

Bland Shire Active Transport Plan

West Wyalong, Wyalong, Ungarie, Weethalle,
and Barmedman

Bland Shire Council

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1. INTRODUCTION

1.1 Background

Bland Shire Council is developing the *Bland Shire Active Transport Plan* (ATP) which will update the existing Pedestrian Access and Mobility Plan (PAMP) provided by Council in 2020, and expand to include cycling considerations.

Bland Shire has a strong focus on country-style living with an emerging community feel. The Shire is proud of their golden past and historical art trail that promotes walking and cycling as part of daily life for residents and visitors. For some people in the Bland Shire, the network of pathways is their only means of access to local services and amenities. This is especially the case for aging residents, visitors, students, people who do not own a private vehicle, and people living with a vision or mobility impairment. Safe and continuous paths are critical for their connection to shops, services, and their community.

The ATP is intended to guide Council's ongoing provision of the pedestrian and cyclist network for Bland Shire residents and visitors. It is important to note that pedestrians include people who are:

- Walking or running
- Pushing a pram
- Using a wheelchair
- Using a mobility scooter or other mobility aid(s)
- Using a skateboard, foot scooter or rollerblades.

Through the sustainable development of a network of pedestrian and cycle paths, shared paths and on-road cycling facilities, the Plan will aim to meet the needs of those for whom pathways are essential for everyday commuting and encourage the use of these facilities as an alternative mode of travel to private vehicle use.

1.2 Focus Areas

Council defined five (5) focus areas for this ATP study as follows:

- West Wyalong
- Wyalong
- Ungarie
- Weethalle
- Barmedman

The focus areas of this technical study represent the highest level of population within the Bland Shire and serve to benefit the greatest number of residents.

1.3 Methodology

The purpose of the ATP report is to guide the future provision and management of pedestrian access and mobility facilities within Bland Shire. The ATP took guidance from the Transport for New South Wales (TfNSW) Guide *'How to Prepare a Pedestrian Access and Mobility Plan'* with the inclusion of cycle network considerations.

The plan identifies five stages of the project lifespan as follows:

- **Stage 1:** Data & Literature Review and Engagement
- **Stage 2:** Future Vision
- **Stage 3:** Proposed Improvements
- **Stage 4:** Planning and Funding
- **Stage 5:** Reporting and Implementation

1.4 Vision

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

The vision for the plan is:

“To provide a safe and connected network that is accessible for all pedestrians and cyclists to enjoy the Bland Shire. The plan will encourage walking and cycling as the preferred mode of transport for trips within townships and leisure which will increase physical activity, enjoyment and be a sustainable transport option now and into the future.”

1.5 Objectives

The objectives provide a strategy that aligns with the vision of improved pedestrian safety and promotes all forms of active transport throughout the Bland Shire.

The key objectives of the plan include:

- Encouraging more pedestrian and cyclist activity in the Shire
- Reviewing and improving the existing active transport infrastructure of Bland Shire to best cater to the needs of all pedestrians, cyclists and those requiring the use of personal mobility devices
- Improving the safety and comfort of people walking and cycling by providing fit for purpose active transport infrastructure suitable for the whole community
- Providing best practice strategies with cost-effective improvements
- Identifying and improving local cycle route connections for long and short distance activities
- Improving local cycling and pedestrian connections between townships where possible
- Assisting Council in seeking funding for active transport infrastructure projects
- Facilitating multimodal journeys by integrating active and public transport
- Enhancing visitor and tourism experiences.

2. RESEARCH AND REVIEW

2.1 Overview

The purpose of this research and review chapter is to investigate and align this Plan with relevant TfNSW guidelines and standards, while considering any other planning document considerations. The ATP draws inspiration from the TfNSW *PAMP guideline* for the pedestrian component of the ATP, but also draws from other related plans including state government plans, regional plans and local planning documents.

Figure 2.1 shows the hierarchy of documents reviewed for national, state and local documents.

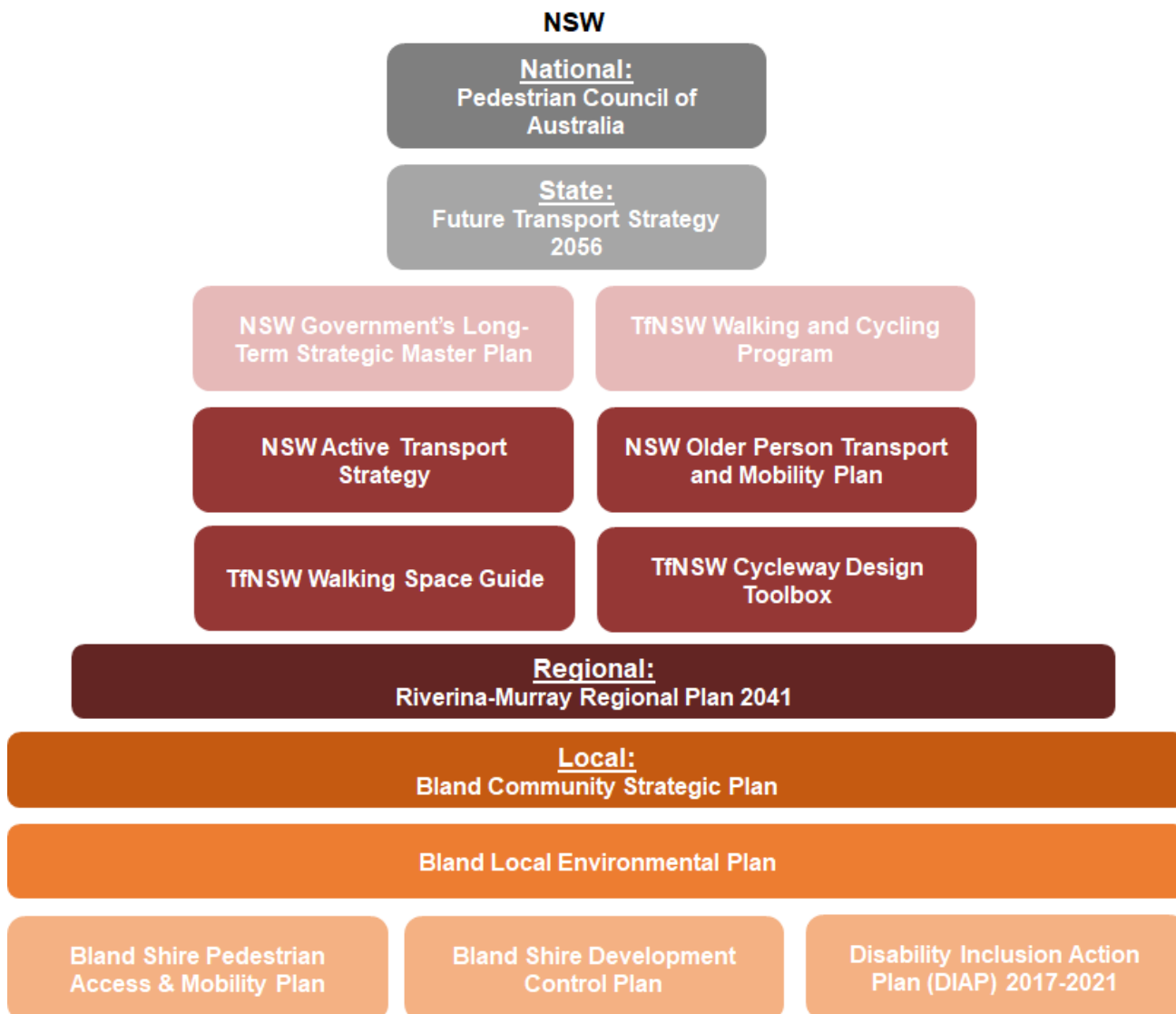


Figure 2.1: Reviewed Documents Hierarchy

The summary of the review findings is provided in the following sections.

2.2 National Government Plans

2.2.1 Pedestrian Council of Australia

The Pedestrian Council of Australia promotes pedestrians at a national level through the Australian Pedestrian Charter which includes the following objectives:

- *Create a physical, social, economic, legal and psychological content in which more Australians will be encouraged to walk more often and to walk further*
- *Re-assert the rights and freedoms which pedestrians once enjoyed but which are now being usurped and threatened by private motorised traffic and the infrastructure that supports it*
- *Promote the personal, social, environmental benefits of walking as a safe, healthy, enjoyable and accessible form of transport, exercise and recreation*
- *Encourage the planning, design and development of neighbourhoods in which safe, attractive and convenient walking conditions are provided as a fundamental right*
- *Ensure that, in the planning of our communities, access to basic amenities and services is not dependent on car ownership but is always available to those on foot, bicycle, wheelchair and public transport.*

The Charter principles cover the topics of:

- Accessibility
- Sustainability and the Environment
- Health and Wellbeing
- Safety and Personal Security
- Equity.

State and local government policies aim to implement the above topics in active transport planning.

2.3 State Government Plans

2.3.1 Future Transport Strategy 2056

Future Transport Strategy 2056 was prepared by the NSW Government and aims to provide an “*overarching strategy, supported by a suite of plans to achieve a 40-year vision for our transport system*”.

This high-level strategy guides planning and development for the state. The strategy outlines how the state-wide transport outcomes will be achieved in regional areas, like Bland, including:

- *Convenient and responsive to customer needs*
- *Sustaining and enhancing the liveability of our places*
- *Connecting people and places*
- *Accessible for all customers*
- *Best use of available resources and assets.*

The strategy aims to encourage active transport usage for localised short trips however recognises the need for a safe and well-connected network. The use of pedestrian crossings, lower traffic speeds, separated cycling paths and end-of-trip facilities is identified as key actions to encourage active transport as a mode share.

The Bland Shire Active Transport Plan will implement the objectives outlined in the Future Transport Strategy 2056 where appropriate.



2.3.2 NSW Government Long Term Master Plan (2012)

The Strategic Master Plan provides a framework for the NSW Government to deliver a range of transport systems and infrastructure upgrades. This plan firstly identifies transport challenges the region faces and delivers a planned and coordinated set of actions to address its specific challenges. This set of actions for NSW then guides transport funding priorities for a 20-year period.

The set of actions are categorised by mode share and are based on key transport objectives which consider economic, social, and environmental goals. A number of the active transport-based actions include:

- *Off-road separated pathways where appropriate*
- *Pedestrian priority and upgrade of amenity in CBD's*
- *Pedestrian connections to public transport interchanges*
- *Provide bicycle parking at public transport interchanges.*

The Bland Shire Active Transport Plan will aim to incorporate the actions outlined in the Master Plan whilst focusing on the specific issues the region experiences.



2.3.3 NSW Walking and Cycling Program 2022-2023

The walking and cycling program aims to deliver the outcomes set in the Future Transport 2056 strategy and identifies funding guidelines for walking and cycling infrastructure in NSW. The program outlines funding opportunities for active transport within regional areas that:

- *Connect to public transport*
- *Improve walking within 2km of a town centre (to improve short trips)*
- *Provide direct access to a school (within 200m).*

Bland Shire Council is recognised in the program as a regional area and therefore infrastructure projects will be assessed against the regional criteria which includes:

- Movement and place function of the infrastructure (in line with the Future Transport 2056 strategy)
- Construction feasibility.



All Access Bland is a registered project under the NSW Walking and Cycling Program 2022-2023 to deliver a Strategic Active Transport Plan to the Shire.

2.3.4 Active Transport Strategy 2022

The Active Transport Strategy (ATS) provides longer term ambitions accompanied by five-year priority moves to guide planning, investment, and priority actions for active transport across NSW. The purpose of the Active Transport Strategy is to double active transport trips in 20 years.



The strategy outlines five priority areas as follows:

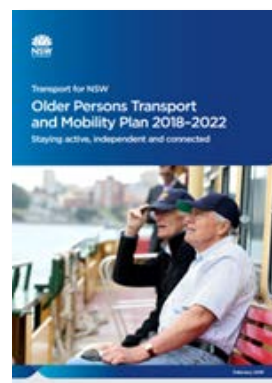
- *Enable 15-minute neighbourhoods*
- *Deliver connected and continuous cycling networks*
- *Provide safer and better precincts and main streets*
- *Promote walking and riding and encourage behaviour change*
- *Support out partners and accelerate change.*

Specifically, the ATS related to regional areas, the Strategy acknowledges that although 49% of all trips to work are under 10km, only 1% use a bicycle as the main commute method. It further notes that the provision of a connected footpath network within main streets and providing low speed traffic environments have the potential to make walking and cycling safer and increase active transport uptake.

2.3.5 Older Person Transport and Mobility Plan 2018-2022

The Older Person Transport and Mobility 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 including:

- *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.*



2.3.6 NSW Walking Space Guide 2020

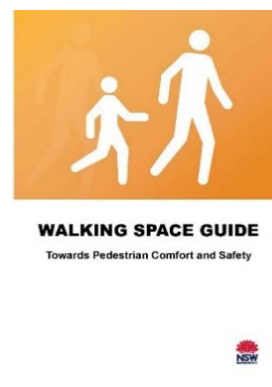
The Walking Space Guide provides a guide provides a set of standards and tools to ensure sufficient space is provided to achieve comfortable environments which encourage people to walk. The intended use and amount of people using the pathway is a key component when determining the type and size of the pathway.

The street type and intensity of pathway use determines the width of the pathway space and is summarised below:

- Low activity – 2m
- Medium activity – 2.3m
- High activity – 3.2m.

The process for designing and planning pathways includes:

- *Select and assess the site including spatial measurements*
- *Classify the footpath type*
- *Determine the walking space*
- *Assess the walking space level of service (LOS)*
- *Understanding the LOS rating, targets and mitigation measures.*

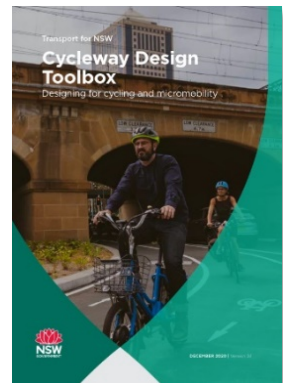


2.3.7 NSW Cycleway Design Toolbox (2020)

The design toolbox outlines a range of design tools including a comprehensive suite of best practice designs across a range of typical on-and off-road environments. This can be utilised to justify the planning, design and delivery of high-quality cycling infrastructure by demonstrating the positive impact on level of service for people cycling.

Six design principles assist in effectively implementing cycle facilities including:

- *Safe*
- *Connected*
- *Direct*
- *Attractive*
- *Comfortable.*



2.4 Regional

2.4.1 Riverina-Murray Regional Plan 2041

The Riverina Murray Regional Plan provides the LGAs of Albury, Berrigan, Bland, Carrathool, Coolamon, Cootamundra-Gundagai, Edward River, Federation, Greater Hume, Griffith, Hay, Junee, Leeton, Lockhart, Murray River, Murrumbidgee, Narrandera, Snowy Valleys, Temora and Wagga Wagga.

The following are key objectives from the Regional Plan relevant to this Active Transport Plan and appropriate for Bland Shire:

- *Strategic and statutory planning for centres will maximise accessibility and amenity, including support of active transport*
- *Strategic and statutory planning will strengthen connectivity and amenity in centres and across the region by planning and designating streets that prioritise, walking, cycling and attractive transport choices, especially in brownfield and greenfield sites*
- *Balancing the needs of pedestrians and cyclists, and vehicle traffic on main streets and prioritising pedestrians in town centres*
- *In rural towns and villages, the intent for these places is to be 15-minute neighbourhoods through promoting pedestrian and cycling movements*
- *In rural areas outside villages and settlements, seek opportunities to link outer residential subdivisions to village centres and connecting villages through walking and cycling networks.*



2.5 Local

2.5.1 Your Vision, Our Future Bland Shire Community Strategic Plan (2017-2027)

Bland Shire's *Your Vision, Our Future Community Strategic Plan*, released in 2017, set out the Council's policy direction. The plan was developed in collaboration by the community, Council and relevant government authorities. For each objective, the plan identifies community goals, performance measures and relevant stakeholders.

The following are key objectives from the Community Strategic Plan to be strengthened by this Active Transport Plan:

- *Work in partnership with key stakeholders to provide equitable access to Council's road infrastructure, services and facilities*
- *Public places and facilities are well maintained and easily accessible*
- *Appropriate programs, plans and budgets are developed, implemented and monitored for the effective and efficient management of Council's assets and infrastructure*
- *Provide opportunities for all stakeholders to contribute to Council's decision making*
- *Collaborate with transport providers to facilitate access with the shire and regional centres.*



In addition, the plan outlined 'maintaining footpaths' as key areas of growth in relation to active transport.

