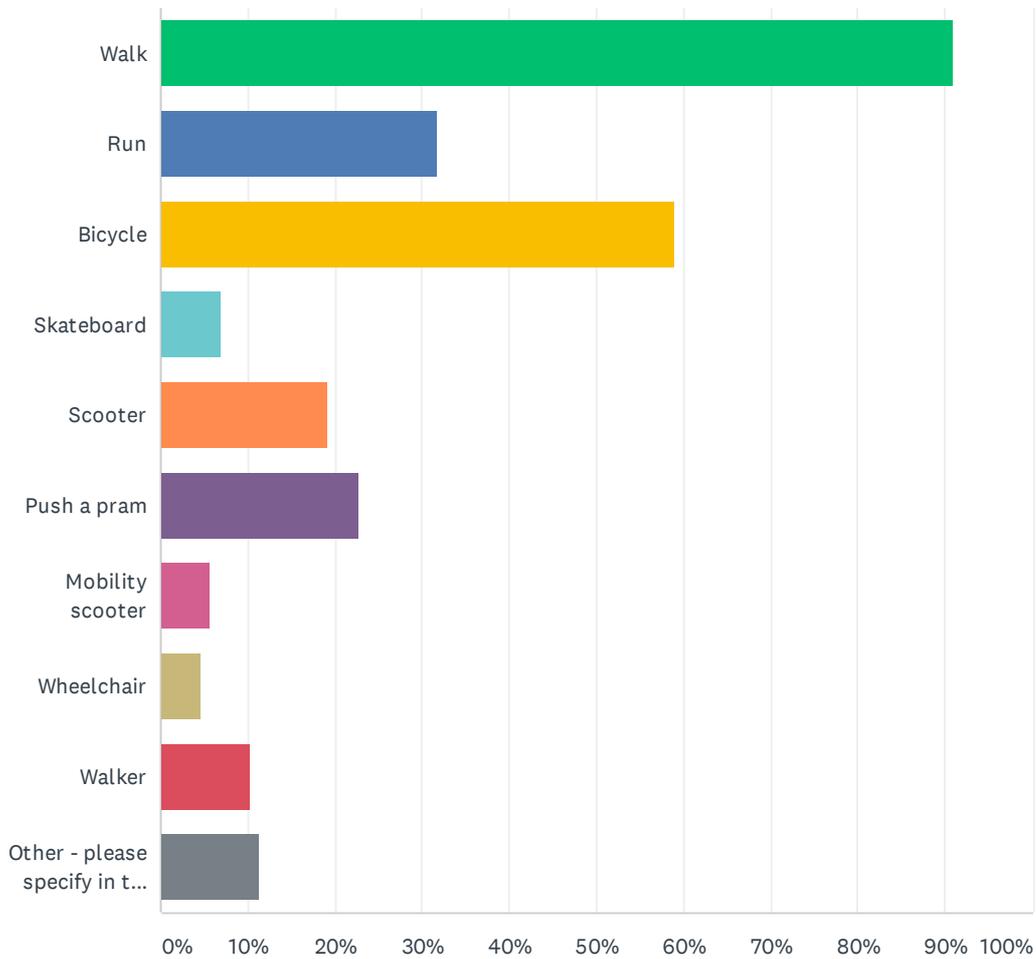


ANSWER CHOICES	RESPONSES	
Casino	55.68%	49
Coraki	10.23%	9
Broadwater	12.50%	11
Evans Head	35.23%	31
Woodburn	18.18%	16
Other - please specify in the box below	7.95%	7
Total Respondents: 88		

#	OTHER - PLEASE SPECIFY IN THE BOX BELOW	DATE
1	Spring Grove	1/15/2020 7:53 PM
2	Spring Grove	1/15/2020 7:42 PM
3	Spring g Grove	1/15/2020 3:13 PM
4	Spring Grove	1/14/2020 7:34 PM
5	Spring Grove	1/14/2020 3:40 PM
6	Spring Grove (Tullarook Estate)	1/12/2020 1:58 PM
7	Rileys Hill	12/19/2019 8:37 AM

Q4 How do you use paths in your location? Please select all that apply

Answered: 88 Skipped: 0



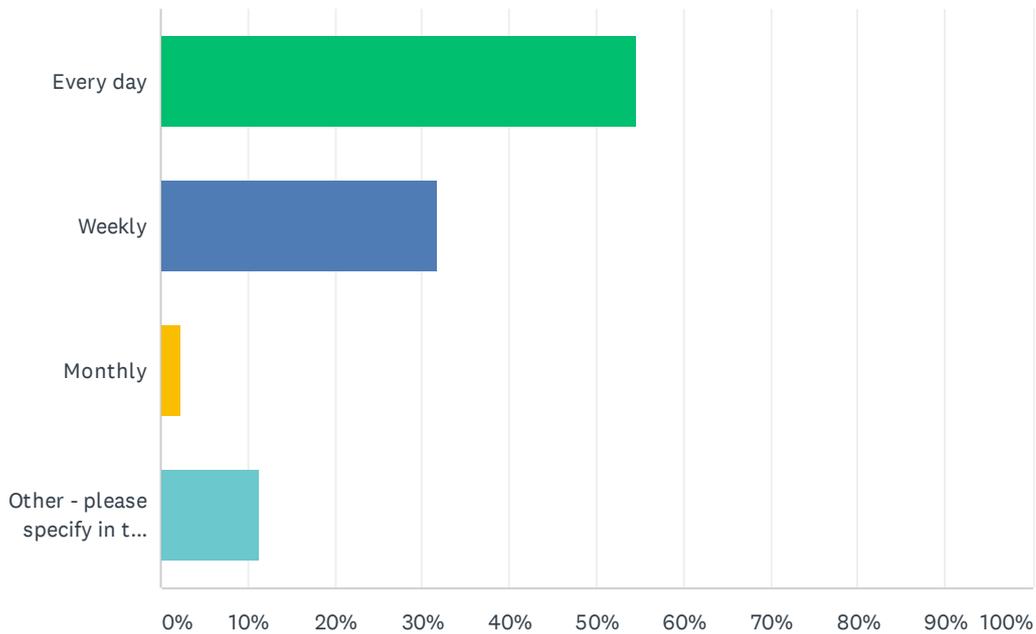
ANSWER CHOICES	RESPONSES	
Walk	90.91%	80
Run	31.82%	28
Bicycle	59.09%	52
Skateboard	6.82%	6
Scooter	19.32%	17
Push a pram	22.73%	20
Mobility scooter	5.68%	5
Wheelchair	4.55%	4
Walker	10.23%	9
Other - please specify in the box below	11.36%	10
Total Respondents: 88		

Richmond Valley Pedestrian Access and Mobility Survey

#	OTHER - PLEASE SPECIFY IN THE BOX BELOW	DATE
1	commenting on behalf of all users	1/22/2020 12:54 PM
2	missing link	1/20/2020 4:05 PM
3	There currently is no paths at Spring Grove	1/15/2020 8:24 PM
4	Push wheel chairs	1/15/2020 4:13 PM
5	We live in Spring Grove & there are no paths - that's the problem	1/15/2020 3:13 PM
6	Delivery of mail	1/8/2020 6:51 PM
7	My family uses the paths all the ways above but may also use with mobility scooter in the future as my husband has a degenerative disease	12/29/2019 10:55 PM
8	We dont have any paths	12/28/2019 8:46 PM
9	Don't have any paths or kerb and gutter or proper drains in my street when it rains heavy water has flowed into my house	12/21/2019 8:10 AM
10	Ride horse	12/11/2019 8:43 PM

Q5 How often do you use a path? Please select the one most relevant answer

Answered: 88 Skipped: 0

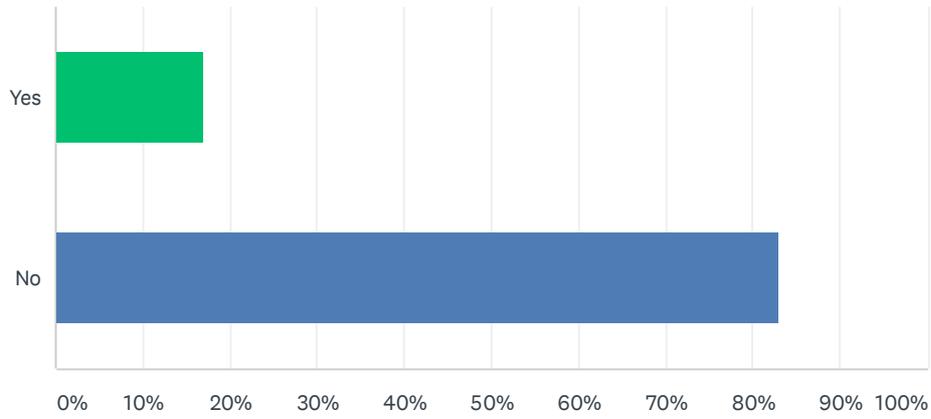


ANSWER CHOICES	RESPONSES	
Every day	54.55%	48
Weekly	31.82%	28
Monthly	2.27%	2
Other - please specify in the box below	11.36%	10
TOTAL		88

#	OTHER - PLEASE SPECIFY IN THE BOX BELOW	DATE
1	three times per week	1/22/2020 1:32 PM
2	commenting on behalf of Northern NSW Health Promotion - trying to encourage more active travel and therefore more frequent use of pathways	1/22/2020 12:54 PM
3	I witness users of the paths daily	1/20/2020 2:54 PM
4	Never, as there are no paths in Spring Grove. We need them	1/15/2020 3:13 PM
5	We don't have path just roads.	1/14/2020 7:42 PM
6	No path to use	1/12/2020 1:58 PM
7	Never	12/30/2019 3:47 PM
8	3 or 4 times per wk	12/28/2019 8:46 PM
9	I don't because we don't have one near us.	12/11/2019 8:43 PM
10	Not often as there are none in north casino	12/9/2019 12:02 PM

Q6 Are the paths you use connected to each other to enable continuous travel without having to use the road or verge?

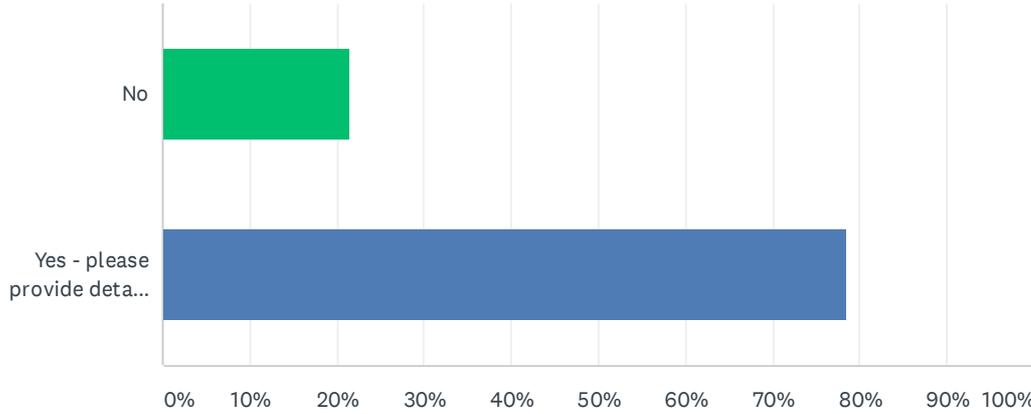
Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	17.05%	15
No	82.95%	73
TOTAL		88

Q7 Are there any locations which need new paths to complete connections? For example, along Wattle Street between Smith and Creek Streets

Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	21.59%	19
Yes - please provide details of the location/s in the box below. For example, along Wattle Street between Smith and Creek Streets	78.41%	69
TOTAL		88

Richmond Valley Pedestrian Access and Mobility Survey

#	YES - PLEASE PROVIDE DETAILS OF THE LOCATION/S IN THE BOX BELOW. FOR EXAMPLE, ALONG WATTLE STREET BETWEEN SMITH AND CREEK STREETS	DATE
1	North Casino to connect with the CBD. There is no connection from the estates along Spring Grove Road back in to town which makes it incredibly unsafe to walk or ride on the edge of the road. With the future establishment of the rail trail, it would be great to see a footpath from Gregors Road through to Whitton Lane which can then connect to the trail and take you in to town.	1/30/2020 6:41 AM
2	connections between residential areas and existing pathways in all towns. The proposed plans will improve the current connections, but there are still some residential streets that would benefit from having a path.	1/22/2020 12:54 PM
3	CASINO Gitana St – Bus Shelter to North St (west side) NOT REQUIRED Maybe put a crossing to the hospital near the bus stop North St – missing link High St to Gitana St (Sth side) may require a crossing / refuge Colches St – Richmond St to Barker St Colches St- Canterbury St to North St Walker St – Pratt St to Johnson St Maybe both sides Hartley St – Adam St to Queen Elizabeth Park No.3 Entrance Rd (past Bus Shelter) Lennox St – Bus Stop to Hickey St Hickey St – New Bus Shelter (near Light Street) to Lennox St Dyraaba St – Hotham St to Jumbunna Pre School EVANS HD Cassia St – Currajong St to Ash St CORAKI Allwood St – Martin St to Bridge St WOODBURN St Josephs School to Pacific Highway and a crossing	1/22/2020 8:35 AM
4	Continue the footpath along Richmond Street at least to Sly's Timber, preferably to River Street. Footpath in Sussex Street. Footpath from Uralba Street to the Catholic Church and St Joseph's School. The proposed footpath on the northern side of Wagner Street seems superfluous.	1/21/2020 12:47 PM
5	Waterfront link between Elm St @ Bridge and Mcdonald Place Carpark Important to maintain link from Mcdonald pl carpark to Main beach carpark (not shown on plans) Woodburn to Evans head Broadwater to Evans head Woodburn to Broadwater Currajong St from Airport dr to beech st (as shown as proposed on plan) Link from end of Anson Ave to Chinamens beach road behind the houses would be good too	1/21/2020 11:17 AM
6	In Casino in Colches Street from North Street to Canterbury St.	1/21/2020 9:38 AM
7	Pratts Road Spring Grove to adjoin with Tullarook Grove Verulem View and Casino.	1/20/2020 6:47 PM
8	Evans Head - there is a missing link along the foreshore from the northern end of the bridge on Elm St, along the northern side of the river to behind the RSL Club, exiting via the laneway out onto McDonald St.	1/20/2020 4:05 PM
9	1-Casino - along Reynolds road from the proposed shared pathway on The Summerland Way to the cemetery. 2-Woodburn - the proposed path along Woodburn St (Wagner St to River St), both sides of the street have compromised crossfalls 3- Woodburn - the proposed shared pathway to Evans Head is not on the same side of the road as the footpath constructed on the bridge 4 - Woodburn - The footpath from Uralba St on Woodburn Coraki Road to St Josephs School exists on the bridge, but the connection on Uralba St and the School is very poor. 5 - Coraki - Continue Martin St footpath to the north. Provide a link alongside Queen Elizabeth Drive from Minto St to the Service Station where children meet for the school bus. 6 - Coraki - Continue the path south along Richmond Terrace around Windsor Park and connect up with Belmore St to complete a loop. 7 - Casino - include the new shared path on the northern side of Johnston St (Walker St to Clark St) 8- Casino - Hickey St (from Light St to Lennox St). The only path leading to Queen Elizabeth Park is beside busy roads, this would provide a link along quieter roads between Q.E. Park and Crawford Sq. 9 - Casino - North St (Gitana to Hotham St) alongside the northern side of the Hospital. This would provide a continuous loop around the hospital.	1/20/2020 2:54 PM
10	Casino community garden to QE2 Park toilet facilities	1/20/2020 12:13 PM
11	A pathway connecting the estates between Pratts Rd and Gregors Rd Spring Grove to ensure the safety of children going to and from the bus stop.	1/15/2020 8:24 PM
12	Rail trail needed badly	1/15/2020 8:12 PM
13	Along Spring Grove road between Gregors Road and Tullarook	1/15/2020 7:53 PM
14	I'd like to see a path between Pratts rd Spring Grove and Gregors rd Spring Grove.	1/15/2020 7:42 PM
15	Along Diary Street between Richmond and North Streets.	1/15/2020 4:13 PM
16	We need a path to connect Pratt St to Gregors / Camillot Close & then into Casino Town.	1/15/2020 3:13 PM
17	Farley St, adjacent to Colley Park	1/15/2020 1:45 PM