2.5.2 Disability Inclusion Action Plan (DIAP) 2017-2021

Bland Shire Council released a *Disability Inclusion Action Plan* in 2017 as part of a unified national approach to improving the lives of people with disability, their families, and carers. In 2011, 5.3% of resident's self-reported they require assistance to complete daily activities. The following are key active transport related extracts from the DIAP:

- *Council's Mobility Access Map to be continuously updated*
- *Accessing hospitality outlets within the community is a huge concern as a number of local hospitality outlets are inaccessible to people with mobility issues*
- *Liveable communities – identifying and removing barriers to the environment, services and facilities for people with disability*
- *The physical environment is accessible and inclusive of service users and customers.*

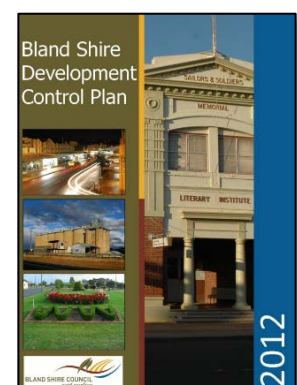
2.5.3 Bland Shire Local Environmental Plan (LEP) (2011)

The Bland LEP is the primary planning tool for Bland Shire and aims to make local environmental planning provisions for land in Bland. This includes to encourage a range of recreation and facilities to meet the needs of existing and future residents of Bland. Also to promote equitable provisions of infrastructure and amenities. Further to conserve, protect and enhance the environmental and cultural heritage of Bland. Lastly, to promote the commercial and community service centres of West Wyalong and Wyalong and encourage the sustainable growth of the villages of Bland.

2.5.4 Bland Shire Development Control Plan (2012)

The Bland Shire Development Control Plan (DCP) is required to provide detailed controls to supplement the provisions of the Bland Local Environmental Plan. Of relevance to active transport planning:

- Chapter 5 – Commercial, Business and Retail Development, AC2.1 Pedestrian linkages between shop fronts and public parking areas are retained or provided in convenient locations where possible
- Chapter 11 – Car Parking and Vehicle Access, PCP2 Parking Areas are designed to operate in a safe manner for drivers and pedestrians. ACP3 Car parking area to fully separate pedestrians and vehicular traffic
- Chapter 13 – Footpath Display, overall objective is to ensure safe and convenient passage of all pedestrians when using public footpaths
- There are no provisions for cycling in the Bland Shire DCP.



3.1.1 West Wyalong Study Area

West Wyalong is the main town of Bland Shire, known as part of a twin township with Wyalong to the east. It has the highest population and can be considered the main CBD for all of Bland Shire. West Wyalong is located on the junction of the Mid-Western Highway and Newell Highway. The study area does not include the larger estates of the entire West Wyalong area, rather focuses on the CBD and major residential areas of the township. It is noted that future developments are planned for the north-west of West Wyalong including additional residential developments.

The West Wyalong study area is shown in Figure 3.2.



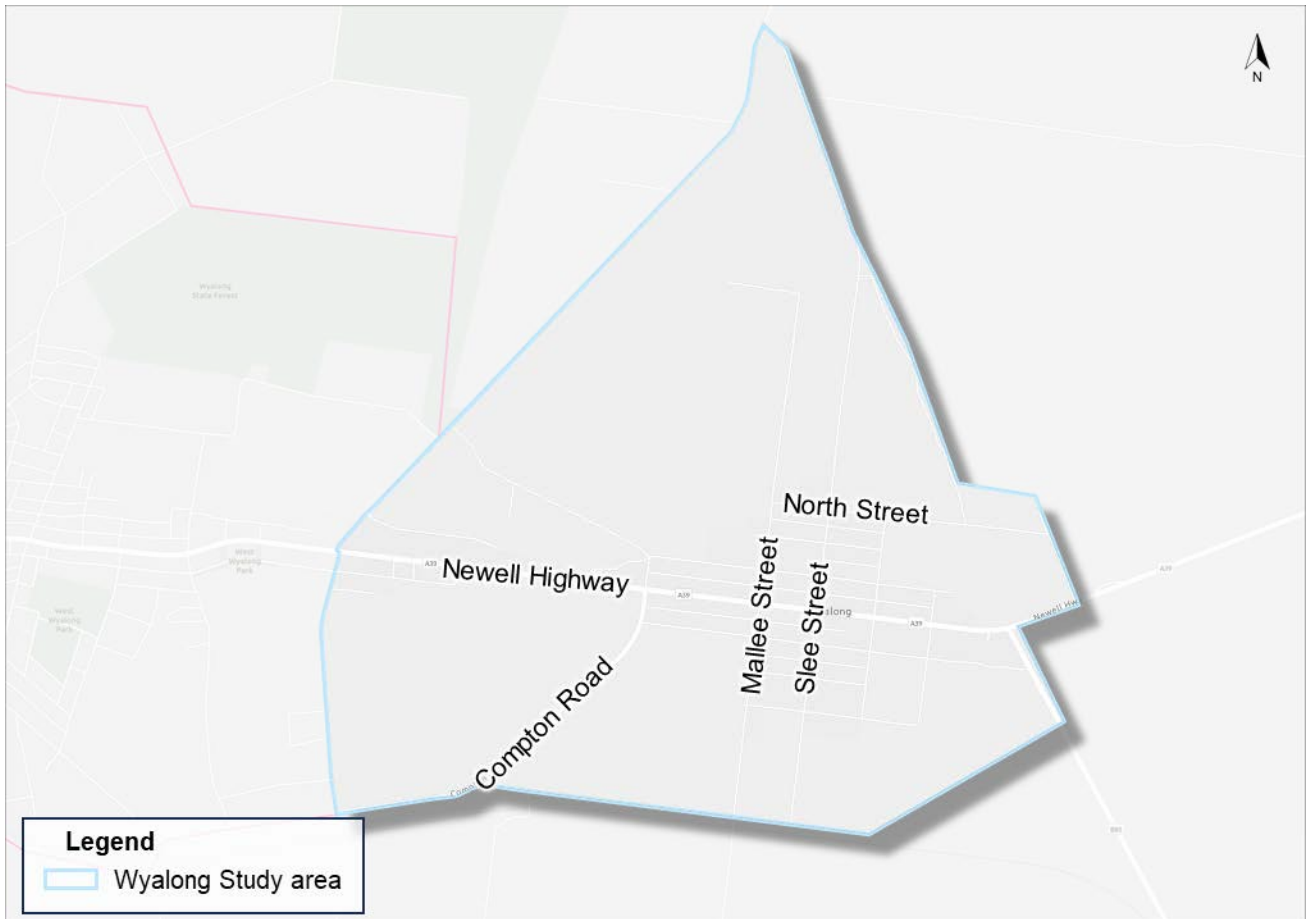
Source: ESRI Aerial (edited by Bitzios)

Figure 3.2: West Wyalong Study Area

3.1.2 Wyalong Study Area

Wyalong is located 2km east of West Wyalong and is a major area for industrial activities of the Bland Shire. The study area purely focuses on the CBD and main residential connections as well as cycle route connections within the outskirts of town. Wyalong has two state roads that run through it, with the major Newell Highway running through the centre of town, connecting to West Wyalong.

The Wyalong study area for this ATP is shown in Figure 3.3.



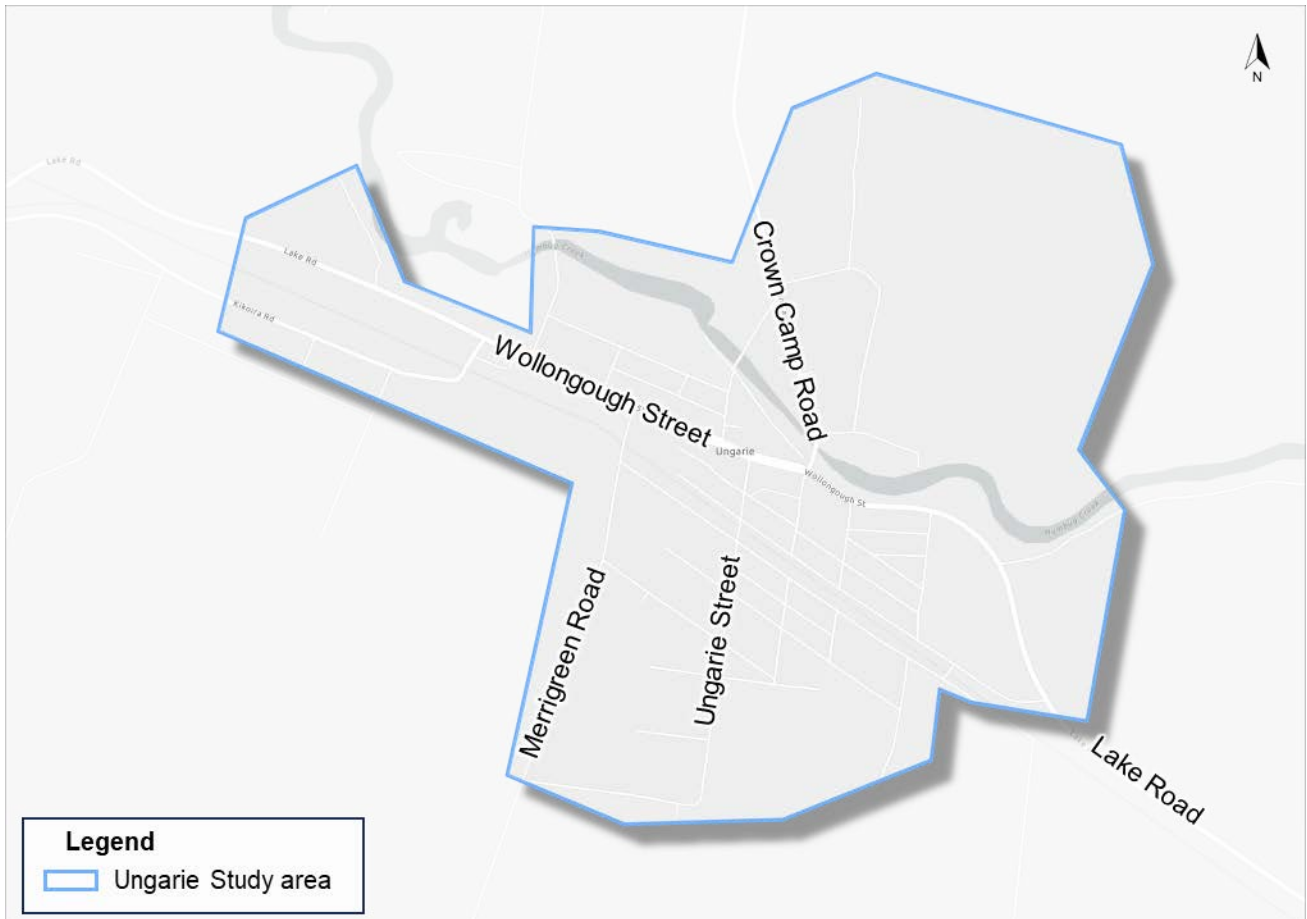
Source: ESRI Aerial (edited by Bitzios)

Figure 3.3: Wyalong Study Area

3.1.3 Ungarie Study Area

Ungarie is located 42km north-west of West Wyalong. The study area focuses on the major residential and CBD centre of town, with additional focus on the connecting cycling routes to the major roads connecting to West Wyalong and other towns. The major connecting roads within the town are Wollongough Street from east to west and Ungarie Street from north to south.

The Ungarie study area is shown in Figure 3.4



Source: ESRI Aerial (edited by Bitzios)

Figure 3.4: Ungarie Study Area

3.1.4 Weethalle Study Area

The Weethalle Study area is divided by the Mid-western Highway and Railway Street. The town has a small residential catchment compared to Ungarie and Barmedman. The study area does not include the total boundary of Weethalle, rather it focuses on the town centre and existing cycle route connections in the local area.

The Weethalle study area is shown in Figure 3.5.



Source: ESRI Aerial (edited by Bitzios)

Figure 3.5: Weethalle Study Area

3.1.5 Barmedman Study Area

The Barmedman town centre is located 35km south-east of West Wyalong. The town is located enroute to Temora, which connects to Wagga Wagga. The ATP study area is smaller than the others and focuses on the town centre and surrounding residential catchment. The town centre is connected by four roads: Hope Street in the west, Loftus Street in the East, Queen Street through the centre and Camp Street in the north of the town centre.

The Barmedman study area is shown in Figure 3.6.



Source: ESRI Aerial (edited by Bitzios)

Figure 3.6: Barmedman Study Area

3.2 Population and Demographic Data

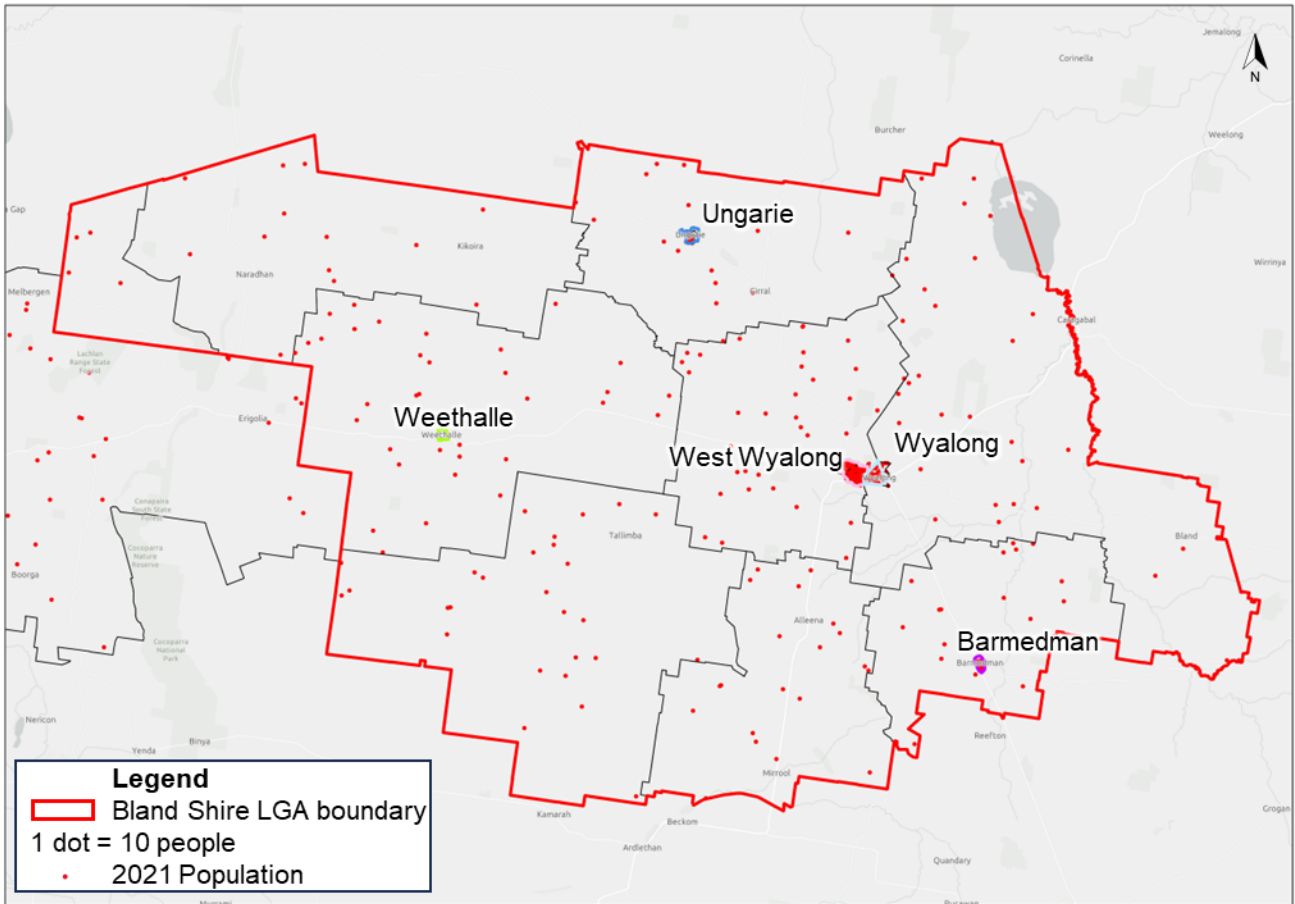
3.2.1 Overview

When developing pedestrian and cycling routes, it is essential to identify population density, employment density, recreational locations and public transport stops to establish ‘demand drivers’. Demand drivers refer to any factors or influences that contribute to attracting trips to a destination.