Richmond Valley Pedestrian Access and Mobility Survey

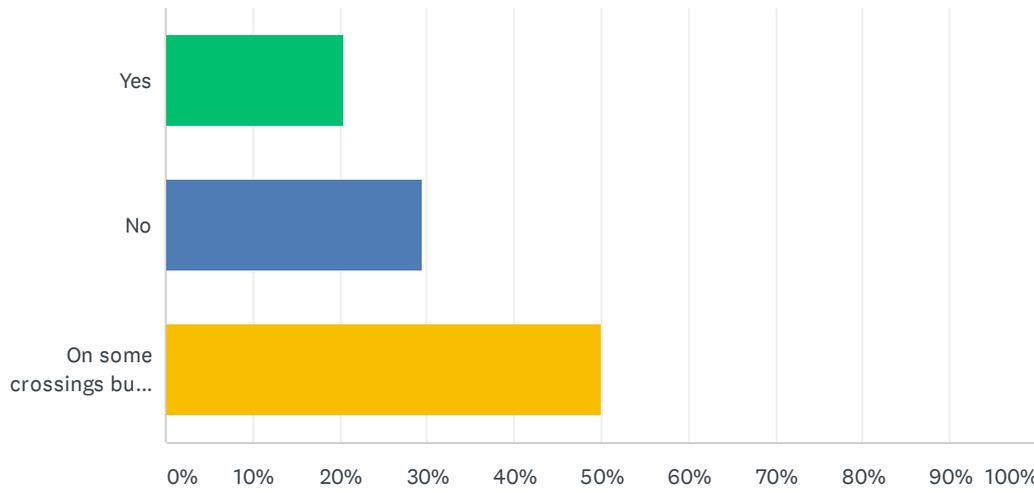
18	Spring grove road connecting Pratt's road to tullerook estate and Gregors road with new estate to bus bay.	1/14/2020 7:42 PM
19	We need a path connecting Pratt Road to Mcgregors road, Spring Grove for the children and people of the community to safely travel around	1/14/2020 7:34 PM
20	Between Gregors Road and Pratt street	1/14/2020 5:16 PM
21	A community bike path would be great. If a shared bike way could be created for a continuous greater distance could be created it would be much appreciated	1/14/2020 3:51 PM
22	Between spring rove and casino	1/14/2020 3:48 PM
23	Along Spring Grove Road between Pratts Rd and Gregors Rd or even further to Whittens Rd.	1/14/2020 3:40 PM
24	Connecting paths are desperately needed between Pratts Rd, Tullarook Grove, Veralum Estate and Gregor's Road. These four distinct residential areas virtually adjoin one another, yet Council allowed development without any safe access between them. A connecting footpath or bikeway is a must between these locations for school children to access bus stops, neighbours to visit one another and for residents to walk, ride bikes etc for exercise. Ultimately a pathway to Casino would be desirable, but at a minimum, the aforementioned path between these residential areas is nothing less than critical. Residents in these areas have contributed Section 94 fees for community infrastructure from as long as 20 years ago but have received nothing in return. It's our turn.	1/12/2020 1:58 PM
25	Grenfell Street (from Queen Elizabeth Drive end) to Martin Street. Martin Street (where the foot path current finishes) to Minto Street. Minto Street to Richmond Terrace. Corner of Bridge and Allwood Street to Queen Elizabeth Drive. Corner of Short Street and Surry Street to corner of Spring Street and Surry Street. Corner of Donaldson Street and Autumn Street to corner of corner of Union Street and Autumn Street. All of Eagar Street from Queen Elizabeth Drive to the end. All of Short Street.	1/8/2020 6:51 PM
26	Broadwater Evans head road to George street	12/30/2019 3:47 PM
27	Mangrove street is well used but has no path connections , or access on to main road there are no ramps. The path on school lane has no ramp at cypress road so difficult for bikes prams etc	12/30/2019 8:15 AM
28	Evans rd is very unsafe and there is no footpath to walk on. Lots of people have to push prams, ride bikes on the road and it is unsafe on the corner. It would also be fantastic to have a walkway set into the bush running parallel to the road out to Chinaman's Beach.	12/29/2019 11:13 PM
29	We live on river street broadwater and regularly walk, skate, scooter or ride to the broadwater hall - there is no paths from river street to the beginning of the oath on George street. We also occasionally walk, run or ride to broadwater beach from home and pathways are not continuous	12/29/2019 10:55 PM
30	Naughtons Gap Road	12/28/2019 8:46 PM
31	Along Naughtons Gap road from Scott's road towards Casino town and north towards LISMORE and access to Manifold Road	12/28/2019 7:58 PM
32	A mobility scooter access pathway and crossing at the entrance to the Shark Bay turnoff. Continuation of a pedestrian footpath with the upgrade of Razorback Lookout to the corner of Ocean Drive and Wirraway Avenue. Provision of an access ramp on the footpath at the corner of Ocean Drive and Pacific Crescent to eliminate mobility scooters from having to use the Ocean Drive roadway and wanting to travel into Pacific Crescent as it is currently a blind spot area and highly dangerous. Continuation of the Ray Jeffrey bike track from the Riverside Village to Woodburn.	12/28/2019 2:08 PM
33	Evans head to boradwater, Evans head to woodburn bicycle track	12/28/2019 1:04 PM
34	Ocean Drive from lookout entrance to Wirraway St.	12/23/2019 11:13 AM
35	Side streets off main roads need foot paths, especially near sporting fields	12/22/2019 3:55 PM
36	Swan bay rd, between Coraki bridge and Oakland rd, east coraki.	12/22/2019 5:09 AM
37	I think having connecting paths is a great idea but I don't know the streets well enough to say what ones & where	12/21/2019 7:45 PM
38	Woodburn Evans Head Road from Riverside Village to Woodburn	12/21/2019 4:24 PM
39	Cypress St Evans Head	12/21/2019 3:13 PM

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40	Queen Elizabeth Drive from Coraki Rural & Hardware in North to Adams Street in South.	12/21/2019 10:18 AM
41	Mangrove and main stret	12/21/2019 8:53 AM
42	Pitt street BROADWATER Evans head road from George street to pacific highway	12/21/2019 8:10 AM
43	Hare Street towards Tenterfield	12/20/2019 11:08 PM
44	From cedar St & Richmond St. North along Richmond Street.	12/20/2019 7:49 PM
45	Ocean view drive to Shark bay Can be dsngerous to access from the steps to the footpath Need one to connect to picnic shelter from stairs	12/20/2019 4:53 PM
46	along Evans Rd between Ocean Dr and Wirraway Ave	12/20/2019 4:05 PM
47	At end of Richmond terrace from bowling club to end no1richmond terrace	12/20/2019 11:14 AM
48	Lakeside Drive	12/20/2019 9:38 AM
49	We are very very desperate for a pathway connecting North Casino (ie Manifold Rd) to town. Please. Children are having to ride on the road and it's so dangerous. So Manifold Road connecting to the new bicycle path on the corner of Johnston St and East Street	12/20/2019 8:24 AM
50	Along Cypress Street from the k-12 school to Cashmore Street / Cypress Street intersection	12/20/2019 8:15 AM
51	Along Wagner St between Cedar St and Duke St	12/20/2019 8:12 AM
52	Rileys Hill Community Hall to Broadwater Evans Head Surf Club to Terrace Street through the Dune system. This would provide continuous path with water views.	12/19/2019 8:37 AM
53	We need a path along naughtons gap road urgently.	12/11/2019 8:43 PM
54	Woodburn Road and Beech Street I do go from surf club to McDonald Place along the front , it is not marked on the map	12/11/2019 4:36 PM
55	Currajong Street, to Heath Street and Beach Street	12/11/2019 2:51 PM
56	Currajong Street from Memorial Airport Drive to Beech Street / Park Street needs widening and made flat and safer / link the walk from the caravan Park through McDonald Place by the river to the Elm Street bridge / Razorback Lookout along Ocean Drive to start of Dirrawong Reserve	12/11/2019 2:18 PM
57	Johnson street to housing estates on naughtons gap rd Very busy road and a lot of kids on bikes and walking	12/10/2019 11:22 PM
58	Hotham to Shephard	12/10/2019 7:41 AM
59	Cooper street woodburn to town	12/10/2019 7:39 AM
60	Sandilands street. As this is a quite a busy street as it is the link between west and Hotham. To take the kids for a bike ride is quite difficult with no path and trying to negotiate traffic.	12/10/2019 6:48 AM
61	Hare Street full length of Hare St South Casino	12/10/2019 2:11 AM
62	Gitana Street. My main complaint is the footpath on Richmond Street between Colches and Diary Streets. The existing footpath is broken, cracked and uneven creating a tripping hazard especially in early morning around 5.00 and 6.00 am.	12/9/2019 9:10 PM
63	Evans road from Kalimna park to Chinaman's beach or at least Dirrawong reserve.	12/9/2019 4:31 PM
64	Along Cypress St from the school to the RSL.	12/9/2019 3:10 PM
65	Woodburn-Evans head Rd between Woodburn and Doonbah Broadwater-Evans Head Rd between Broadwater Beach Rd and Council depot Cassia St Between Stan Payne Oval and Industrial estate	12/9/2019 2:31 PM
66	Cash ore and along mangrove street with a crossing where mangrove meets Woodburn at the bridge. Mangrove has a park that is regularly used by locals and visitors.	12/9/2019 12:43 PM
67	North Casino. Especially along Manifold Road. Plenty of walkers, runners and kids on bikes with only the road to use as the verge is rough, occasionally slashed and littered with broken glass.	12/9/2019 12:02 PM
68	Path from Johnston Street to the Indoor Sports Stadium	12/9/2019 11:07 AM
69	Walker St path stops at Johnstan st. Would be nice if it continued to Dyrabba St and if there was a path on Dean st.	12/9/2019 10:59 AM

Q8 Do the paths you use have pedestrian crossings and refuges?

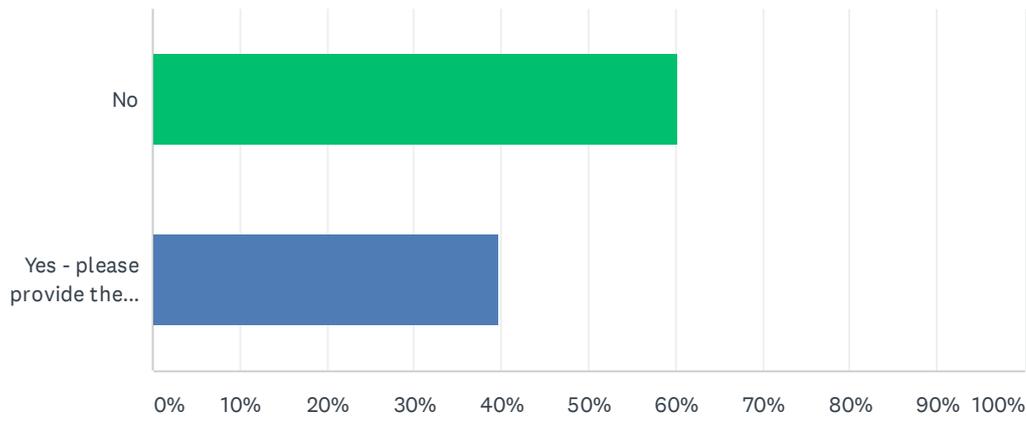
Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	20.45%	18
No	29.55%	26
On some crossings but not all	50.00%	44
TOTAL		88

Q9 Are there particular locations which need pedestrian crossings and refuges? For example, junction of Wattle and Creek Street

Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	60.23%	53
Yes - please provide the details of these location/s in the box below For example, junction of Wattle and Creek Street	39.77%	35
TOTAL		88

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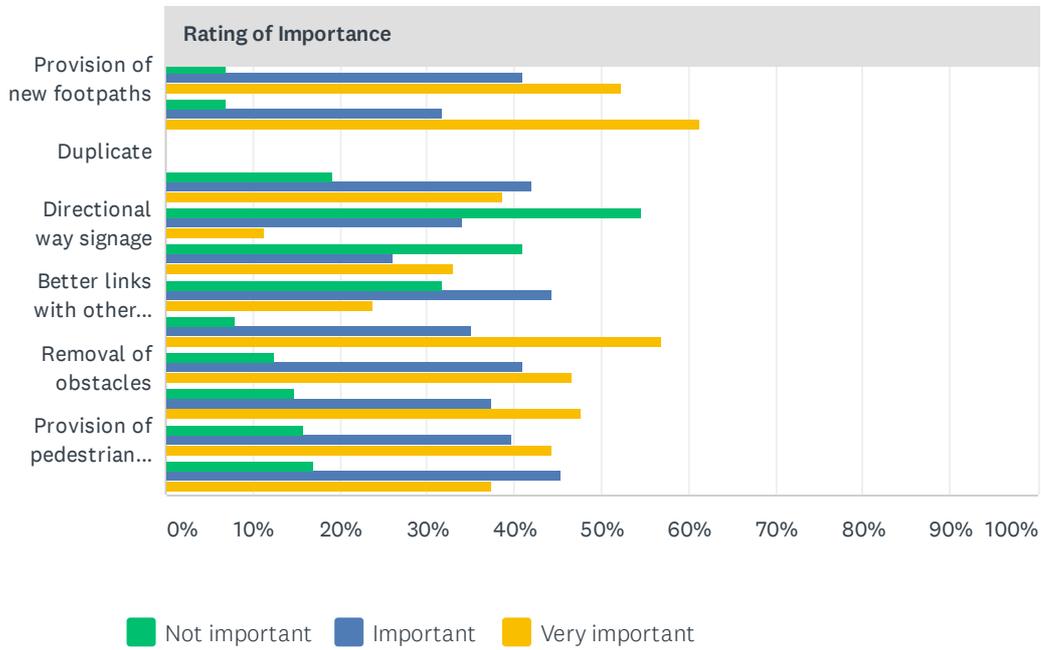
#	YES - PLEASE PROVIDE THE DETAILS OF THESE LOCATION/S IN THE BOX BELOW FOR EXAMPLE, JUNCTION OF WATTLE AND CREEK STREET	DATE
1	junction of centre and johnson street	1/22/2020 1:32 PM
2	all major roads leading into towns (including the highway) or across main streets should have either a crossing or refuge.	1/22/2020 12:54 PM
3	See my comments in Question 7	1/22/2020 8:35 AM
4	Island refuge in Barker Street outside Richmond Lodge in Casino Also on the Corner of Canterbury and Colches Street in Casino	1/21/2020 9:38 AM
5	Pratts Road Spring Grove to Casino would need pedestrian refuges to allow for the best connection design.	1/20/2020 6:47 PM
6	1- Casino - Barker St, western side of Centre St. The existing pedestrian crossing refuge blister is too close to Centre St. The turn movement for vehicles turning right into Barker St from Centre St is compromised. The blister and signage is continually being damaged by vehicles. 2- Casino - there are limited pedestrian refuges along Johnston St between Wheat St & Clark St. The shop at East St, the service station/ shops opposite Albert Park & the sports fields at Albert Park are within this 930m section between the existing pedestrian refuges'	1/20/2020 2:54 PM
7	On the proposed pathway connecting the estates between Pratts Rd and Gregors Rd, Spring Grove to ensure the safety of children going to and from the bus stop directly across from Tarreda Grove.	1/15/2020 8:24 PM
8	Rail trail.	1/15/2020 8:12 PM
9	Something is needed to slow traffic down between Pratts rd and Gregors rd Spring Grove. There are 2 bus shelters used on the opposite side of the roads to the Estates so there are alot of children having to cross a busy road where traffic is driving 100klms if not more.	1/15/2020 7:42 PM
10	They're non existent. Needs to use road	1/15/2020 7:06 PM
11	Pratt to Gregors Camillot Roads to their Bus Stops on Spring Grove Road.	1/15/2020 3:13 PM
12	Tullerook bus bay on spring grove road	1/14/2020 7:42 PM
13	Possibly between Gregors Rd and the Bus stop along Spring Grove Rd. Somewhere between Pratts Rd and the bus stop for safe crossing along Spring Grove Rd	1/14/2020 3:40 PM
14	Broadwater Evans head road	12/30/2019 3:47 PM
15	Mangrove and main road	12/30/2019 8:15 AM
16	Crossing Broadwater Evans head road. There are quite a few houses on and around river street that have people who regularly use the facilities at the hall and there is no safe crossing across broadwater Evans head road	12/29/2019 10:55 PM
17	May need a safe crossing refuge at the junction of Naughtons Gap and Manifold roads	12/28/2019 7:58 PM
18	Shark Bay Recreation Area turnoff.	12/28/2019 2:08 PM
19	Pedestrian refuges on Beech St up the bowling club end would be helpful.. also on Booyong.. & Woodburn Street.. they are quite wide streets & it's hard to get all the way across. Also to cross the road from the shops over to the RSL is quite dangerous.. or from the cabins end of the caravan park.. a pedestrian refuge anywhere there would be super helpful there.	12/23/2019 9:28 PM
20	The corner of Center & Richmond streets, to cross Richmond Street safely	12/22/2019 3:55 PM
21	Crossing needed between Coraki Public School & St Joseph's school. Also across from Top Shop on Queen Elizabeth Drive	12/21/2019 10:18 AM
22	Mangrove and main road	12/21/2019 8:53 AM
23	The pedestrian crossing outside the Cecil on centre street needs to be moved to a safer place	12/20/2019 8:41 PM
24	I'm not sure - haven't noted any	12/20/2019 8:24 AM
25	The roundabout near Evans River K-12 School (crossing from the school site over to Woodburn Street) is a hazard. Cars fly though the round about, there's only a small area for kids to stand in the middle of the road. A zebra crossing would be a good investment.	12/11/2019 2:51 PM

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26	all of the above links	12/11/2019 2:18 PM
27	A refuge and giveaway sign at the end of Barker st on Colches street end. So cars actually have to go around it instead of cutting the corner to the oncoming traffic from both directions in Colches st.	12/10/2019 6:36 PM
28	Pacific highway / Uralba street /	12/10/2019 7:39 AM
29	Refuge... in front of golf club. Kids walking to school try and make a run for it.	12/10/2019 6:48 AM
30	Yes! Crossing over Graham place to the library that is accessible for wheel chairs and walkers with it having to go around the road The crossing at The Cecil across Centre St needs to be moved. I have had personal near misses there with cars not seeing (or not slowing down) coming into the round about while walking with clients. I have witnessed folks almost hit as the car parks along the front of the pub block the view of pedestrians coming across. It needs to be moved away from the roundabout to make it safer for pedestrians .	12/10/2019 6:08 AM
31	Canterbury St Catholic Church to McDonalds. Current crossing to close to intersection. Cars come around corner and are on the crossing before they realize there is somebody on it. Very scary. That intersection from Canterbury St should be Left Turn Only, from eastern and western side. Too many people take dangerous risks!	12/9/2019 8:18 PM
32	Walkway to goanna headland from shark bay.	12/9/2019 4:31 PM
33	Hotham street rail crossing needs some attention due to large amount of traffic and alot of children use this road to school. I find it unsafe and scary (when traffic in both directions pass) to walk this road.	12/9/2019 12:54 PM
34	Mangrove and Woodburn this can be very busy lots of people use it and some vehicles are going to fast when coming of the bridge. It's a popular fishing and picnic spot both sides	12/9/2019 12:43 PM
35	Corner of Johnston St and Centre st has a refuge crossing but there is a blind spot when crossing centre St. When heading towards Kyogle, very difficult to see traffic coming behind you on Johnston st turning onto centre st. Also difficult to cross At this junction from one side of Johnston to the other as difficult to see cars through the structure on the roundabout.	12/9/2019 10:59 AM

Q10 How important do you feel each of the following items are? Please rate each item using the following scale: Not important; Important; Very important

Answered: 88 Skipped: 0

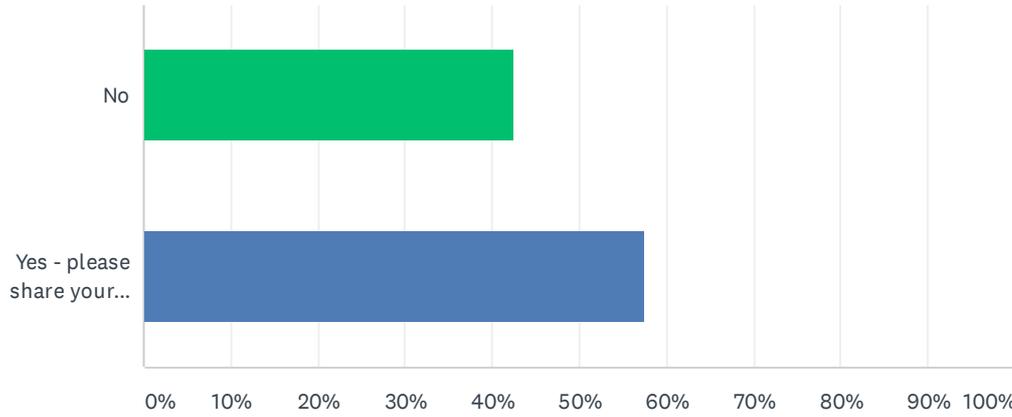


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Rating of Importance				
	NOT IMPORTANT	IMPORTANT	VERY IMPORTANT	TOTAL
Provision of new footpaths	6.82% 6	40.91% 36	52.27% 46	88
Provision of pedestrian and cyclist links to nearby areas	6.82% 6	31.82% 28	61.36% 54	88
Duplicate	0.00% 0	0.00% 0	0.00% 0	0
Lighting along paths	19.32% 17	42.05% 37	38.64% 34	88
Directional way signage	54.55% 48	34.09% 30	11.36% 10	88
Street furniture such as seating and drink stations	40.91% 36	26.14% 23	32.95% 29	88
Better links with other transport modes, for example car parks, taxi ranks, bus shelters etc	31.82% 28	44.32% 39	23.86% 21	88
Removal of trip hazards	7.95% 7	35.23% 31	56.82% 50	88
Removal of obstacles	12.50% 11	40.91% 36	46.59% 41	88
Provision of access ramps	14.77% 13	37.50% 33	47.73% 42	88
Provision of pedestrian crossings and refuges	15.91% 14	39.77% 35	44.32% 39	88
Tactile indicators (for the vision impaired)	17.05% 15	45.45% 40	37.50% 33	88