3.2.2 Population and Growth

As of the 2021 Australian Census, Bland Shire had a population of 5,547 with West Wyalong and Wyalong having the greatest density of residents.

Figure 3.7 shows the Bland Shire Population density broken up by town extents.

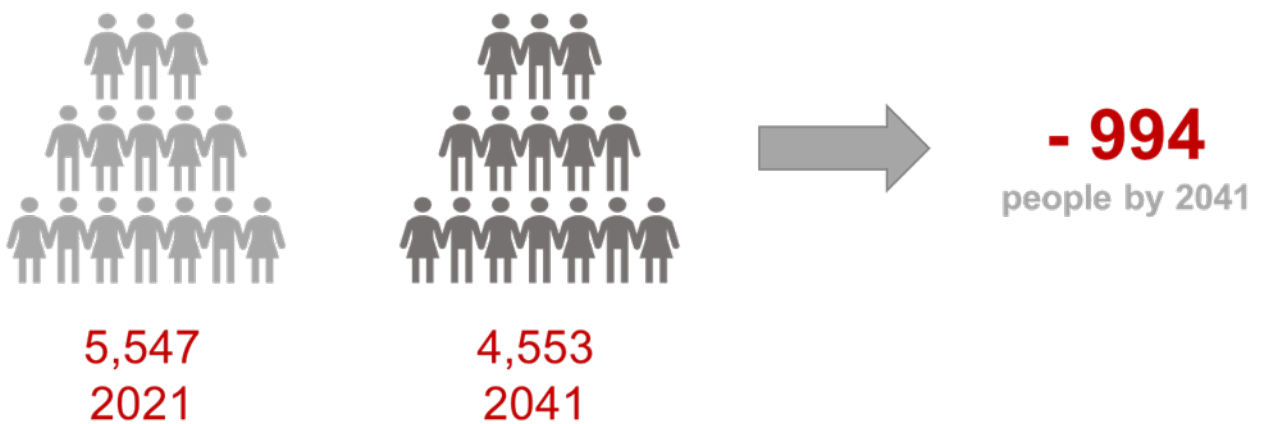


Source: Bland Shire Social Atlas

Figure 3.7: Location and Density of Study Areas

3.2.3 Future Demographics

According to the ABS, the population of Bland Shire has been decreasing since 2011. The statistics show that there is a decline of 0.4% per annum (compounding). This trend is depicted in Figure 3.8 which shows the forecast 2041 population at this rate of decrease.



SOURCE: Bland Shire Social Atlas

Figure 3.8: Bland Shire Study Area Forecast Population

3.2.4 Pedestrian User Groups

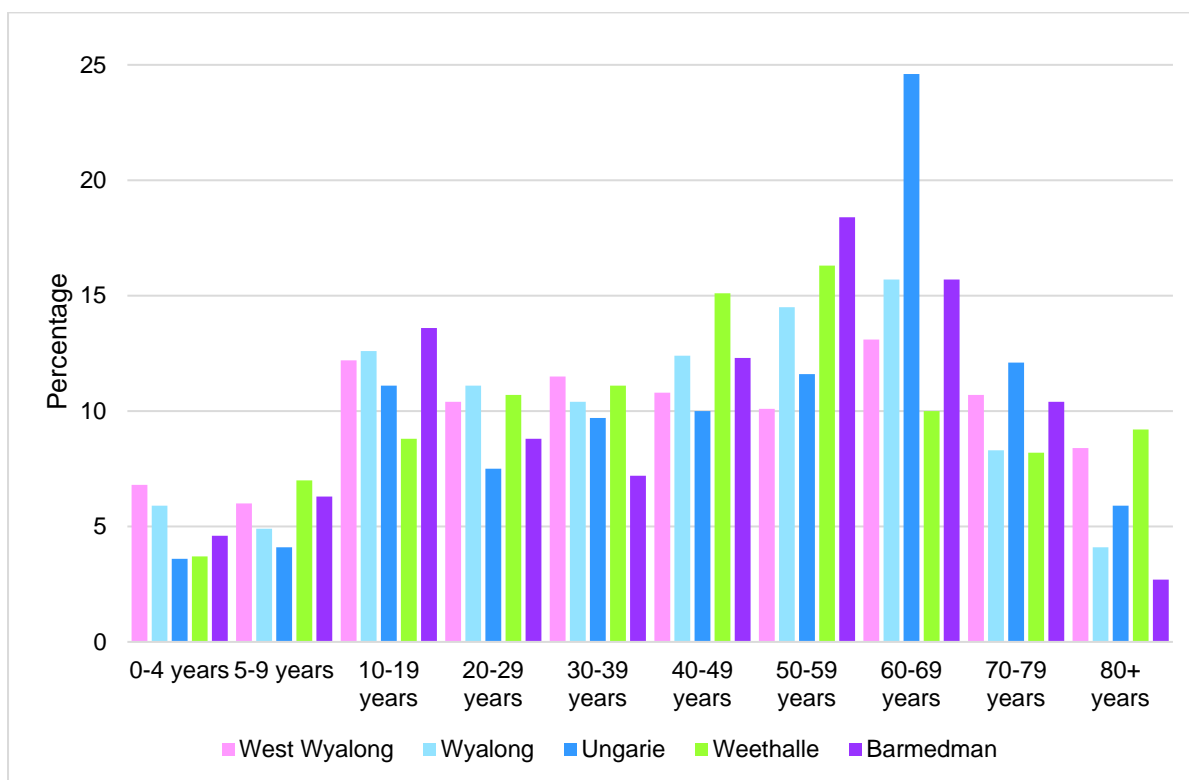
Pedestrian planning considers several pedestrian facility user groups based on age and assumed mobility levels. To develop this ATP, key pedestrian demographic groups were derived from the TfNSW Guide ‘How to Prepare a Pedestrian Access and Mobility Plan’, which were then used as a guide for pedestrian walking routes of this plan.

The Pedestrian User Demographics are shown in Table 3.1.

Table 3.1: Pedestrian User Demographics

Demographic Group	Age Range	Additional Details
Infants	0-4 years old	-
Pre-school	5-8 years old	-
Primary School	9-11 years old	-
Secondary School	12-17 years old	-
Young Adults	18-25 years old	-
Adults	26-59 years old	Adults (a) from 26-39 years old Adults (b) from 40-59 years old
Elderly	60+ years old	Elderly (a) from 60-69 years old Elderly (b) from 70+ years of age.

The 2021 Census data age profile for the five study areas are presented in Figure 3.9.



Source: 2021 Census Data (Graphed by Bitzios)

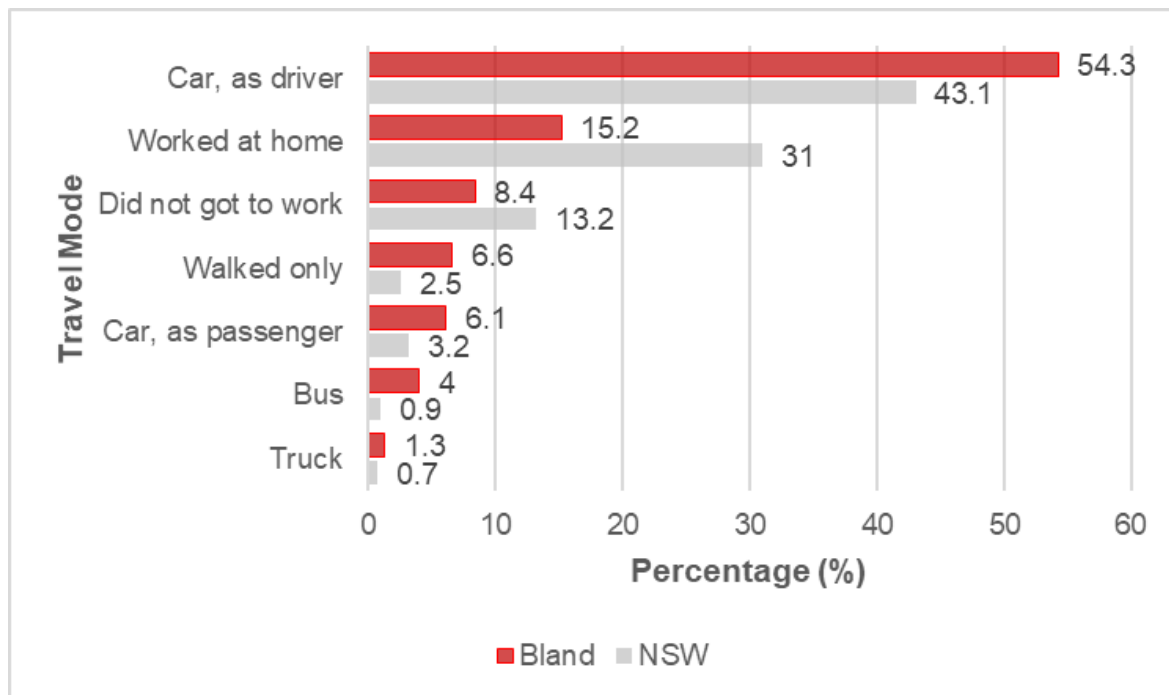
Figure 3.9: Age Profile of Study Areas

Figure 3.9 shows an aging population with a ‘lull’ in the working population aged 20-50. It shows 43% of Ungarie’s population are currently above the age of 60, while the remaining townships are closer to 30% above 60 years of age. West Wyalong, Wyalong and Barmedman have the highest among school aged children, approximately 20-25% of the population.

3.3 Journey to Work

ABS Journey to Work (JTW) data was used to determine the typical resident commuter modal share (i.e. means by which resident journeys to and from work).

Figure 3.10 shows the Journey to Work mode share for the Bland Shire LGA.



SOURCE: Australian Bureau of Statistics 2021

Figure 3.10: Year 2021 Journey to Work Mode Share

Bland experiences a high level of private car use when compared to the rest of NSW, however this could be the result of less occupations being conducive to working from home. Bland also relies on a higher uptake of public transport and carpooling.

3.4 Key Road Network

Details of the key roads within the study area are summarised in Table 3.2.

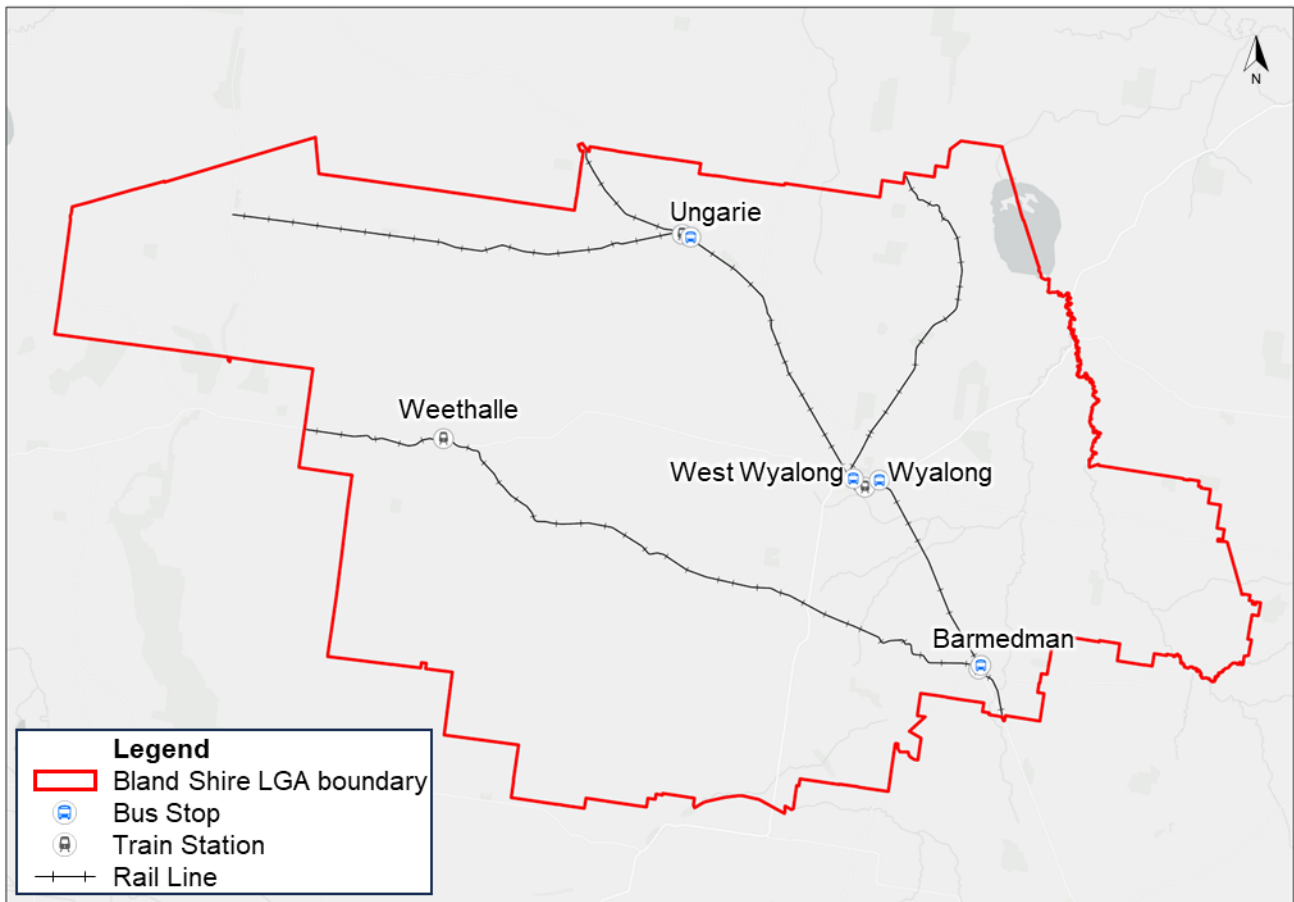
Table 3.2: Bland Shire Key Road Network

Road Name	Jurisdiction	No. of Lanes	Hierarchy	Divided	Posted Speed
Mid-Western Highway	TfNSW	2	State	No	110km/h
Newell Highway	TfNSW	2	State	No	110km/h & 50km/h
Goldfields Way	TfNSW	2	State	No	100km/h
West Wyalong Condobolin Road / Ungarie Road	Council	2	Regional	No	100km/h & 50km/h
Lake Road	Council	2	Regional	No	80km/h
Mary Gilmore Way	Council	2	Regional	No	100km/h
Rankins Spring Road	Council	2	Regional	No	100km/hr
The Springs Road	Council	2	Regional	No	100km/hr

3.4.1 Public Transport

The Bland Shire has a total of four (4) bus shelters throughout the LGA located in the main townships of West Wyalong, Wyalong, Ungarie and Barmedman.

Figure 3.11 shows the locations of bus stops in Bland Shire.



Source: ESRI (edited by Bitzios)

Figure 3.11: Public Transport Locations

In addition, there are four train stations located in the townships of Wyalong, Ungarie, Weethalle and Barmedman.

3.4.2 Active Transport

The active transport network consists of pathways, shared paths and on / off-road cycle lanes that are concentrated within the five key study areas. The existing active transport network is shown in Figure 3.12.

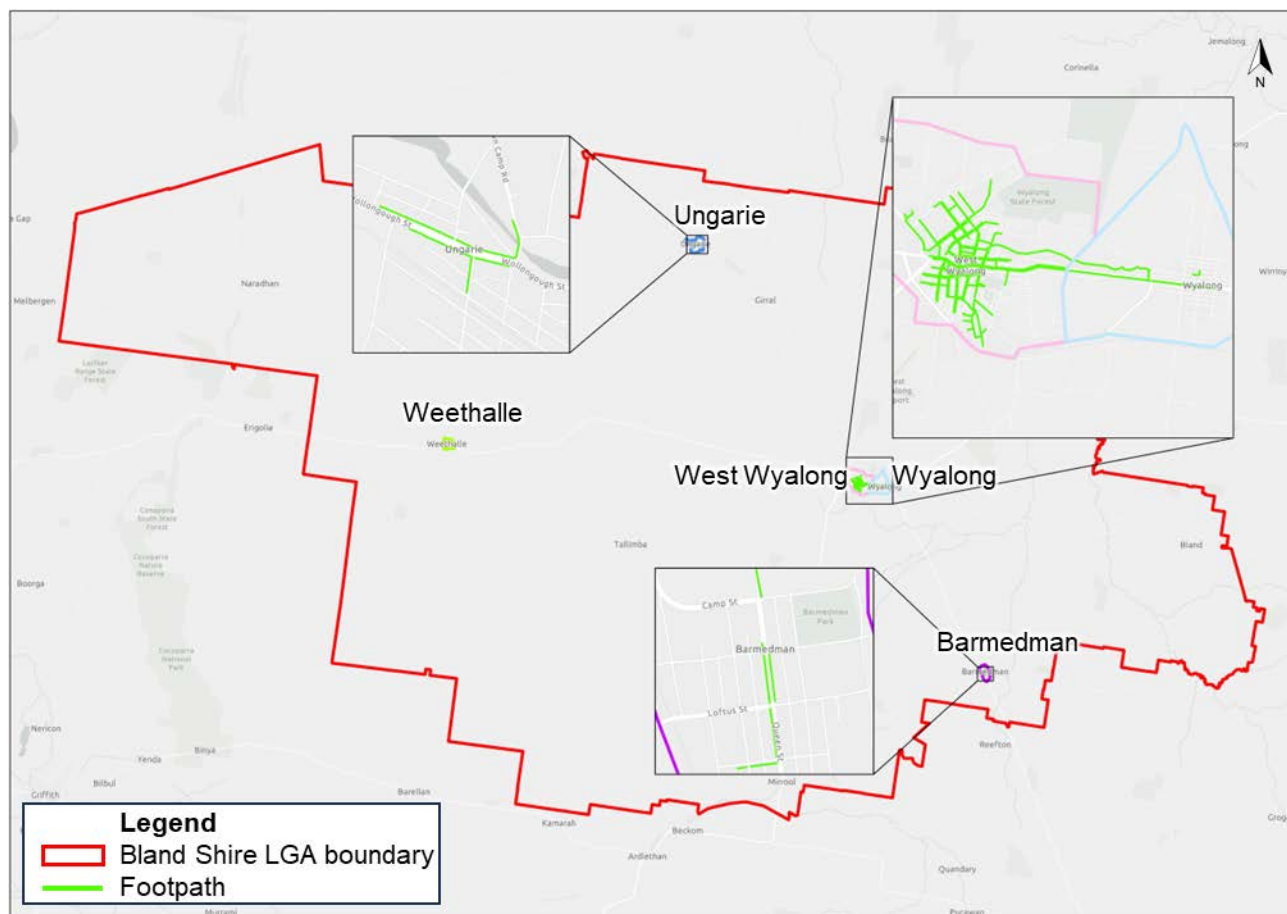


Figure 3.12: Active Transport Network

It is evident there are significant gaps or minimal active transport facilities within the five key townships.

3.4.3 Network Improvements & Opportunities

Bland Shire benefits from a relatively flat topography with most sloped terrain located South of Weethalle and West of Naradhan; this even terrain allows for less physically straining active travel throughout the study area. Bland Shire has an excellent opportunity to showcase its natural beauty and cultural landmarks to recreational cyclists along rural roads. This opportunity may be materialised in developing the 'A Guide to Biking Bland Shire' built upon the local 'Biking the Bland' initiative.

3.4.4 Network Constraints & Challenges

The Bland Shire active transport network development must consider geographic constraints and barriers to development. Key transport planning constraints to network development include a network of high-speed undivided roads without sealed road shoulders. Furthermore, the distance and topography between each town can be a challenge for providing better connected and usable routes for the people of Bland Shire. Each town is located at least a 25-30minute drive from West Wyalong, aside from Wyalong which is considered part of the twin-township.

4. ACTIVE TRANSPORT USERS

4.1 Market Analysis and User Groups

Planning for pedestrian and cyclist infrastructure requires considering a range of user groups based on age and assumed mobility levels. Active transport users within Bland are categorised based on the purpose of their trip and include:

- Commuter trips – to and from place of work
- Recreational trips – for leisure or sport
- Short local trips – to and from local retail shop
- Exercise
- Personal business – for personal errands etc.
- Access to and from educational facilities
- Access to and from public transport.

Key demographic groups are also considered as follows:


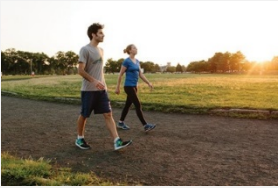
- Infants (aged 0-4)
- Pre-school (ages 5-8)
- Primary (ages 9-11)
- Secondary (ages 12-17)
- Young adults (ages 18-25)
- Adults (ages 26-59)
- Elderly (ages 60+)
- Vulnerable users *i.e. use of motorised or non-motorised wheelchairs / mobility devices*
- School aged students
- On / off road cyclist
- Parents with pram.

The above range of competing priorities and needs was considered when planning for pathways and cycle lanes which accommodates for the different user groups, the purpose of their trip, travel distance and typical travel times, as the infrastructure needs to be accessible and safe for the key user groups and potential active transport market within Bland.

Table 4.1 identifies the walking user group classifications which were considered as part of the Plan. The characteristics of each group and additional infrastructure which would ideally be provided to better cater for the group have also been identified.

Table 4.2 identifies the cyclist user group classifications which were considered as part of the Plan. The characteristics of each group and additional infrastructure which would ideally be provided to better cater for the group have also been identified.

Table 4.1: User Group Classification: Walking

User Group	Specific Characteristics	Key Desirable Infrastructure
<p>Vulnerable Users e.g. School Children, People with Disabilities, Seniors, Parents with Prams</p> 	<ul style="list-style-type: none"> ▪ Walk to a variety of destinations such as schools, shopping centres, community facilities and public transport stops ▪ Less likely to drive a car ▪ Trip length is usually short (generally up to 1.5km) ▪ These users (seniors in particular) are at a greater risk of vehicle related injury ▪ Typically travel throughout the day, during the week ▪ Often travel with bulky items such as wheelchairs, walking aids, prams etc. ▪ Can be less physically or mentally able (e.g. children's perceptual capacity not necessarily developed). 	<ul style="list-style-type: none"> ▪ Routes that are direct but are also as flat as possible ▪ Paths separated from cycling routes (particularly those used by commuter / sports cyclists) ▪ Wider paths to accommodate bulky items ▪ High quality road crossing facilities which could include traffic calming measures, additional warning signage etc. ▪ Level smooth surfaces particularly at road crossings ▪ Tactile markings, audible warnings, handrails ▪ Clear signage with large, easy to read font ▪ More shading ▪ More rest spots ▪ Bubblers and toilets ▪ Routes that not only are safe but also appear safe.
<p>Recreational Users incorporating tourist users</p> 	<ul style="list-style-type: none"> ▪ Typically walk for fitness, fun, relaxation ▪ Often walk along scenic routes (e.g. along coastal stretches, through parks, along hinterland trails etc.) ▪ Make circuit trips which may mean travelling to start/end point by car or bus ▪ Make trips throughout the day although more on weekends ▪ May not know the local area ▪ Often walk at night between restaurant/entertainment precincts and accommodation. 	<ul style="list-style-type: none"> ▪ Routes that prioritise scenery, link points of interest ▪ Paths separated from cycling routes (particularly those used by commuter / sports cyclists) ▪ Wider paths if significant demand ▪ Clear signage with large, easy to read font ▪ Points of interest identification, historical information signs etc. ▪ More shading ▪ More rest spots ▪ Bubblers and toilets ▪ Car parking may be required at the circuit route start/end point ▪ Quality lighting and routes that not only are safe but also appear safe – particularly if expected to be well-used at night.











User Group	Specific Characteristics	Key Desirable Infrastructure
<p>Sport Users e.g. professional athletes, members of sporting organisations / groups</p> 	<ul style="list-style-type: none"> ▪ Often training for sports / sporting events ▪ Trips are usually over longer distances (5 to 10km or more) ▪ Typically walk/run at higher speeds ▪ Training trips may be taken as an individual or in groups ▪ Make circuit trips which may mean travelling to start/end point by car or bus ▪ Make trips throughout the day although more on weekends. 	<ul style="list-style-type: none"> ▪ Variety of path types to cater for different users ▪ Uncongested routes ▪ Bubblers, toilets ▪ Car parking may be required at the circuit route start/end point.
<p>Utility Trip / Day to Day Users</p> 	<ul style="list-style-type: none"> ▪ Walk to a variety of destinations such as work, shopping centres, community facilities and public transport stops ▪ Trip length is usually relatively short (generally up to 2km) ▪ Likely to walk during the day and at night. 	<ul style="list-style-type: none"> ▪ Routes that are direct but are also as flat as possible ▪ Continuous footpath connections to destinations
<p>Rollerbladers and Skateboarders</p> 	<ul style="list-style-type: none"> ▪ Typically travel for fun ▪ Users typically travel for fun, but a reasonable proportion often make utility trips ▪ Travel at higher speeds than walkers ▪ Most often travel in the late afternoon and on weekends. 	<ul style="list-style-type: none"> ▪ Level, smooth surfaces particularly at road crossings ▪ Continuous footpath connections to destinations.

Table 4.2: User Type Classification: Cycling

User Group	Specific Characteristics	Key Desirable Infrastructure
<p>Vulnerable Users e.g. School Children, Seniors</p> 	<ul style="list-style-type: none"> ▪ Travel to a variety of destinations such as schools, shopping centres, community facilities and public transport stops ▪ Less likely to drive a car ▪ Seniors may use large electric scooters (e.g. gophers), or e-bikes ▪ School children may use small electric scooters ▪ Typically travel throughout the day during the week ▪ Skill levels can vary significantly – can be less physically or mentally able (e.g. children’s perceptual capacity not necessarily developed). 	<ul style="list-style-type: none"> ▪ Routes that are direct ▪ Off-road paths that are separate from those used for walking and are also located further from roads ▪ Uncongested routes ▪ Wider paths to accommodate large scooters, varied skill levels ▪ High quality road crossing facilities which could include traffic calming measures, additional warning signage etc. ▪ Level smooth surfaces particularly at road crossings ▪ More shading ▪ More rest spots ▪ Bubblers and toilets ▪ Handrails ▪ Clear signage with large, easy to read font.
<p>Recreational Users incorporating Tourists travelling short distances</p> 	<ul style="list-style-type: none"> ▪ Typically cycle for fitness, fun, relaxation – travel at low to medium speeds ▪ Often cycle along scenic routes (e.g. along coastal stretches, through parks) ▪ Skill levels vary from novice to experienced riders ▪ Trip length may vary greatly depending on the level of experience of the rider ▪ Make circuit trips which may mean travelling to start/end point by car ▪ May not know the local area. 	<ul style="list-style-type: none"> ▪ Routes that prioritise scenery, link points of interest ▪ Off-road paths ▪ Access to bike share (if available) ▪ Clear signage with large, easy to read font ▪ Points of interest identification, historical information signs etc. ▪ More shading ▪ More rest spots ▪ Bubblers and toilets ▪ Bicycle parking along the route ▪ Car parking may be required at the circuit route start/end point.
<p>Utility Trip / Day to Day Users</p> 	<ul style="list-style-type: none"> ▪ Cycle to a variety of destinations such as work, shopping centres, community facilities and public transport stops ▪ Most trips are under 5km to 10km with very few over 20km ▪ Likely to cycle during the day and at night ▪ Trips are generally made alone or in small groups ▪ Riders may be carrying bags with clothes, laptop, shopping etc. 	<ul style="list-style-type: none"> ▪ Routes that are direct ▪ Continuous path connections to destinations ▪ End of trip facilities ▪ Bicycle repair facilities.

User Group	Specific Characteristics	Key Desirable Infrastructure
<p>Sport Users <i>incorporating tourists travelling long distances and mountain bikers</i></p>  	<ul style="list-style-type: none"> ▪ Often training for sports / sporting events ▪ Trips are usually over longer distances, sometimes more than 100km ▪ Sports users typically travel at higher speeds ▪ Seek out more challenging routes with varying terrain ▪ On-road training trips may be taken as an individual rider or in groups known as 'pelotons', where riders tend to ride two-abreast and in multiple rows ▪ On-road training riders tend to be more advanced riders but can also be younger or inexperienced ▪ Riders often carry a repair kit. 	<ul style="list-style-type: none"> ▪ Routes with challenging topography, particularly mountain bikers ▪ Uncongested routes ▪ On-road cycle lanes ▪ Areas to allow cars to more easily overtake cyclists ▪ Signage on well-used routes warning motorists of cyclists.
<p>Personal Mobility Device / e-Transport Users <i>e.g. electric scooters, bicycles</i></p>  	<ul style="list-style-type: none"> ▪ Travel to a variety of destinations such as work, shopping centres, community facilities and public transport stops ▪ Skill levels vary from novice to experienced riders ▪ May be privately owned or hired ▪ Most vehicles can travel up to 25km/h ▪ Typical e-bike range: 50km to 150km ▪ Typical e-scooter range: 20km to 60km ▪ A helmet is required when riding e-bikes and e-scooters ▪ E-scooters in particular are often hired by users ▪ Privately owned scooters and bikes are typically used for utility / day to day trips that are often longer than recreational trips. 	<ul style="list-style-type: none"> ▪ Continuous path connections to destinations ▪ E-scooter routes include minimal crossfalls and smooth surfaces ▪ Off-road paths separated from those used for walking ▪ Wider paths to better accommodate varied skill levels ▪ Charging facilities ▪ Where hire schemes operate, parking facilities, signage identifying key rules and signage identifying the area where the vehicles can be used, may be desirable.

4.2 Crash Data Review

Pedestrian and cyclist crash data for the Bland Shire LGA was analysed for a five-year period from 2018-2022. The assessment focused on identifying any trends and crash clusters in the five key study areas.

Over the five years one pedestrian and cyclist crashes were recorded, occurring in West Wyalong.

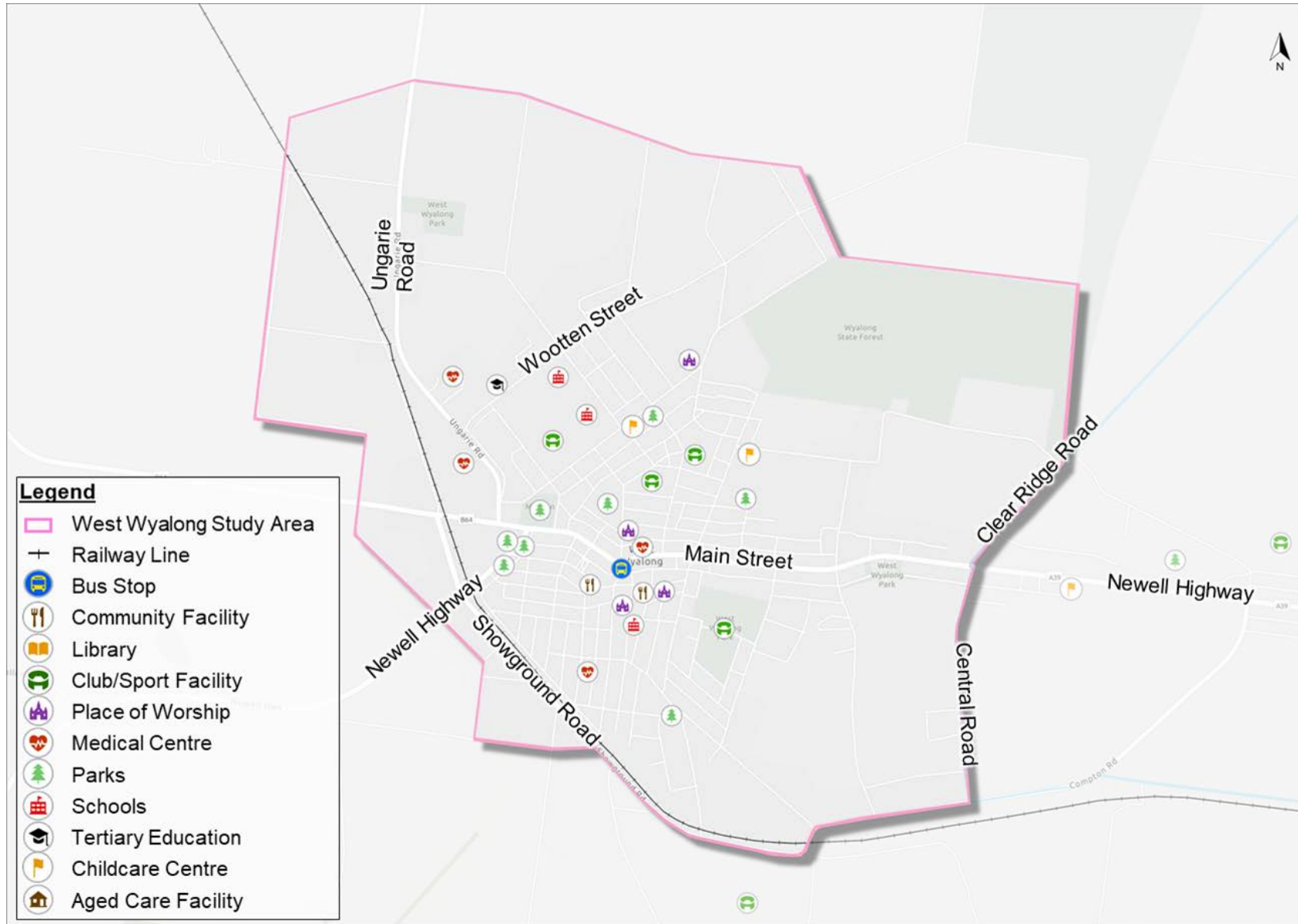
5. KEY CENTRES AND ACTIVITY AREAS

5.1 Trip Attractors and Generators

To develop the Plan, certain land-uses were considered key pedestrian attractors and generators of trips within the five key study areas. Typically, these include:

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

The key attractors and generators for the study areas are presented in Figure 5.1 to Figure 5.5.