Q11 Do you have any other comments regarding pedestrian facilities, or what could improve pedestrian access and mobility in your local area? If you answer Yes to this question, please share your comments in the box below

Answered: 87 Skipped: 1



ANSWER CHOICES	RESPONSES	
No	42.53%	37
Yes - please share your comments in the box below	57.47%	50
TOTAL		87

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#	YES - PLEASE SHARE YOUR COMMENTS IN THE BOX BELOW	DATE
1	generally smooth out footpaths.....some footpaths give a bumpy ride for mobility scooters	1/22/2020 1:32 PM
2	Shade over pathways	1/22/2020 12:54 PM
3	The above comments were compiled by the Executive Committee of the Woodburn Business & Community Chamber. Better street lighting required in Richmond Street.	1/21/2020 12:47 PM
4	Many of the existing shared paths in Evans Head are not wide enough to be shared	1/21/2020 11:17 AM
5	Upgrade of many of all the older footpaths to shared pathways and smoother joins for the use of wheelie Walkers, wheel chairs and Gophers. In particular the footpath from Richmond Lodge to the Cecil Hotel in Barker Street Casino. This is used every day by Wheel chairs and frail elderly people. The entire footpath along Barker Street could be replaced. Council engineers to inspect all footpaths for damage. The footpath in Lennox Street near the river is dropped. Extend the footpath in Lennox Street from Hickey Street to the end of Lennox street. A lot of people walk up the middle of the street every day.	1/21/2020 9:38 AM
6	There are many residents in the Spring Grove area around Tullarook that need safe walking and cycling connection to the existing and proposed subdivisions of this area and Casino. Existing residents are constantly walking, cycling and running along the shoulders and verges of extremely busy roads in this area and along Spring Grove Road to Casino. Developers have paid huge amounts of Section 94 contributions which could be used to improve the cycling and walking infrastructure as has been afforded to other sub divisions like Gays Hill.	1/20/2020 6:47 PM
7	Our local community really needs a pathway joining the Spring Grove estates from Gregors Rd to Pratts Rd to ensure the safety of school children who walk daily to the bus stop adjacent the entrance of Tullarook Grove. With an addition of a Pedestrian crossing in the same location.	1/15/2020 8:24 PM
8	Footpath needed from railway crossing to Scott's road , road not wide enough when bike riders or joggers are on the side of the road. Dirt section of Qld Road near wetlands should be bitumen	1/15/2020 8:12 PM
9	There are numerous housing estates being built and that have been built over the past decade and the community would benefit from footpaths as currently to walk/run/ride anywhere we are exposed to 100km/h traffic which is an obvious safety concern	1/15/2020 7:53 PM
10	I feel it is very important to have a connecting pathway between Pratts rd Spring Grove and Gregors rd Spring Grove. I am very concerned about children of all ages having to use the bus shelters and cross a main rd with cars going 100klms etc. I feel a lower speed limit also needs to be introduced in this area. In our section 94 it covers a contribution for infrastructure and this is something we would like to see that used on.	1/15/2020 7:42 PM
11	I would rather see rate payers money used to provide direct footpath access to each street in town before the proposed shared footpaths leading out of town.	1/15/2020 4:13 PM
12	We need footpaths to connect the estates in Spring Grove (Pratt's to Gregors/ Camillot Rds) into Town. This will promote health & fitness & allow the community to walk & bike ride more safely. Also, it will assist the Bus Stops, which are currently set up quite unsafe for those Parents & Children who have to wait at the Bus Stops in Spring Grove.	1/15/2020 3:13 PM
13	We have a lot of young children that need to have a footpath to connect them to the bus pickup shelter. The road is so dangerous for any person to try and navigate with traffic.	1/14/2020 7:42 PM
14	A foot path between Gregors Road and Pratt Street. With the new estate being built, more and more families will need safe access to these roads for various reasons- walking, bus pick up and drop off. We contributed \$3790 towards section 94 for community infrastructure before we could even start our current build. That money should be used for the purpose listed above. If we had no choice in paying this, we should be able to see it contributed to our local estate for the safety of ourselves and the children.	1/14/2020 5:16 PM
15	I have been writing to the council for 3 years hoping to get a pathway along Spring Grove Road. I use the road daily bringing my daughter to and from the bus stop. I also run along Spring Grove road at least 3 times a week. My family and I along with 58 other families who signed a petition believe that a pathway would benefit our community for family walks/bikes/ runs etc and for safety for our children who use the bus stop. There is no connection between the different estates from Pratts Rd to Gregors Rd. There is the new community of Verulam Ridge which also needs a safe crossing and pathway to connect to our community. We contributed to Section 94 for community infrastructure but have seen nothing so far. Please consider us for a new pathway.	1/14/2020 3:40 PM

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16	<p>Footpaths play a significant role in any community. This encourages members of the community to be active. A perfect example is the incredible use of the recently installed path running along the river bank parallel to Richmond Terrace. This is a great asset to this community and the RVC are to be congratulated for actioning this investment. The variety of people that use this consistently is great to see, however, this typically occurs during daylight hours. Lighting along these paths is an absolute must. This could be via solar powered street lighting. This is readily used in many other communities with great effect - there is no reason why this could not happen in Coraki. Previous comments from members of the RVC regarding the installation of street lighting focuses on their perceived "level of vandalism" in Coraki. This argument is flawed on many levels, including: 1. the reported level of vandalism in Coraki is significantly lower than in other communities in the Richmond Valley (validated by data gained from the NSW Police), 2. the recently installed solar powered street light on the new floating pontoon has not seemingly been vandalised since installation, and 3. research undertaken by the federal governments Australian Institute of Criminology (www.aic.gov.au) report that the installation of street lighting actually reduces vandalism and moves these activities to areas that are not well lit. Installation of street lighting along the footpaths could increase the visual amenity of the community, improve accessibility (particularly for people with low vision / vision impaired), and increase the hours people could use the footpaths, e.g. after work / in the evening. Footpaths, street lighting and street tree planting ideally need to be considered jointly in a holistic overall manner rather than as disparate investments. Installation of street lighting along foot paths, with street tree plantings sympathetic to the streetscape would be consistent with the Richmond Valley Council Tourism Plan and demonstrate that the RVC are genuine in their efforts at improving the quality of life for Coraki residents, creating a unique Corakian "sense of place" and assist in enhancing the visitor economy to this community. Linking Coraki with well laid out footpaths enables visitors to easily move around the community and appreciate the unique qualities of this community which responds to the identified weakness of the lack of developed tourism experiences.</p>	1/8/2020 6:51 PM
17	<p>There is no way for the residents of Mcdonald St, River St and Cook St to access any footpath in Broadwater or the new bike path or the new skate park. It's incredibly dangerous on Broadwater Evans head road and is an accident waiting to happen.</p>	12/30/2019 3:47 PM
18	<p>A footpath on Evans Rd is essential. It is only a matter of time before someone is hurt.</p>	12/29/2019 11:13 PM
19	<p>Completion of the Bikeway from broadwater to the beach. Residents of broadwater still mostly use cars to access the beach due to the path being incomplete, and the incomplete section being incredibly dangerous to navigate without using a car. Many residents of broadwater are using the beach road path for exercise purposes but still have to drive there to do so. So disappointing</p>	12/29/2019 10:55 PM
20	<p>Thank you for the opportunity to have a say. As a mother of a young active family, we all love riding bikes, running and walking in our beautiful area and the addition of a pedestrian walking track will allow us to do this very safely and may encourage others to start looking after their health. 😊 Kind regards Happy resident</p>	12/28/2019 7:58 PM
21	<p>More safe places to cross main thoroughfares. Otherwise our paths & cycle ways are fab!!</p>	12/23/2019 9:28 PM
22	<p>Walking path from Shark Bay, around the waterfront to below Razorback Lookout to join paths in Goanna Headland and to Chinamans Beach.</p>	12/23/2019 11:13 AM
23	<p>Love to see a pedestrian track along the headlands. Maybe from lookout to Chinaman's beach. Would be a great tourist attraction and for locals.</p>	12/23/2019 7:42 AM
24	<p>It would be good to remove shrubs & other plants from pedestrian crossing approaches. Cars need all the warning they can have that there is a person on the crossing. It does hurt to be hit by a car!</p>	12/22/2019 3:55 PM
25	<p>East coraki would really liked to be linked to the town with a footpath and reduce speed limit to 60 down Oakland rd(built up area).</p>	12/22/2019 5:09 AM
26	<p>I would love it, if cyclists could ride on footpaths as I'm not confident cycling on the road.</p>	12/21/2019 7:45 PM
27	<p>Seating at appropriate intervals where older or injured people need to walk even a block from the shops. Council has been negligent and obviously uncaring in this respect. There should be seating in all streets at reasonable intervals.</p>	12/21/2019 3:54 PM
28	<p>BROADWATER services are rarely implemented unless other party's provide funding I.e footpath y to o beach (government/ roads funded) Park funded by others I had a meeting with council 30 years ago complaining of drainage do they put a seal on the road , go figure</p>	12/21/2019 8:10 AM
29	<p>Footpaths being maintained so that a pram can smoothly be pushed along.</p>	12/20/2019 11:08 PM
30	<p>Move the crossings to a safer place</p>	12/20/2019 8:41 PM