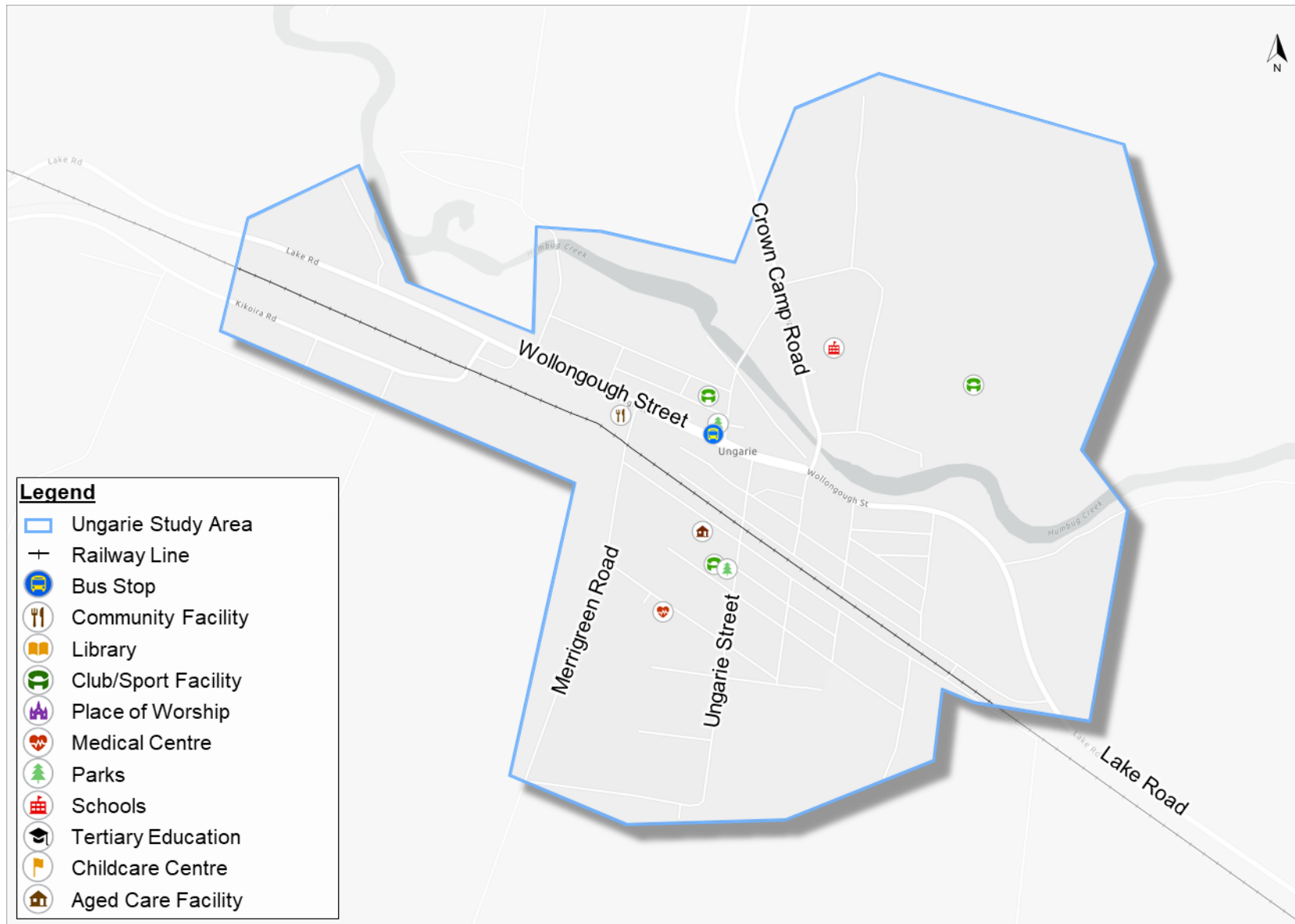
Aerial: Esri (edited by Bitzios)

Figure 5.1: West Wyalong Attractors and Generators



Aerial: Esri (edited by Bitzios)

Figure 5.2: Wyalong Attractors and Generators



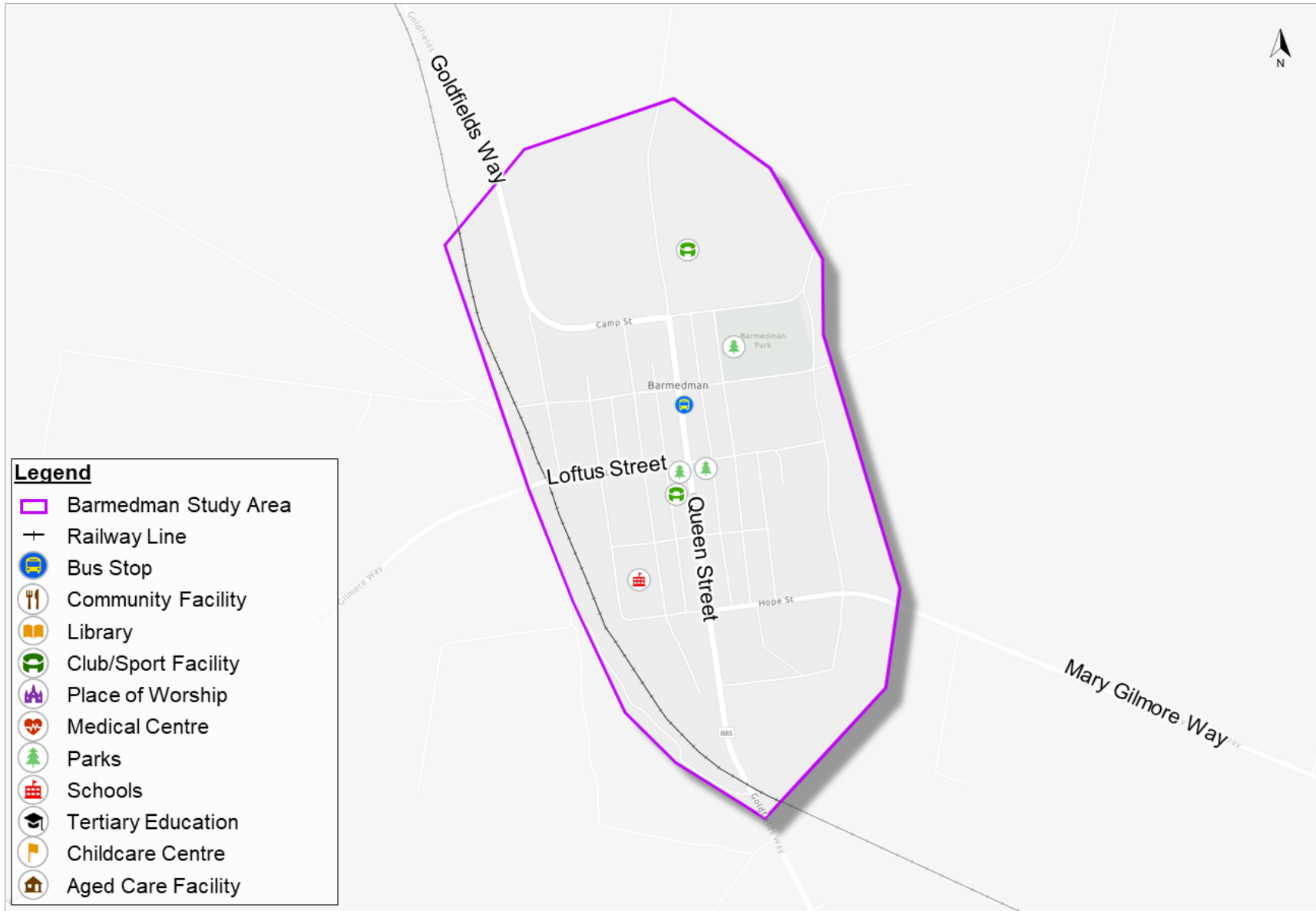
Aerial: Esri (edited by Bitzios)

Figure 5.3: Ungarie Attractors and Generators



Aerial: Esri (edited by Bitzios)

Figure 5.4: Weethalle Attractors and Generators



Aerial: Esri (edited by Bitzios)

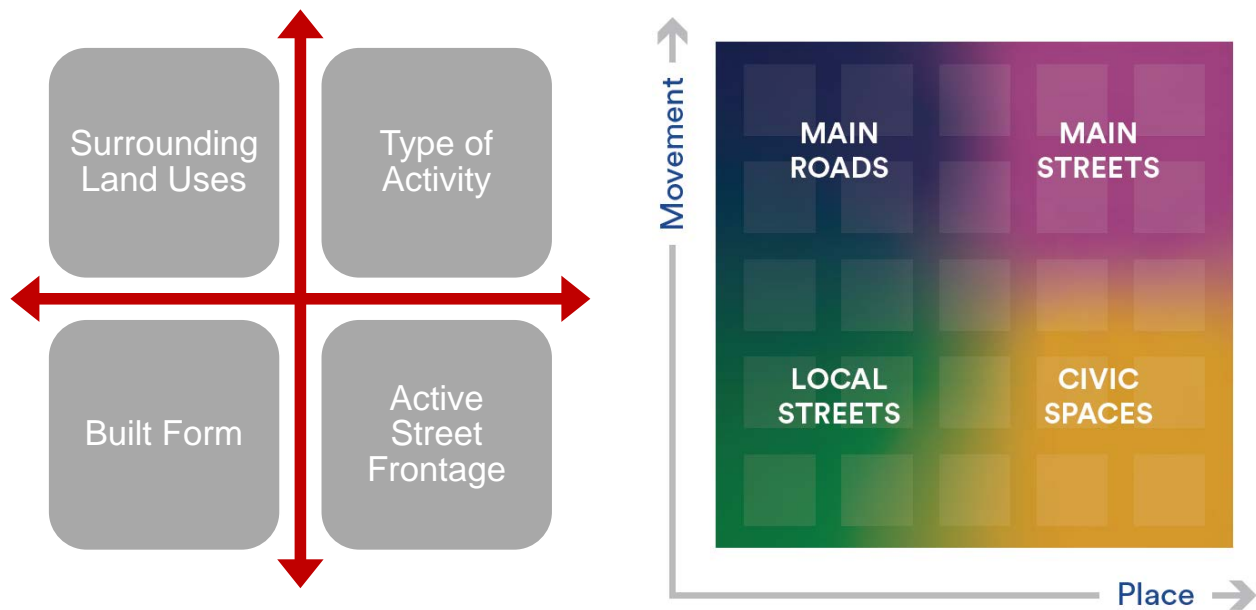
Figure 5.5: Barmedman Attractors and Generators

5.2 Walking Route Hierarchy

The NSW Government *Practitioner's Guide to Movement and Place (2020)* was used as a guide in assessing the movement and place functions of the key centres. This identified main thoroughfares for each of the study areas.

The place function varies throughout the key centres with a mix of commercial and tourist / recreational areas attracting activity. A number of key locations identify movement and place conflicts where the urban environment needs to cater for high-speed trafficked roads and high pedestrian and cyclist activity.

Figure 5.6 demonstrates how various movement and place combinations are categorised into main roads, main streets, local streets, and civic spaces based on their movement and place function.



Source: NSW Guide to Movement and Place 2020

Figure 5.6: Movement and Place – Key Elements

An assessment of movement and place has assisted in developing the key route hierarchies and audit priorities provided in Section 8.1 of this ATP.

6. PEDESTRIAN AND CYCLE ROUTES

6.1 Overview and Methodology

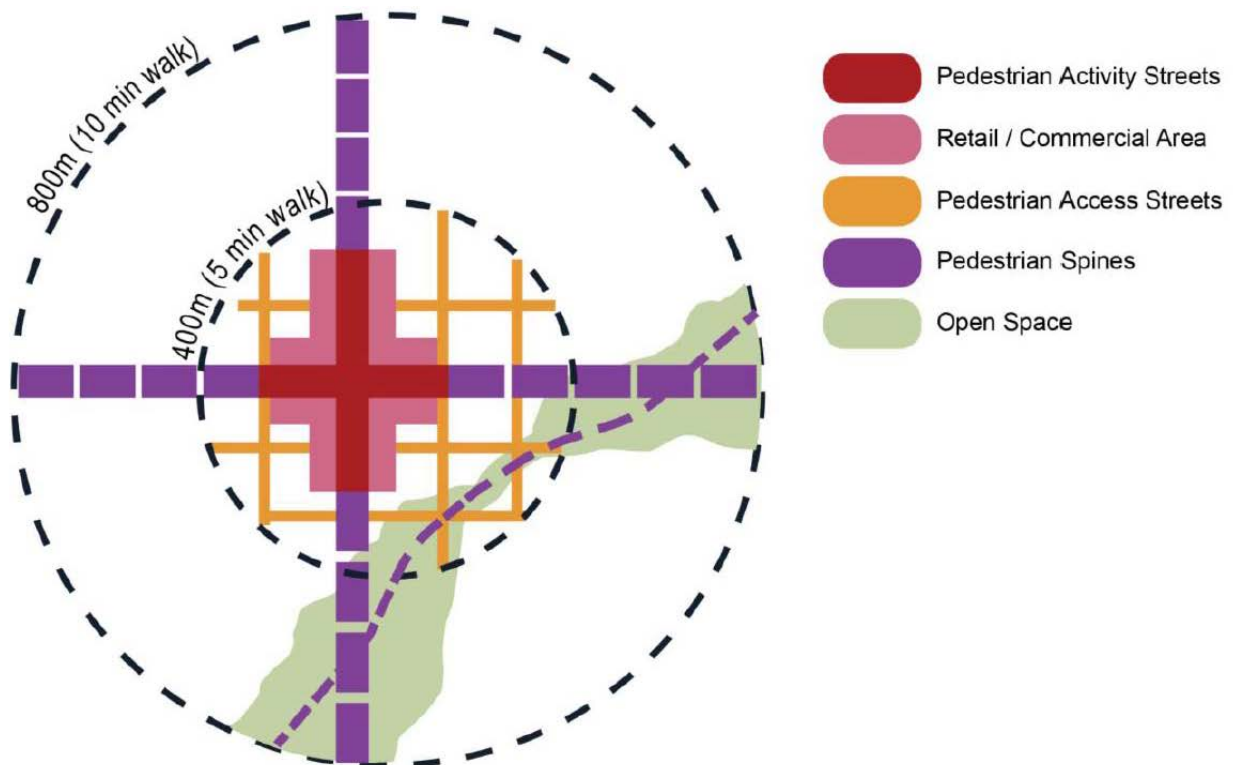
The following sections outline how the route hierarchy and audit priorities have been developed within the key centres.

The route hierarchy identifies the highest priority pedestrian and cycle routes. The development of the route hierarchy has considered the outcomes of the community consultation sessions, key routes to schools, land uses, distance to trip attractors and movement and place functions of an area. These routes are assigned a hierarchy including primary, secondary, and tertiary routes, which then make up the key focus of the infrastructure audits.

The audit priority map demonstrates where infrastructure audits was prioritised across the network. The following sections outline how the route hierarchy and audit priorities were determined.

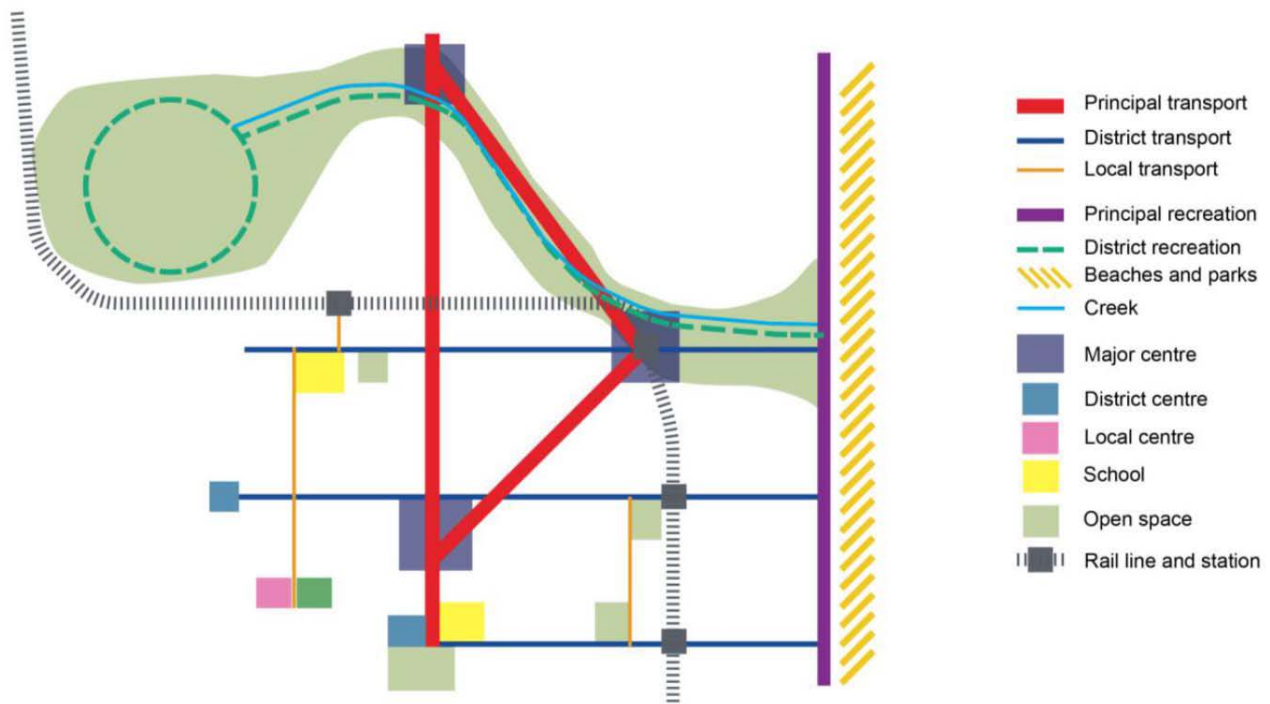
6.2 Pedestrian and Cycle Prioritisation

The pedestrian and cycle route prioritisation are determined based on the type and function of the street and its land uses. The typical hierarchy is shown in Figure 6.1 and Figure 6.2.



Source: Gold Coast Active Transport Network Development Plan (June 2017)

Figure 6.1: Pedestrian Hierarchy Example



Source: Gold Coast Active Transport Network Development Plan (June 2017)

Figure 6.2: Cycle Hierarchy Example

A higher level in the hierarchy was given to routes servicing multiple high trip attractors such as town centres and key pedestrian / cycle links to train stations, bus stops, schools, and aged care facilities. Routes servicing low density residential areas were identified as having a tertiary hierarchy given the low pedestrian activity in these areas.

The criteria used to determine the route hierarchy is shown in Table 6.1.

Table 6.1: Criteria to Determine Route Hierarchy

Classification	Criteria
High Priority	Provides connections: <ul style="list-style-type: none"> Within or between key centres To schools, shopping centres, aged care facilities Safety issues (i.e. historical crashes, road type & traffic volumes)
Medium Priority	Provides connections: <ul style="list-style-type: none"> Within and between residential areas To primary routes To public transport stops
Low Priority	Provides connections to: <ul style="list-style-type: none"> Within immediate catchment (400m) surrounding primary route

Specific routes were highlighted as routes that would potentially allow more people to walk in a particular direction. These routes were assigned a hierarchy (i.e. high priority, medium priority and low priority) on this basis.

A higher order level in the hierarchy was given to routes servicing multiple trip attractors and generators such as town centres and key pedestrian links to train stations, bus stops, schools, and aged care facilities. In some instances, routes were seen as low priority routes where there may be a need for the route, however not many pedestrian users are anticipated to use it.

6.3 Cycle Route Selections

Existing cycling routes were considered in conjunction with the prioritised route hierarchy, to determine best connections between key centres, attractors and generators and with respect to leisure routes over short and long distance.

7. COMMUNITY & STAKEHOLDER ENGAGEMENT

7.1 Engagement Process

Community and stakeholder engagement was undertaken between 23rd October and 26th October 2023. The aim of this engagement was to capture community input to assist in identifying common issues and themes in each of the study areas as well as inform active transport desire lines. More broadly, the results of the engagement process inform the development of all aspects of this active transport plan.

The engagement activities included the following:

- Councillor briefing session
- Online surveys related to community active transport experience levels, desires, mobility needs
- In-person presentation and workshop.

7.1.1 Online Surveys

An online survey was posted on Councils website and was available for two weeks. During the survey period, a total of 21 survey response were recorded.

Key pedestrian trends identified throughout the survey are summarised below:

- High focus on updating the pathway network to be more comfortable / accessible for all users
- High focus on filling in gaps in the existing footpaths
- Less desire for extending the footpath to key attractors
- Less desire to extend the footpath network to link towns.

Key cycling trends identified throughout the survey are summarised below:

- High focus on updating the on/off-street network to be more safe / accessible
- Desire to fill in missing links
- Providing more off-street leisure routes.

7.1.2 Stakeholder Workshop

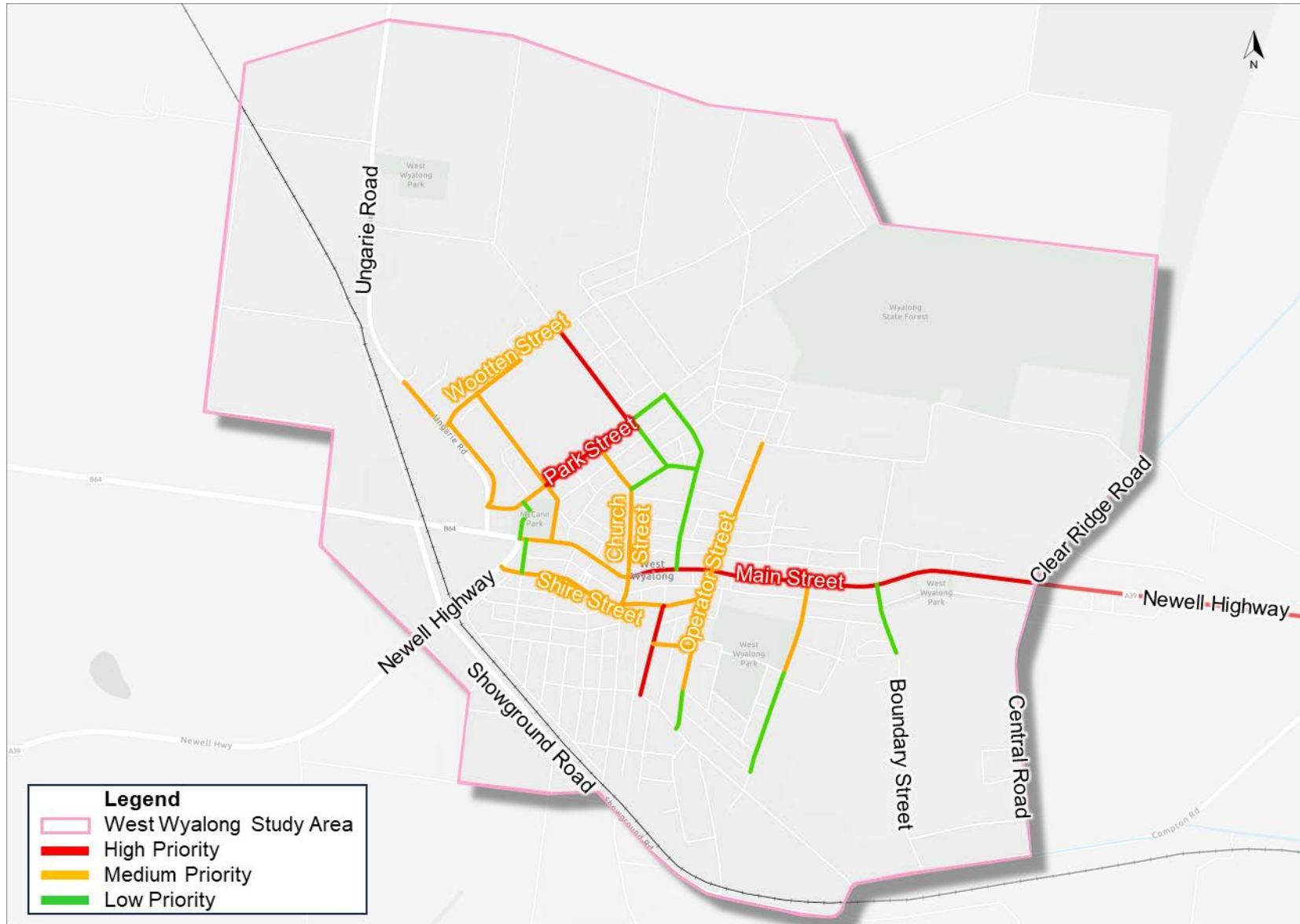
A stakeholder workshop was held on 23rd October 2023 to discuss the proposed ATP development and community wants / needs.

Key trends identified through the workshop are summarised below:

- Need for wider footpaths (min 1.8m)
- Need for filling in missing links within the existing footpath network
- Desire for more leisure routes / circuits (i.e. providing loops within the active transport network)
- Desire for more shared paths for family recreational activities
- Desire for more large scale separated paths (i.e. greenway).

7.2 Route Finalisation

The proposed ATP routes are the result of the ATP development framework and the stakeholder / community engagements and are shown in Figure 7.1 to Figure 7.5 and provided in **Appendix A**.



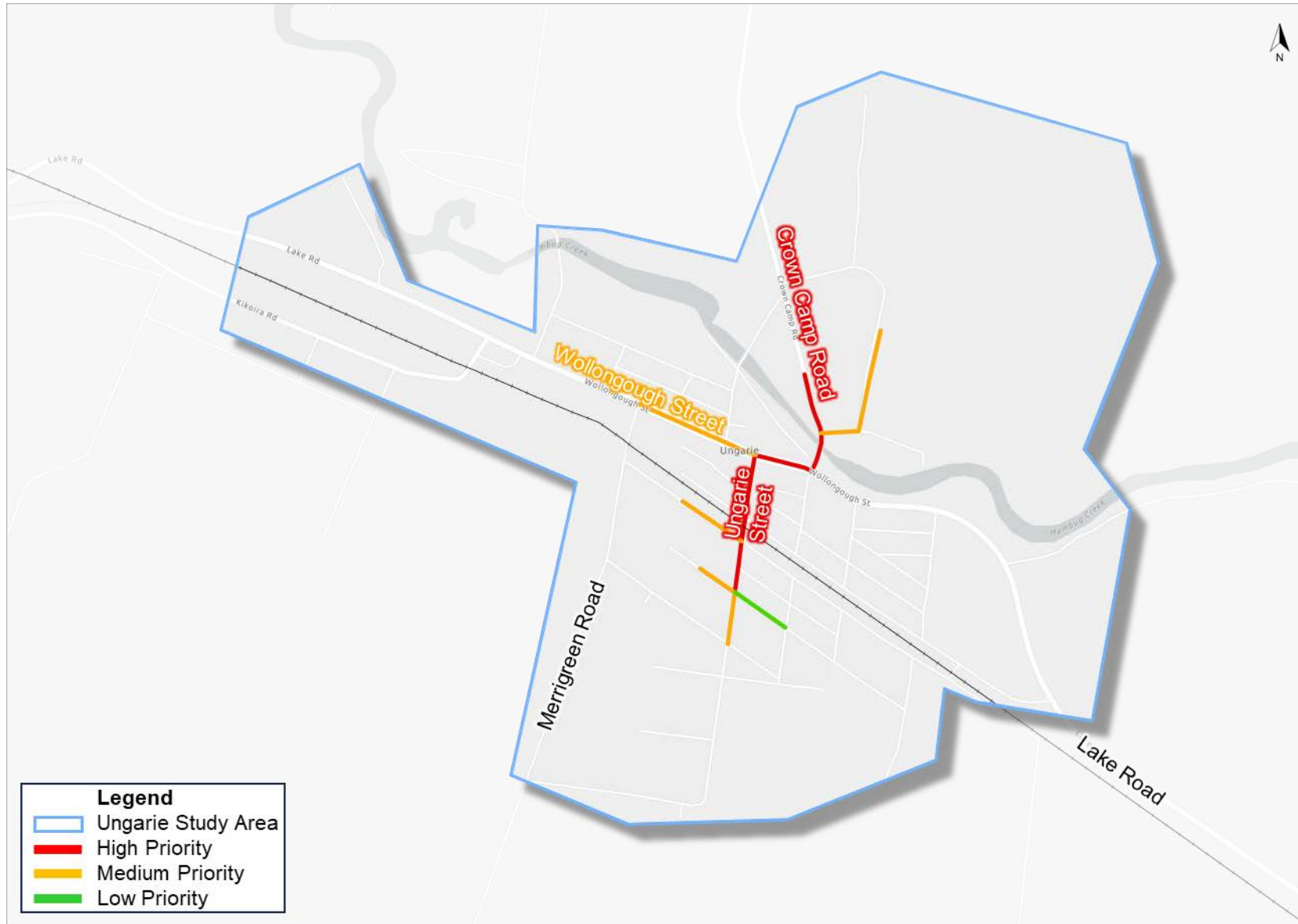
Aerial: Esri (edited by Bitzios)

Figure 7.1: West Wyalong Walking Route Hierarchy



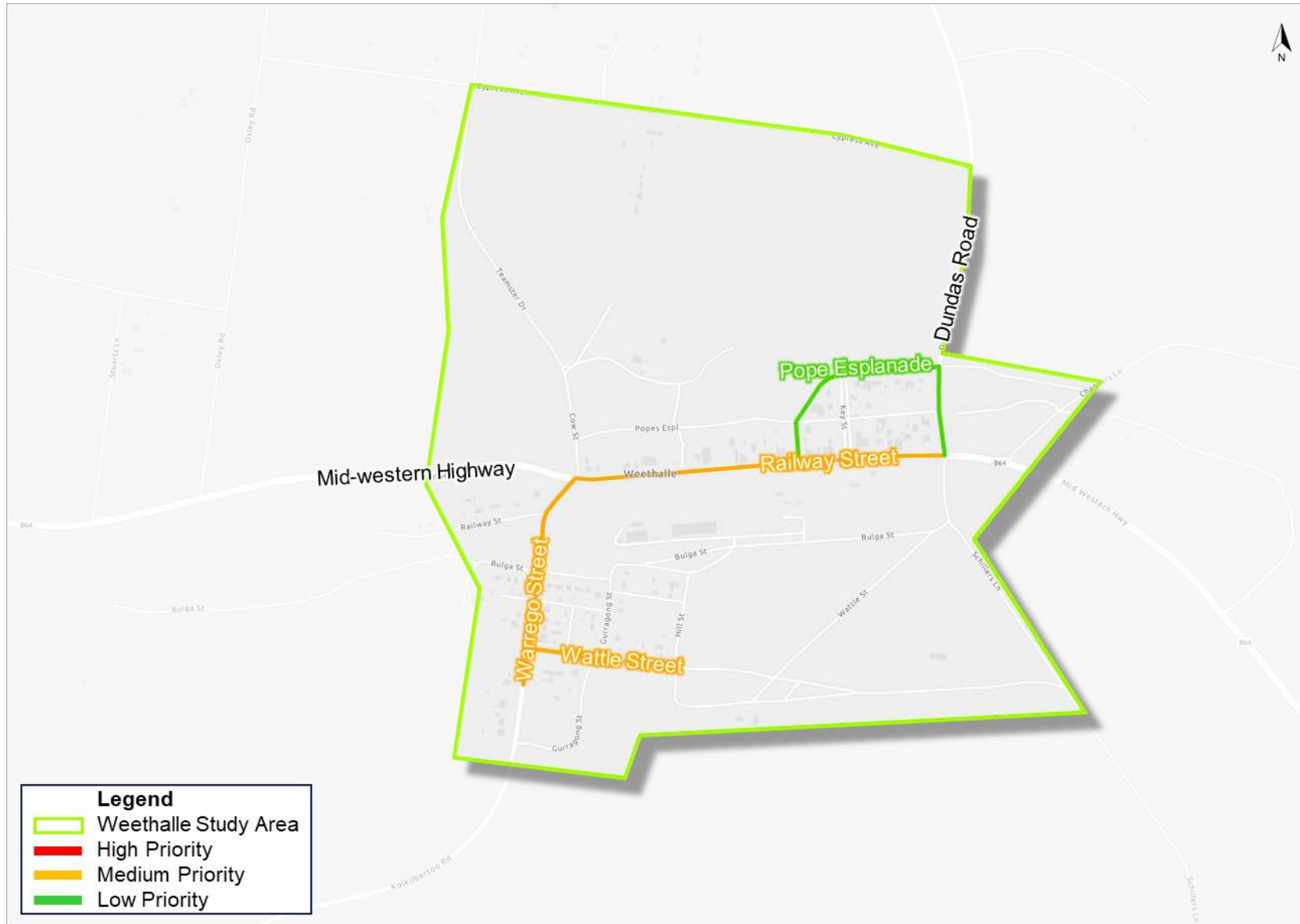
Aerial: Esri (edited by Bitzios)