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31	Footpath along Wagner Street. Along the tennis courts, skate park, soccer field and playground. Access for those with prams will be much easier.	12/20/2019 7:49 PM
32	Making all the town (Evans Head) and other Richmond Valley towns linked in with access paths between carparks, bus stations, mainstreet, attractions will drive cultural change for less vehicular use and more walking / cycling, this in turn lowers emissions, brings the community together, and provides a healthier community. Also by lowering vehicular use allows money to be spent (by ratepayers) elsewhere, thereby stimulating the economy.	12/20/2019 4:05 PM
33	We desperately need a footpath for safety reasons there is a lot of trucks at 2 Richmond terrace and all pedestrians and my children share the road its a safety concern	12/20/2019 11:14 AM
34	There are a lot current paths that need to be redone instead of grinding trip hazards our they should be completely re concreted. Especially around Barker Street and Canterbury Street. These are high pedestrian traffic areas	12/20/2019 8:38 AM
35	The crossing between St Mary's Church and McDonalds is absolutely terrifying and so dangerous. I have seen many near misses to children being hit by cars there due to high traffic and people turning into Canterbury Street from Centre St and needing to keep moving and not stop to avoid being collected by thru traffic, meaning pedestrians are at serious risk. This intersection needs traffic lights!	12/20/2019 8:24 AM
36	Cypress Street is a main thoroughfare to the school. Children walk and ride their bikes along the street on a daily basis	12/20/2019 8:15 AM
37	Links between Rileys Hill and Broadwater must be priority. There are multiple people walking on a narrow road (Riley Hill Road) each morning. I do not feel comfortable to go for a run in my home town (Rileys Hill) as there is no pathway to safely facilitate it.	12/19/2019 8:37 AM
38	Need to look paths towards subdivisions going out of town, especially towards naughtons gap.	12/11/2019 8:43 PM
39	Beech Street is a problem it is the main road into town and it is very narrow with uneven surface on the southern side and where the car are park you sometime have to wait for cars coming into town to go past because the road is not wide enough to take three cars .	12/11/2019 4:36 PM
40	Lighting provided from the bridge/boat harbor up until Kalimna Park.	12/11/2019 2:51 PM
41	Currently I am active and healthy. To navigate around Evans Head in a wheelchair, mobility scooter or pushing a stroller is hard work and limiting. Linking pathways would go along way toward addressing this issue.	12/11/2019 2:18 PM
42	The crossing at the roundabout in Centre street needs to be moved and more signage to let traffic know there one there. Being a main road the traffic is fast approaching and motorists and truck drivers are more focused on the cars entering and leaving the roundabout than the crossing that is poorly painted.	12/10/2019 6:36 PM
43	Can't wait for the rail trail	12/10/2019 7:41 AM
44	Cycle way woodburn to Evans head	12/10/2019 7:39 AM
45	Please make sure all ramps down over gutters are able to be used by wheelchair users. A lot of these ramps are too steep and clients struggle to,or cannot, get access up these due to the length and height of their chairs.	12/10/2019 6:08 AM
46	Hare Steet has No foot paths at all	12/10/2019 2:11 AM
47	Only what I have stated in an earlier question	12/9/2019 9:10 PM
48	Many of the paths in Evans Head are marked for pedestrians and bikes to share but they don't feel wide enough.	12/9/2019 2:31 PM
49	Cash more and mangrove connection of a shared path	12/9/2019 12:43 PM
50	I find the street lighting in many areas is inadequate, very difficult for oncoming vehicles to see pedestrians when walking on the side of the road due to no footpath. Also vehicle tend to drive very close to the edge which s quite frightening at times. Perhaps some road markings defining vehicle perimeter. I've also noted many times, vehicles failing to stop at pedestrian crossings for pedestrians. The worst is the one on centre st. In front of the swimming pool and the one on walker st near the state bank. Perhaps more signage warning vehicles they are approaching a pedestrian crossing would help.	12/9/2019 10:59 AM

Q12 If you wish to be kept informed on the progress of the PAMP please submit your name and email address.

Answered: 43 Skipped: 45

ANSWER CHOICES	RESPONSES	
First name:	100.00%	43
Last name:	97.67%	42
Email address:	97.67%	42

1.	<p>In regards in the Draft PAMP plan in Richmond Valley, the Rileys Hill hall Committee would like to show our support for the connection from Pacific Highway, Broadwater to Hills Road, Rileys Hill To be raised in priority to HIGH.</p> <p>This is based on:</p> <ul style="list-style-type: none"> ▪ the current usage of the road/connection by pedestrians is significantly higher than appreciated in the report. ▪ the importance of the connection between rileys hill and broadwater is underestimated with a significant growing residential community, community park, river access and Our hall located at rileys hill an key bus stop that services Ballina and local schools. ▪ the majority of the road is currently 100kmph on a narrow dangerous stretch (no shoulder available). ▪ Cars regularly speed through the current 50kmph zone. ▪ Demographic of Rileys Hill and Rileys Hill road is young families with no access to a concrete, safe cycling path. ▪ There is currently NO concrete path separated from traffic within rileys hill. This is very dangerous. <p>Please increase this path priority to HIGH within the PAMP.</p>
2.	<p>I would like considered the pathway to the beach to be finished.</p> <p>Add additional pathway along Evans Head road from pacific highway to join beach footpath.</p> <p>Add footpath to southern side of Riley’s Hill road along pacific highway to post office.</p> <p>Footpath on Pitt street for new subdivision to join footpath on George Street for beach path access.</p>
3.	<p>After serious consideration of the local demographics, natural assets and recreational walks, business locations, 49 bed residential aged care, health and other community facilities, including the planned community garden (behind the Bowling Club), we submit the following proposal:</p> <p>Pedestrian access both to and from the HealthOne and the residential Aged Care in Surrey Street, along with pedestrian access to the new Community Garden in Bridge Street, be given the highest priority. This would enable active pedestrian connections to places frequently used by the public whilst maintaining independence and safety to users.</p> <p>We see the second highest priority being the completion of “the downtown block” bounded by Richmond Terrace, Adams, Minto & Martin Streets. This is an opportunity to connect existing path networks.</p> <p>We, the Coraki Business Chamber would very much appreciate further consultation as this planning phase progresses.</p> <p>Thank you for this opportunity to contribute.</p>

4. I have been a resident of North Casino for over 10 years now. I am a walker. On a daily basis I walk one of the following routes:-

- Musgraves Road to Brumby Place via Manifold Road;
- Musgraves Road to Rodeo Drive via Naughtons Gap Road;
- Musgraves Road to Stones Road via Naughtons Gap Road;
- Musgraves Road to Johnson Street, Casino via Naughtons Gap Road.

Walking along Manifold Road and Naughtons Gap Road is like I am on a death wish. I always walk into the oncoming traffic and wear a high vis vest. But this does not protect me. When cars/trucks approach me, I try to get off the road, but at times there is no room for me, or when I am off the road cars /trucks simply do not allow me any room.

I walk at various hours but mainly early mornings from 5:30am onwards. I often come across other walkers/runners throughout the neighbourhood.

Walking daily for me is a must, it is a huge stress relief for me and sets me up for the working day. I work fulltime and have a household of 5. Having a footpath/cycleway would make it safer me knowing that each time I go out walking I am safe and to have my own designated area to walk in. We live in an area of zero streetlights, I must take a torch with me due to the even surfaces I am walking on. When cars/trucks are coming towards me with their lights on high, it is hard for me to see what's beside the road whether it's a hole, roadkill, hole full of water or weeds. Wearing a high vis vest does not save me, I have had cars come so close to me even when it is daylight. I find it hard on the corners as many people cut in very hard on the corners and its not always easy to cross back and forward across the road as times there is simply too many cars to be able to cross back and forwards quickly.

I walk with my children at times aged 12, 13 and 14. This is a very stressful time and not an enjoyable walk as cars/trucks and constantly speeding past us.

My children attend the Casino Christian School and currently walk to school through the paddock. However, when we have wet weather my children are unable to walk to school due to the excess water in the paddocks. I am having to drive them to school. If there was a cycleway/footpath along Manifold Road this would enable my children and many other children in Nowlan Place, Flatley Place and etc to ride, walk or scooter to school. Currently, there is no way I would not allow my children to walk along Manifold Road on their own.

North Casino has grown over the years, with 95% of all house blocking been built on. There is a large number of children. These children attend Casino Public, Casino High, St Marys Catholic School and Casino Christian School. The children of this area do not have any footpaths or a Playground as such. Therefore, the children are getting out on our roads to ride bikes and to scooter to go to each other's house. Our children are riding on main roads with very little room, cars are either going 80 or 100, which is within the speed limits.

To have a footpath/cycle way from Saville's Road to Naughtons Gap Road and then continuing along into Casino would enable our children to cycle safety and also this would enable me to walk/run without the risk of being hit by a car or truck. Drivers simply aren't always paying attention even though I have a High Vis Vest on.