Figure 7.2: Wyalong Walking Route Hierarchy



Aerial: Esri (edited by Bitzios)

Figure 7.3: Ungarie Walking Route Hierarchy



Aerial: Esri (edited by Bitzios)

Figure 7.4: Weethalle Walking Route Hierarchy

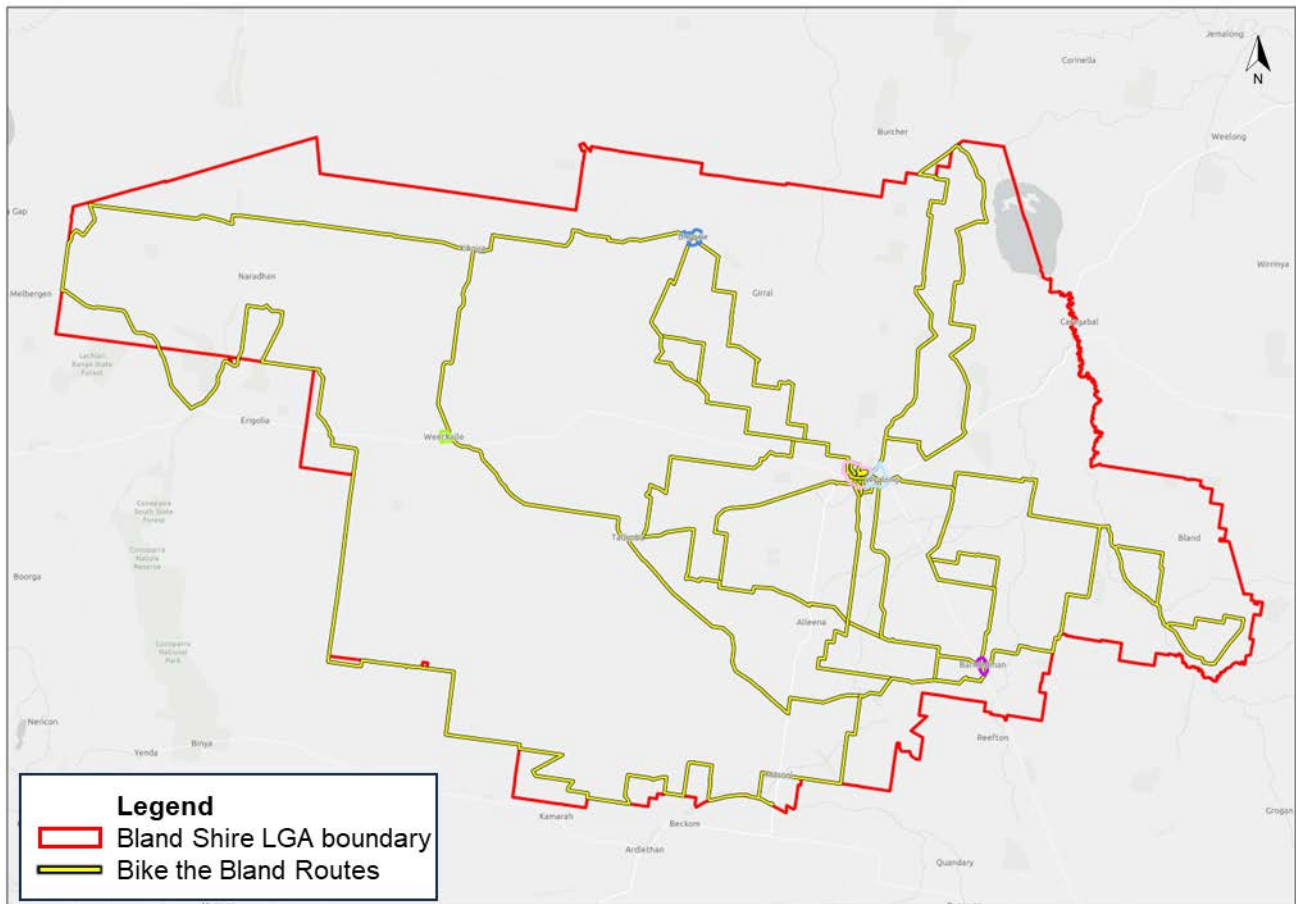


Aerial: Esri (edited by Bitzios)

Figure 7.5: Barmedman Walking Route Hierarchy

7.3 Cycling Route Connections

Figure 7.6 illustrates the existing cycling network within the Bland Shire. At present, the cycling network is concentrated within West Wyalong and Wyalong, with circuits connecting towns and national parks.



Aerial: Esri (edited by Bitzios)

Figure 7.6: Bike The Bland Network

A review of the existing cycle network found that many of the cycle routes located outside of towns were made up of on-road routes. While these routes avoided State controlled roads and major haulage routes, there was limited wayfinding signage to direct cyclists or awareness signage to alert drivers to the possibility of cyclist presence. In addition, it was evident from the community and stakeholder engagement that many residents were unaware that such cycle routes existed.

To encourage cycling between towns within the Bland Shire, and provide safety guidance on specific routes, the following are recommended:

- Providing cycling wayfinding signage along marked routes
- Providing cyclist awareness signage to guide cyclists directions
- Providing 2.5m wide off-road cycling facilities that run parallel to the existing cycle route network
- Promoting any cycle works and updated routes to the community by endorsed maps for greater awareness.

8. ROUTE AUDITS

8.1 Methodology

The route audits were undertaken between 23rd October 2023 and 26th October 2023. These audits were undertaken to:

- Identify gaps and missing links in the existing active transport network (i.e. for ‘new link’ projects)
- Identify issues, accessibility or crossing deficiencies and safety requirements
- Identify locations for opportunities for connectivity improvements or further investigation.



Existing facility audits were undertaken on all the routes identified as high and medium priority to identify issues and potential remedial works (shown in Figure 7.1 to Figure 7.5).




Auditing of issues, or deficiencies, were based on Criteria 5C as outlined in the *Austrroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (AGRD Part 6A)* which are as follows:

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

The audit considered footpaths, kerb ramps, crossings points and other pedestrian and bike facilities, however, was limited to more strategic issues that would fundamentally impact the use of the paths or access to the paths. Some examples of issues found during the audits are shown in Table 8.1.

Table 8.1: Audit Issues Example

Audit Issue	Description	Picture
<p>Paths Missing Link</p>	<p>A clear pedestrian desire line or where pathways end abruptly without proper signage.</p> <p><i>Location:</i> <i>Railway Street, Weethalle</i></p>	
<p>Unsafe / Non-standard crossing facility</p>	<p>Road width is too wide (36m) for pedestrians to cross without a pedestrian refuge island.</p> <p><i>Location:</i> <i>Operator Street / Victory Street intersection</i></p>	

Audit Issue	Description	Picture
<p>Unsafe / Non-standard crossing facility</p>	<p>Non-standard existing kerb ramp with no connecting footpath or connecting kerb ramp on the opposite side of the road.</p> <p><i>Location:</i> <i>Robertson Road, Barmedman</i></p>	
<p>Missing Kerb Ramp</p>	<p>No kerb ramp is provided for safe exit of mobility impaired pedestrians off the footpath.</p> <p><i>Location:</i> <i>Dumaresq Street / Wootten Street, West Wyalong</i></p>	
<p>Narrow path</p>	<p>Narrow paths are all paths less than 1.8m wide. These paths do not allow for two wheelchairs to pass each other and can cause safety issues considering the surroundings.</p> <p><i>Location:</i> <i>Wollongough Street, Ungarie</i></p>	

8.2 Audit Exclusions

The routes audits excluded maintenance issues such as cracked paths, uneven footpaths, eroded paths, and plant overgrowth around edges. In case of maintenance issues causing trip hazards or other potential safety concerns, the project has included a safety issue category which can be updated by Council officers once aware either by routine inspection or community feedback.

Lighting was also excluded from the audit as site investigations occurred during daylight hours for safety reasons. It was noted that street lighting was provided via lamps attached to power poles with very few instances of standalone light poles. It was observed that power poles were placed with an average of 40-50m spacing.

8.3 Audit Findings

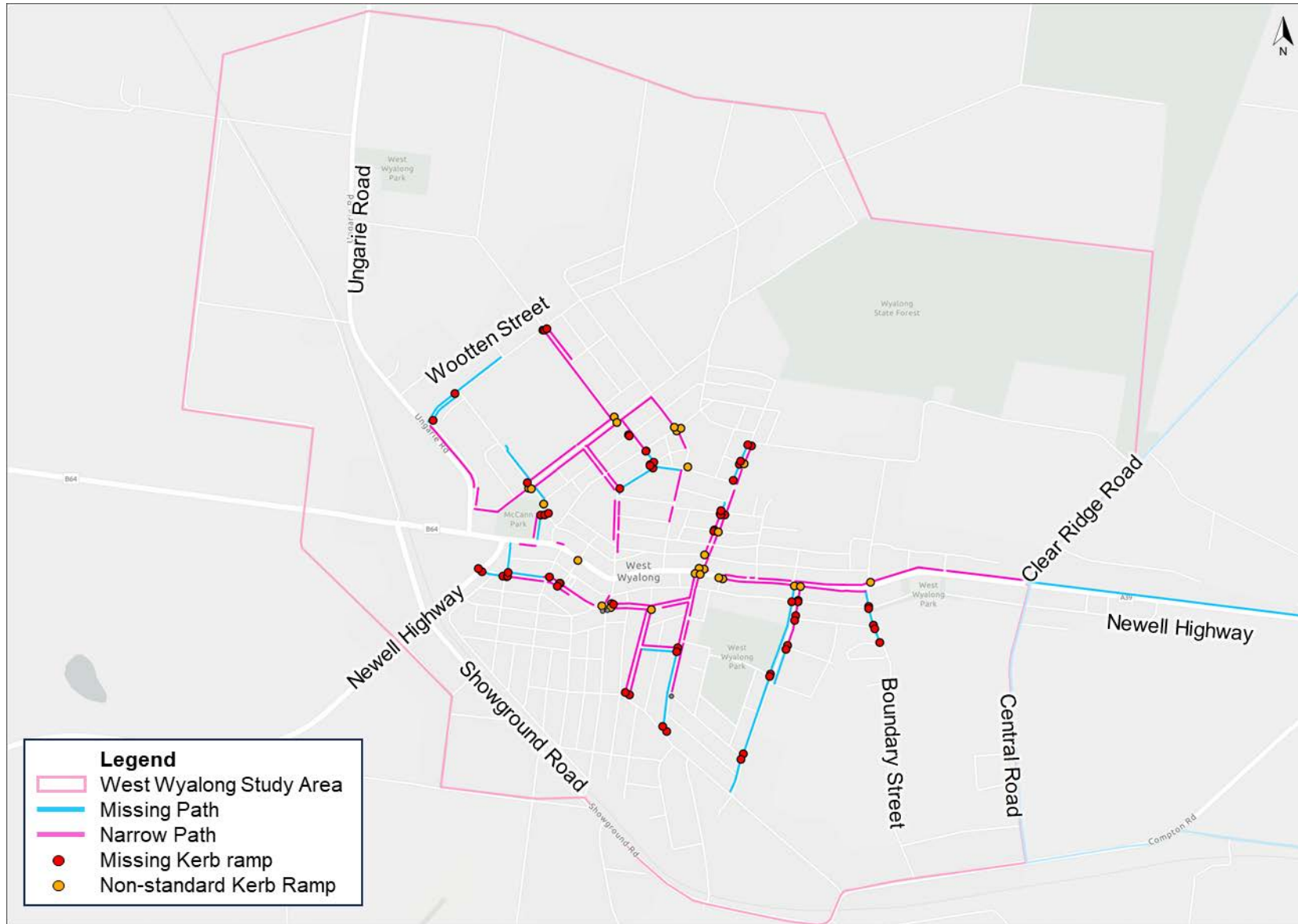
The audit identified 393 active transport network deficiencies and approximately 22km of 'narrow' or 'missing' paths.

Table 8.2 summarises the number of issued identified for each type within the study area.

Table 8.2: Audit Issues by Type

Themes	Number of Issues (unit)				
	West Wyalong	Wyalong	Ungarie	Weethalle	Barmedman
Missing Path	3,173m	2,988m	1,711m	1,332m	1,571m
Narrow Path	8,181m	456m	1,062m	259m	733m
Missing Crossing Facility	66	27	27	16	16
Missing Crossing Facility - Median / Build outs	4	-	-	-	-
Non-standard Crossing Facility	26	7	1	3	12
Maintenance Issue	-	-	-	-	-
Landscape Overhang	-	-	-	-	-

The active transport network deficiencies have been provided in Figure 8.1 to Figure 8.5, and also provided in **Appendix B**.



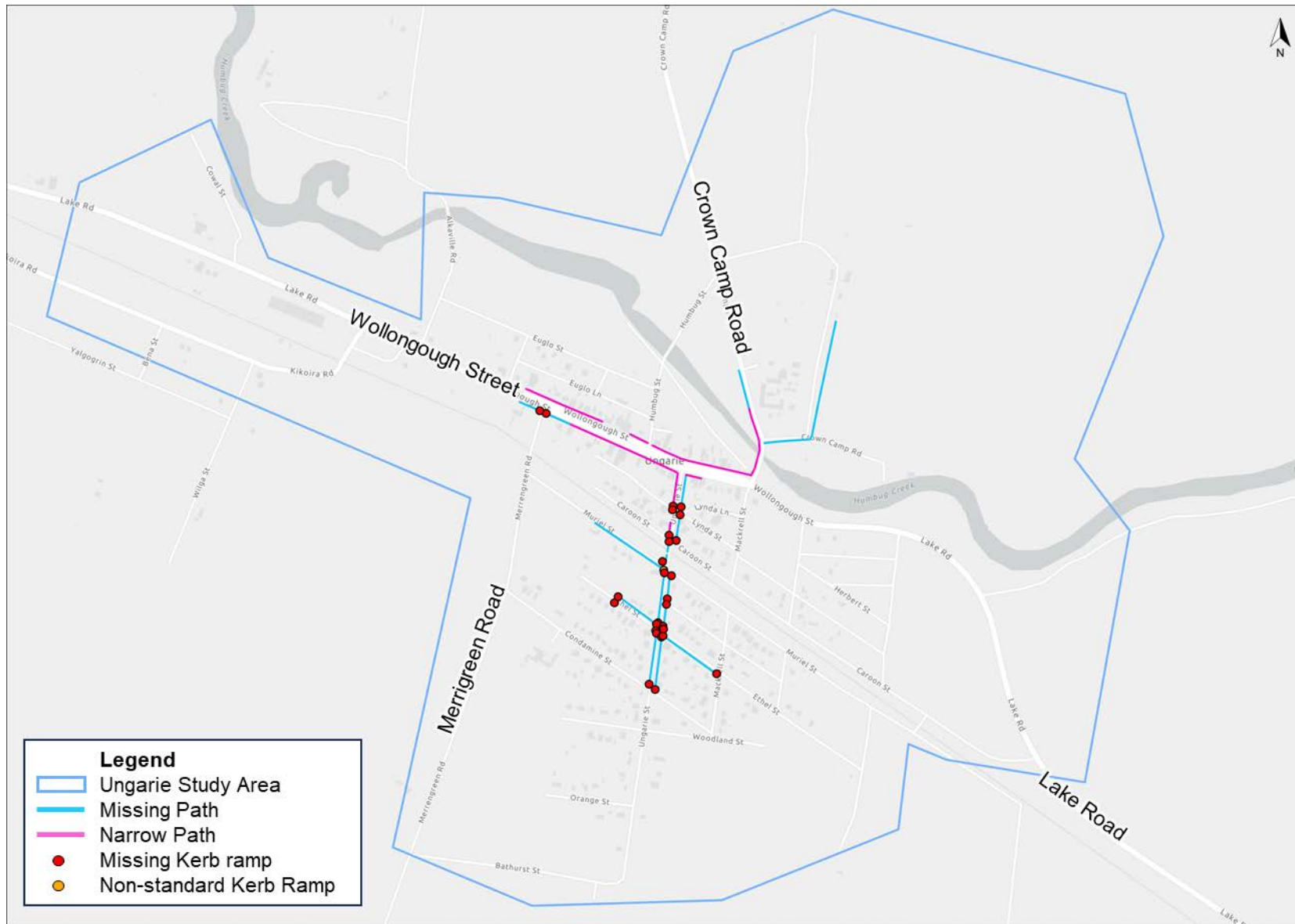
Aerial: Esri (edited by Bitzios)

Figure 8.1: West Wyalong Pedestrian Audit Findings



Aerial: Esri (edited by Bitzios)

Figure 8.2: Wyalong Pedestrian Audit Findings



Aerial: Esri (edited by Bitzios)

Figure 8.3: Ungarie Pedestrian Audit Findings



Aerial: Esri (edited by Bitzios)

Figure 8.4: Weethalle Pedestrian Audit Findings



Aerial: Esri (edited by Bitzios)

Figure 8.5: Barmedman Pedestrian Audit Findings

9. DESIGN STANDARDS

9.1 Overview and Reference Standards

The design standards to be applied for this ATP include adopting the principles of Universal Design, which aim to provide all-inclusive access that eliminates the need for adaptation and specialised design for mobility-impaired community members. The design standards adopted include a combination of Australian Standards, Austroads Guidelines, TfNSW and Council technical directions and model drawings.