	<p>I have often thought about driving into town to using the footpaths in town, but that takes time, its inconvenient and also costs me to run into town. We live in a very clean environment and I feel that I should be able to walk out my front door and go for a 5km to 10km walk within my neighbourhood, without the inconvenience I getting into my car and driving into town.</p> <p>I often walk towards Stones Road as we run cattle on property on Stones Road and I walk until I am picked up. Stone Road “The Gap” also has walkers/runners, who too no doubt would appreciate the footpath/cycleway into Casino. My children would be able to ride/walk to their Grandmother’s should the cycleway/footpath go as far as Stones Road.</p> <p>I verily believe that a footpath/cycle way into Casino and to Saville’s Road would be well used by the residents in North Casino.</p> <p>Unfortunately, our children are becoming more and more addicted to gaming and technology. I verily believe having a cycleway/footpath in our area would assist greatly in having our children our riding together. Currently it is not safe for my children to meet up with their friends in Jersey Drive, Hereford or Angus Place. Having a cycleway/footpath along Manifold Road from Naughtons Gap Road to Saville’s Road would bring many children together within the neighbour. This would enable our children to be active safely and enjoying the fresh air that is readily available to them.</p> <p>The changes/amendments I would like to see (if any) made to the draft pathways for North Casino pathways (<i>with reasons</i>):</p> <p>Having the cycleway/footpath to come into Musgraves Road would be highly beneficial. This is the main road into Nowlan Place, Flatley Place, Heathwood Place, Stock Road and Dixon Place. As currently when walkers/runners or children are riding their bikes up the hill in a westerly direction right on sunset it is very hard to see them on the road. Walker/runners and children do not realise that drivers can not see them. I have experienced this firsthand, when I was driving into the sun and a walker was walking up the hill with her three small children. When I stopped and told her, she didn’t realise that no one could see them due to the sun. To have a footpath/cycleway would be a much safer.</p>
5.	We need a cycle way or road widening to allow safe passage for cyclists from Rileys Hill, through Broadwater to Evans head
6.	Just a quick email I support of the submission made by the North Casino residents group. There is a definite need for a path to keep people safe. Lots of residents run, ride and walk in the area and the road is the only option, not ideal really as getting off the road in a hurry is not that pleasant an experience. Driving around the area in the afternoon or the weekend will always find pedestrians and children on bikes and while most people drive responsibly there will always be a few idiots.
7.	<p>If the proposed footpaths/cycleways were to go ahead, there would be 5 regular users of the footpaths from my household (adults + children).</p> <p>I support the above items for the following reasons/The submissions I would like to make in favour of the above are:</p> <ul style="list-style-type: none"> ▪ I am a regular runner (3 x a week or more) and do around 20-25km a week. I have nearly been side swiped by cars numerous times, especially on Manifold Road where motorists do 80km. This is especially true when running on the hills or bends. It means I often have to drive somewhere else to run now for safety. All of the streets are dead ends around here so you cannot avoid having to use Manifold Road.

	<ul style="list-style-type: none"> ▪ The other issue this creates is serious long term injuries from running on the slope or camber of the road into the oncoming traffic side. You have to stay on this one side to make sure you can be seen and see the traffic coming, but this can cause long term repetitive strain injuries. ▪ I used to sometimes run into town but the unsafe nature has meant I really am a little afraid of the traffic now to attempt it. My teenage boys would love to ride into town for exercise but having no footpath means they cant. It is actually only 8km into town but no footpath is available at any point! ▪ My family and I like to walk together and or ride our bikes and scooters. However, because of the traffic on the main road we cannot go together as its unsafe for the kids. It means they beg us on the weekends to go to the skatepark which is not always practical and there are often bigger kids trying to use it. ▪ We also like to walk our dogs, but because the cars are so close it presents a huge problem and causes the dogs undue stress. ▪ My 3 kids attend Casino Christian School along with many other kids around the area. It is almost unfathomable to think that the housing estate was built around it but no footpaths were provided or easements between the houses for kids who walk to school. I'm just lucky a neighbour lets them go through their yard otherwise they would have to walk or ride along busy Manifold Road to get there. ▪ My kids also have friends in the local neighbourhood within walking or riding distance but because there are no footpaths they are unable to visit them safely without me driving them, which means they often miss out! <p>The changes/amendments I would like to see (if any) made to the draft pathways for North Casino pathways (<i>with reasons</i>):</p> <ul style="list-style-type: none"> ▪ Extension so that you could get all the way into town, or at least Queensland Road. ▪ Easements for kids to walk to school.
8.	<p>In regards in the Draft PAMP plan in Richmond Valley I would like to see the connection from Pacific Highway, Broadwater to Hills Road, Rileys Hill raised in priority to HIGH.</p> <p>This is based on:</p> <ul style="list-style-type: none"> ▪ the current usage of the road/connection by pedestrians is significantly higher than appreciated in the report. ▪ the importance of the connection between rileys hill and broadwater is underestimated with a significant growing residential community, community park, river access and hall located at rileys hill. Including key bus stop that services Ballina and local schools. ▪ the majority of the road is currently 100kmph on a narrow dangerous stretch (no shoulder available). ▪ Cars regularly speed through the current 50kmph zone. ▪ Demographic of Rileys Hill and Riley Hill road is young families with no access to a concrete, safe cycling path. ▪ There is currently NO concrete path separated from traffic within rileys hill. This is very dangerous. <p>Please increase this path priority to HIGH within the PAMP.</p>

9.	<p>This feedback is on behalf of the Casino Vision Impaired Support Group in Casino. A group of 28 people. I have read the PAMP and would like to emphasise the importance of improving the surfaces of some of the older footpaths in town. eg Barker street from Richmond Lodge back into town. There are also others where the uneven surface makes it difficult for white cane users. Tactile Ground Surface Indicators (TGSIs) are also needed on ALL pedestrian crossings in the CBD and on all crossings on Center Street and Barker street at the Cecil Hotel. Consideration also needs to be given to obstacles on footpaths and overhanging branches and protruding vegetation from gardens as these are a danger to vision impaired people.</p> <p>In general we look forward to the implementation of the proposed additional pedestrian access ways as it makes independent living easier. It is the only way vision impaired people have of getting around independently.</p> <p>Please keep this group informed of developments in this program.</p>
10.	<p>A group of North Casino residents have come together to put forward a submission in respect of the draft PAMP. We have 64 members currently via a Facebook group who have come together to support a proposal for pathways at North Casino. This number has formed over a short period of about 10 days. Given a longer time period, I am certain we would have many more residents eager to join and make submissions in support of the North Casino pathways.</p> <p>With the encouragement of the General Manager, I would like to make a group submission on behalf of many of our members, whose name and details are listed below. These members have given their express written consent to being included on this submission, and they would be pleased to be noted as having had made a submission in respect of the draft PAMP.</p> <p>We strongly support the draft PAMP in respect of proposed shared footpaths/cycle ways for the areas of North Casino, referred to as: SG_9, SG10, SG11, SG12 and SG13 in the draft PAMP.</p> <p>North Casino has grown in population significantly, and now with over 1,000 residents, it forms a large outer 'suburb' if you like of the Casino township. Of our 1,000+ residents, 25% of these are children. At present, there is no form of pathway or cycle way in this area at all and, being a rural setting, the speed limit is high and the surrounding land to the roadway is unlit, unmowed, overgrown, uneven and unable to be safely traversed. This leaves pedestrians with little choice but to walk on the road, or step through paddock-like conditions at best.</p> <p>The major connecting roads of Naughton's Gap Road, and Manifold Road are rural roads with speed limits of 100 and 80km/h respectively. They are also extremely busy roads with many vehicles at all times of the day.</p> <p>Whilst these are bitumen sealed roads, they are not of generous width nor are they marked with line marking or any lighting etc. and both are fringed by largely untended drains, bush and dense long grass making pedestrian use impossible in the majority of roadside areas. For a pedestrian user to walk/run along these roads, they will need to use the bitumen surface in many areas where the roadside is not accessible. In the event two vehicles pass each other on these roads, the pedestrian has no choice but to leave the roadway and enter whatever area is to the side of their road for their own safety, as the road is not wide enough to allow two cars to pass each other whilst a pedestrian or cycle is on the roadway. This is very dangerous and has resulted in</p>

many residents having near-misses with vehicles, or for residents such as myself, a refusal to walk/ride along Manifold/Naughton's Gap road for fear of injury or worse.

Many of the residents of North Casino enjoy an active lifestyle and the ability to exercise within the vicinity of their homes, through walking, running, riding etc however the absence of safe pathways hinders many, especially families with children. This desire is hindered due to a lack of accessibility due to there being no pathways, and as a result, our residents are not able to enjoy as much physical activity as they would like.

For any resident with mobility issues, going for a walk is near impossible. One of our more elderly group members, Shirley Sharpe, uses a walker as a mobility aid and walks along the roadway twice per day in order to get essential exercise. Cars often stop to ask Shirley to please get into their car so they can drive her home as it is too dangerous for her to be walking on the roadway. In the absence of a footpath, Shirley has no other option as it would be impossible for her to use her walker, or safely walk, on the uneven, overgrown grass areas.

I know I speak for many residents when I say that I do not allow my children to walk or ride outside of my own 50/60km/h street(s) for fear of injury caused by vehicles on Manifold/Naughton's Gap Road due to a lack of pathway, the business of those roads, and the high speed limits. This is unfortunate as my children, and many of the children in North Casino, have friends in adjoining subdivisions such as Musgrave's Road. Although that is only a 3km distance from home, they cannot safely ride to their friends house due to serious concerns for their safety on these roads. This has a detrimental impact on their health and fitness missing out on this socialisation and incidental exercise in travelling between our houses on their bikes.

Likewise, the lack of pathways have a detrimental impact on our ability to take regular family exercise using scooters or bikes as there is no safe pathway for use, and we would be forced to use the roadway - leaving the roadway urgently when two vehicles were approaching, which would often mean jumping into a drain to the side of the road. This is not feasible for us, and as a result, at times when we would like to go for a family ride, we have to pack the bikes/scooters in the car and travel somewhere with good pathways. This was never more noticeable than during the COVID lockdowns recently when we were required to take exercise close to home, but couldn't to the extent that we would have liked due to the lack of pathways.

We have a major K-12 school on Manifold Rd, the Casino Christian School, yet no pathway connects it at all. The vast majority of students appear to be transported to school by vehicle and in the 15 years I have lived out here I have only ever seen students down by the roadway once or twice. This road is also fronted by a large drain on the school side of Manifold Road, making walking on the grass area adjacent to the road impossible in some locations and forcing the pedestrian out onto the bitumen. On the opposite side the land is heavily treed and there is no possibility of being able to walk off the bitumen on that side of the road due to this, and even if you could, your visibility to oncoming vehicles would be obstructed due to the number of trees. It is an unsafe roadway for pedestrian use.

There are many residents who would like to ride their bike to the township of Casino, which is only some 8km away via a flat, easy ride. However, the lack of a safe cycle way together with the narrow, unmarked style of Naughton's Gap Road, and the 100km speed limit means to do so would be a serious risk to your safety. At times when I have observed a cyclist on Naughton's Gap Road I have held my breath and prayed that I didn't see emergency lights in the

	<p>area on my way back past indicating that they have been struck by a vehicle. I have grave concerns that it is only a matter of time until something like this occurs, and I am already aware of one incident where a pedestrian was struck by a passing vehicle (however I am sure there have been many more).</p> <p>If North Casino could be provided with pathways that join the proposed Rail Trail, this would provide an essential, safe cycle way/pathway for residents and visitors alike to access town from North Casino. I believe it would be widely used by the residents of North Casino daily.</p> <p>The residents of North Casino strongly recommend Council give urgent and immediate priority to the following pathways:</p> <ol style="list-style-type: none"> 1. A shared pathway/cycle way from the corner of Manifold Road and Naughton’s Gap Road which would pass the housing estate entrance of Musgrave’s Road, the Casino Christian School, the housing estate entrance at Charolais Avenue, the housing estate entrance at Knoetzechs Road, the housing estate entrance at Hereford Drive and the housing estate entrance at Te Araowa Drive. A draft of this pathway is proposed in the PAMP as “SG10”. 2. A shared pathway/cycle way (joining the pathway described in 1. above) from the corner of Manifold Rd and Naughton’s Gap Road heading south along Naughton’s Gap Road until it can be joined with the Rail Trail at the earliest possible location. This may mean utilising what I understand to be an access easement from adjacent to Scott’s Road to join the Rail Trail over that location(?), rather than taking the Naughton’s Gap proposed pathway all the way through to Whittons Road (being the dirt lane that connects Naughton’s Gap Road with Spring Grove Road in order to divert pedestrians and cyclists off the busy Naughton’s Gap Road at the earliest opportunity for their safety. A similar such proposal is included in the PAMP and marked SG11 and SG9 - these options are all strongly supported by us. <p>The names and contact details of the residents who have nominated to be included in this group submission are (and the number of household members for those residents which I am aware of are included, for reference):</p>
11.	<p>I’d like to make a submission in support of PAMP item EH13 for Evans Head .</p> <p>A new residential subdivision of about 20 Lots, most have which have now had their dwellings built. A new footpath has been included along the subdivision between the Evans Head-Woodburn Rd roundabout and the corner of Currajong Street and Memorial Airport Drive where it finishes at the bus stop there.</p> <p>There is an absence of a connecting pathway now between cnr Memorial Airport Drive and the existing Beech Street pathway. This route is the quickest route to connect Currajong Street pedestrians etc with the beachside pathway along Beech Street. The Beech Street pathway is a highly desirable pathway for pedestrians as it accesses the beaches and river/wall and also has exercise equipment positioned along it. To access the beach via existing pathways you are required to travel away from the beach, towards the busy Woodburn Street. This would double the distance to get to the beach if you followed this pathway. You would also encounter a lot more traffic on that route.</p>

	<p>Without a connecting pathway, pedestrians and cyclists would be riding on the road, as we have done, to access the Beech Street pathway from Currajong Street. I believe creating a connecting pathway along this vacant land on Currajong Street would be greatly beneficial to residents safely accessing the Beech Street pathway without the need to ride/walk on the roadway - especially children.</p> <p>I believe the increase in residents to the new subdivision at Currajong Street, together with the future development that is expected to progress on the Lot behind the residential Lots in Currajong (previously ear-marked for independent living/aged care) warrants the completion of this connecting pathway across this small distance.</p> <p>Thanks for considering this submission.</p>
12.	<p>As a resident of Rileys Hill Road I would love to see a pathway between Rileys Hill and Broadwater. This road is very popular with walkers and cyclists and as a mother of a young family I see a great need for a pathway as we otherwise have to walk or ride on the road which is currently signposted at 100km/hr. There are many families and elderly who use this road for recreation and exercise and would appreciate a safe pathway.</p>
13.	<p>I live at the Broadwater end of Rileys Hill Rd and regularly walk to Rileys Hill with 2 young kids and 2 dogs. At the moment it is a 100km zone and we have to share the road with cars which is really dangerous. There is lots of young families and older people who regularly walk on this road for exercise as it is a beautiful flat country walk.</p> <p>My first suggestion would be to make this a pathway off the road from Broadwater to Rileys Hill. There is surplus room on the side of the road the whole way through.</p> <p>I would also like to suggest a path from Rileys Hill Rd to the Liberty service station only 100m on the highway which is also regularly used by pedestrians and there is not enough room for a pram beside the road at the moment.</p> <p>It would also be great if the path to the beach could go all the way into the existing path at Broadwater.</p> <p>Broadwater has a lot of young families and elderly people out walking regularly and with all the new housing estates going into Broadwater and Rileys Hill, I can only see the demand increasing.</p> <p>Thanks for allowing us to have an opinion.</p>
14.	<p>3km cycleway/walkway from the corner Rileys Hill Rd/Pacific Highway to the Rileys Hill Involvement Centre Reasons</p> <ol style="list-style-type: none"> 1. Well used path by walkers and cyclists of all ages which is now getting more dangerous with the increased traffic. 2. Quiet rural setting with houses nearby for assistance or phone use if incident occurs. It is a very safe area for children. 3. It has an ending at the Centre where users can rest, get water, have a toilet, dispose of litter and use the existing play area with other community kids. 4. Large shady trees on part of the pathway for rest on summer days.

	<p>5. Speed restrictions 50kph on the residential strip are helpful and the last 2 km could be reduced to 80 mph without any problem to regular travellers.</p> <p>6. There are blind corners and the road is not wide enough for walkers and cyclists to continue momentum when cars speed by.</p> <p>7. Koalas are returning using the road for a corridor before coming to Broadwater Reserve and crossing to the National Park. Tourist attraction as well as locals at present.</p> <p>8. Elderly who are hard of hearing and early morning walkers in the mist have to be on alert for traffic and many have stopped walking. (4 names available)</p> <p>9. In daylight saving when many folk are out as a family the western sun is blinding when walking on the edge of the narrow road.</p> <p>10. The sharp road edge doesn't allow anyone to continue walking once a car is in view. It defeats the whole purpose of strolling through a country area. Cars and people can co exist if facilities are there.</p> <p>The cycleway would link with the riverside path at Broadwater and users could get to the PO and shop. The proposed sub division at Rileys Hill will increase the traffic and the number of children living in this area. The proposed path is level ground the whole way except for the rise approaching the Centre. Ideal for scooters, skateboards and cyclists of a very young age.</p> <p>Names available of residents who have discussed this proposal many times.</p>
15.	<p>I was disappointed to see Rileys Hill wasn't mentioned in your draft PAMP. I would like to request consideration to a pathway connecting Rileys Hill and Broadwater. As it is well known, there is a great community connection between the two towns. However it is more so a drive rather than a bike ride or walk due to the 100km Rileys Hill Road. Many locals use Rileys hill rd now for exercise, however they are mainly singular people. Considering my own young family and the Increasing young population in the two suburbs, it's actually quite dangerous to ride or walk with the kids along the road (especially the kids are just learning to ride!).</p> <p>I would also like to support a connection from the existing Broadwater beach pathway to the (current) highway via Broadwater and Evans head road, rather than diverting down little Pitt/George street. This would serve to benefit the Rileys Hill community, but also Broadwater residents on Rileys hill rd and Hill street.</p> <p>Thank you for the opportunity in commenting on your draft PAMP.</p>
16.	<p><u>In Casino</u></p> <p>I would have thought that Section C19 (from Hare Street to Lennox Street) would have been the same priority as C23 and done at the same time (early in the upgrade program)</p> <p>I see it as a critical link from the CMCA Village towards the town and the QE Park Sporting precinct I agree tidying up around the Hospital precinct should be a high priority</p>

In Woodburn

W2 – from the St Josephs School to what will be the Old Pacific Highway (including a crossing) should be a high priority

In Evans Head

E13 from Memorial Drive partly along Currajong St, and all the way down Cassia Street to Ash Street, I see as a vital feeder path from a full residential area to a community recreational hub (Pool, Tennis Courts, Sports Fields, and Playgrounds) and then onto the bowling club and township

Surely it would be at least a Medium priority