Some of the reference documents used, include:

- Footpaths and kerb ramps:
 - Australian Standards AS1428.4.1: 2009 Design for Access and Mobility
 - Austroads Guide to Road Design Part 3: Geometric Design (AGRD3)
 - Austroads Guide to Road Design Part 6A: Pedestrian and Cycle Paths (AGRD6a).
- Crossings:
 - TfNSW model drawings MD R173.B01.A1
 - Austroads Guide to Road Design Part 4: Intersections and Crossings (AGRD4)
 - Australian Standards AS1428.1: 2009 Design for Access and Mobility
 - Australian Standards AS1742.10: Pedestrian Control and Protection
 - TfNSW Technical Direction TDT 2011/01a (Pedestrian Refuges).
- Lighting:
 - Australian Standards AS1158.3.1 Pedestrian area (Category P) lighting – Performance and Installation Design Requirements.

Design standards continually evolve, and it is common to construct new facilities to the updated standards. In the future design standards should be consistent across Bland Shire and are detailed in the following section.

9.2 Minimum Pathway Widths

The minimum recommended pathways were considered individually on a case-by-case basis including potential impacts and physical constraints, such as limited verge widths, potential impacts to travel lanes, parking lanes and private properties.

The recommended minimum pathway widths were defined in close consultation with Council and considers the local area, existing pedestrian network, expected level of pedestrian traffic and feasibility. The minimum path widths are summarised as follows:

High Priority Routes:

- 2m wide for one side of the road
- Other side of road shall be a minimum 1.8m wide.

Medium Priority Routes:

- Within West Wyalong – 1.8m wide path on both sides
- Outside West Wyalong – 1.8m wide path on one side only.

Low Priority Routes:

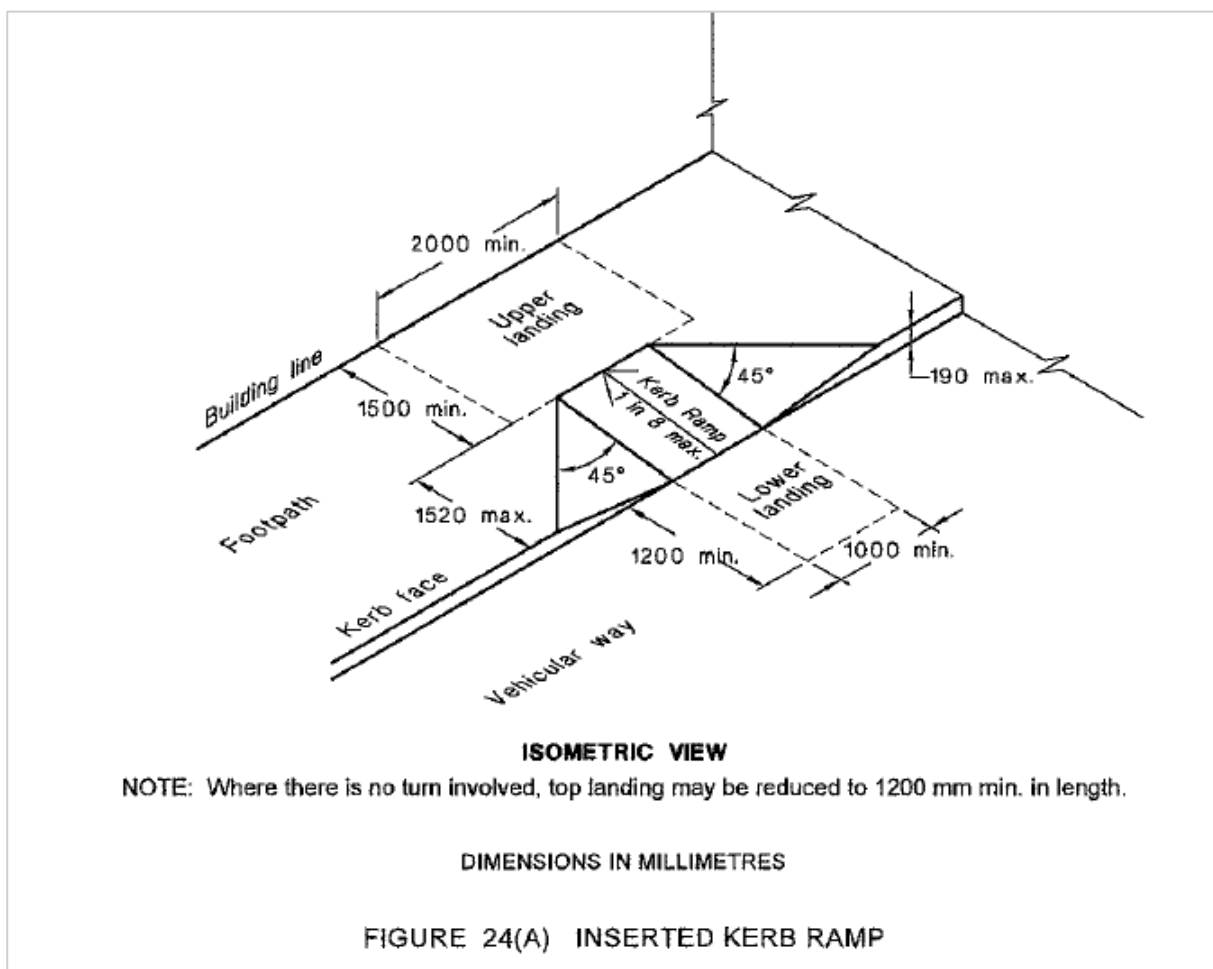
- 1.8m wide on one side of the road.

9.3 Kerb Ramps

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

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

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



Source: Australian Standard Design for Access and Mobility (AS1428.1, pg39)

Figure 9.1: Kerb Ramp Dimensions

10. MULTI CRITERIA ASSESSMENT

10.1 Overview

A Multi Criteria Assessment (MCA) was undertaken to evaluate and prioritise upgrades and treatments from the audit findings presented in Section 8.3. The MCA will assist Council in prioritising future requests for pedestrian improvements against other issues that have already been identified.

The MCA criteria and approach allows the relative importance of a broad range of impacts and benefits to be considered. A total of five criteria were selected based on the project objectives, including three criteria related to potential benefits (Accessibility, Connectivity, Safety), one criterion related to impacts (costs), and one criterion related to the location / level of active transport activity.

Given the initial stages of planning, a 40% weighting relative to costs and 60% weighting relative to benefits was applied.

The MCA criterion is described in Table 10.1.

Table 10.1: Multi Criteria Assessment

Criteria	Description	Measurement and Scoring Method	Weighting
Accessibility	The level of benefit the recommended treatment will have in providing a pedestrian network accessible to everyone	Measured based on assessment of improvement to perceived pedestrian accessibility. Scored based on 1 to 10 scale Lowest perceived accessibility improvement = 1 Highest perceived accessibility improvement = 10	20%
Connectivity	The level of benefit the recommended treatment will have on the general pedestrian network connectivity	Measured based on assessment of improvement to perceived pedestrian connectivity. Scored based on 1 to 10 scale. Lowest perceived connectivity improvement = 1 Highest perceived connectivity improvement = 10	20%
Safety	The level of benefit the recommended treatment will have on pedestrian user safety	Measured based on assessment of improvement to perceived pedestrian safety. Scored based on a 1 to 12 scale. Lowest perceived safety improvement = 1 Highest perceived safety improvement = 10	20%
Cost	Estimated infrastructure costs	Measured in foreseeable infrastructure cost (2023). Scored based on 1 to 10 scale. Highest cost = 1 Lowest cost = 10	40%
Level of Activity	The expected number of potential active transport users benefited by the recommended treatment	Measured based on the ATP route hierarchy, provided as an adjustment factor. High Priority = 1.0 Medium Priority = 0.9 Low Priority = 0.8 Non-ATP Routes = 0.5	Not applicable

10.2 Issues Scoring

Existing and future potential issues have been condensed in to 10 ‘*common themes*’, which were then evaluated in accordance with their importance relative to the MCA.

Table 10.2 describes each of the 10 common themes.

Table 10.2: Pedestrian Treatment Themes

Themes	Description
Missing Path	Missing path connection between two existing pathways or missing connections to end destinations
Narrow Path	Existing path infrastructure that does not meet current design standards of a minimum width of 1.8m
Maintenance issue	Issues with the existing path infrastructure (e.g. damaged kerb ramps, trip hazards, vegetation overgrowth)
Missing crossing facility	Missing kerb ramps or crossing infrastructure (e.g. raised centre medians)
Non-standard crossing facility	Kerb ramps that do not meet current design standards (e.g. too narrow, incorrect alignment)
Lighting	Missing street lights over paths or areas of high pedestrian activity
Missing / incorrect wayfinding signage	Missing signage indicating designated shared paths or directional wayfinding etc.
On-street bicycle routes	Missing infrastructure to support on-street cycling such as bike lanes
Off-street bicycle routes	Missing infrastructure to support off-street cycling such as shared paths
Missing / non-compliant TGS	Missing or non-compliant Tactile Ground Surface Indicators

It is important to note that certain treatment types can have additional criteria / requirements to be met prior to implementation. Specific warrants must be met for installation of certain crossing types or implementation of Shared Zones and/or High Pedestrian Activity Areas (HPAAs).

It is recommended that Council provide further assessment for routes with narrow or limited verge width to provide treatment paths. Further, TfNSW manage traffic signals across the network and as such, recommendations to install / modify / upgrade pedestrian infrastructure at signalised intersections may require approval(s) through TfNSW.

10.3 Scoring Guideline

A workshop was held with the project team and relevant internal Council stakeholders to evaluate the ranking of each of the common themes against the qualitative criteria. Participants scored the level of impact the pedestrian related issues have, in accordance with the MCA details provided in Table 10.1, where a score of 10 is the most important for that category, and 1 is the least important.

The results are shown in Table 10.3.

Table 10.3: Evaluation Criteria and Level of Importance

Theme	Accessibility	Connectivity	Safety
Missing path	10	10	8
Narrow Path	6	6	10
Maintenance issue	4	4	9
Missing crossing facility	9	8	7
Non-standard crossing facility	8	7	6
Lighting	7	9	4
Missing / incorrect wayfinding signage	1	1	3
On-street bicycle routes	2	2	1
Off-street bicycle routes	6	3	2
Missing / non-compliant TGSI	5	5	5

10.4 Cost Scoring

A list of cost estimates for pedestrian related infrastructure items was provided to Council for review and approval. The resultant work cost estimates have been provided in **Appendix C**.

The costs for each of the recommended treatment were then calculated, with the lowest costs given a priority score of 10, and the highest cost treatments given a priority score of 1.

The cost scoring was developed as follows:

- The scoring calculations were settled into four brackets using the lower quartile, average and upper quartile as range bounds
- Cheaper treatments received a higher score (i.e. more cost effective, greater benefit), whereas more expensive treatments received a lower score.

The scoring brackets for the individual treatment costs are show in Table 10.4.

Table 10.4: Cost Scoring

Treatment Cost	Score
\$0 to \$3,040	10
\$3,041 to \$14,400	9
\$14,401 to \$25,800	8
\$25,801 to \$37,200	7
\$37,201 to \$54,960	6
\$54,961 to \$72,720	5
\$72,721 to \$90,480	4
\$90,481 to \$334,960	3
\$334,961 to \$579,440	2
\$579,441 to \$823,920	1

10.5 Level of Activity

The level of activity was scored based on the route hierarchy described in Section 7.2. Each route hierarchy was provided with an adjustment factor as follows:

- Low Activity: 0.8
- Medium Activity: 0.9
- High Activity: 1.0.

The adjustment factor was then applied to the combined Accessibility, Connectivity, Safety and Cost scores, providing the final score for each treatment.

10.6 Works Priority

To assist Council in determining the priority for the proposed works, they have been grouped into high, medium and low categories. The works priorities consider Council's practical budget to be able to deliver active transport infrastructure based on a combination of annual budgets as well as grants.

A summary of audit items within each priority category and category cost have been provided in Table 10.5.

A detailed recommended works program has been provided in **Appendix D**.

Table 10.5: Active Transport Works Items

Priority	Item	Quantity	Cost
High (0-5 years)	Missing Path	47	2,390,200.00
	Narrow Path	25	\$618,520.00
	Maintenance Issue	0	\$ -
	Missing Crossing Facility	152	\$471,040.00
	Non-standard Crossing Facility	45	\$136,800.00
	Lighting	0	\$ -
	Missing / Incorrect Wayfinding Signage	0	\$ -
	On-street Bicycle Routes	0	\$ -
	Off-street Bicycle routes	0	\$ -
	Missing / Non-compliant TGSi	0	\$ -
	Total	269	\$3,616,560.00
Medium (5-10 years)	Missing Path	32	\$3,836,800.00
	Narrow Path	47	\$2,213,000.00
	Maintenance Issue	0	\$ -
	Missing Crossing Facility	0	\$ -
	Non-standard Crossing Facility	4	\$12,160.00
	Lighting	0	\$ -
	Missing / Incorrect Wayfinding Signage	0	\$ -
	On-street Bicycle Routes	0	\$ -
	Off-street Bicycle routes	0	\$ -
	Missing / Non-compliant TGSi	0	\$ -
	Total	83	\$6,061,960.00

Priority	Item	Quantity	Cost
Low (10+ years)	Missing Path	6	\$696,320.00
	Narrow Path	35	\$4,149,400.00
	Maintenance Issue	0	\$ -
	Missing Crossing Facility	0	\$ -
	Non-standard Crossing Facility	0	\$ -
	Lighting	0	\$ -
	Missing / Incorrect Wayfinding Signage	0	\$ -
	On-street Bicycle Routes	0	\$ -
	Off-street Bicycle routes	0	\$ -
	Missing / Non-compliant TGSi	0	\$ -
	Total	41	\$4,845,720.00

10.7 Works Project Grouping

To further assist Council with determining works priorities, the identified works have been grouped into relevant projects to ensure that when works are undertaken, consideration can be given to surrounding works, allowing for sections or stretches of streets to be upgraded in one stage, rather than “piece by piece”.

A summary of the project works for each study area have been summarised in Table 10.6.

Table 10.6: Project Works by Study Area

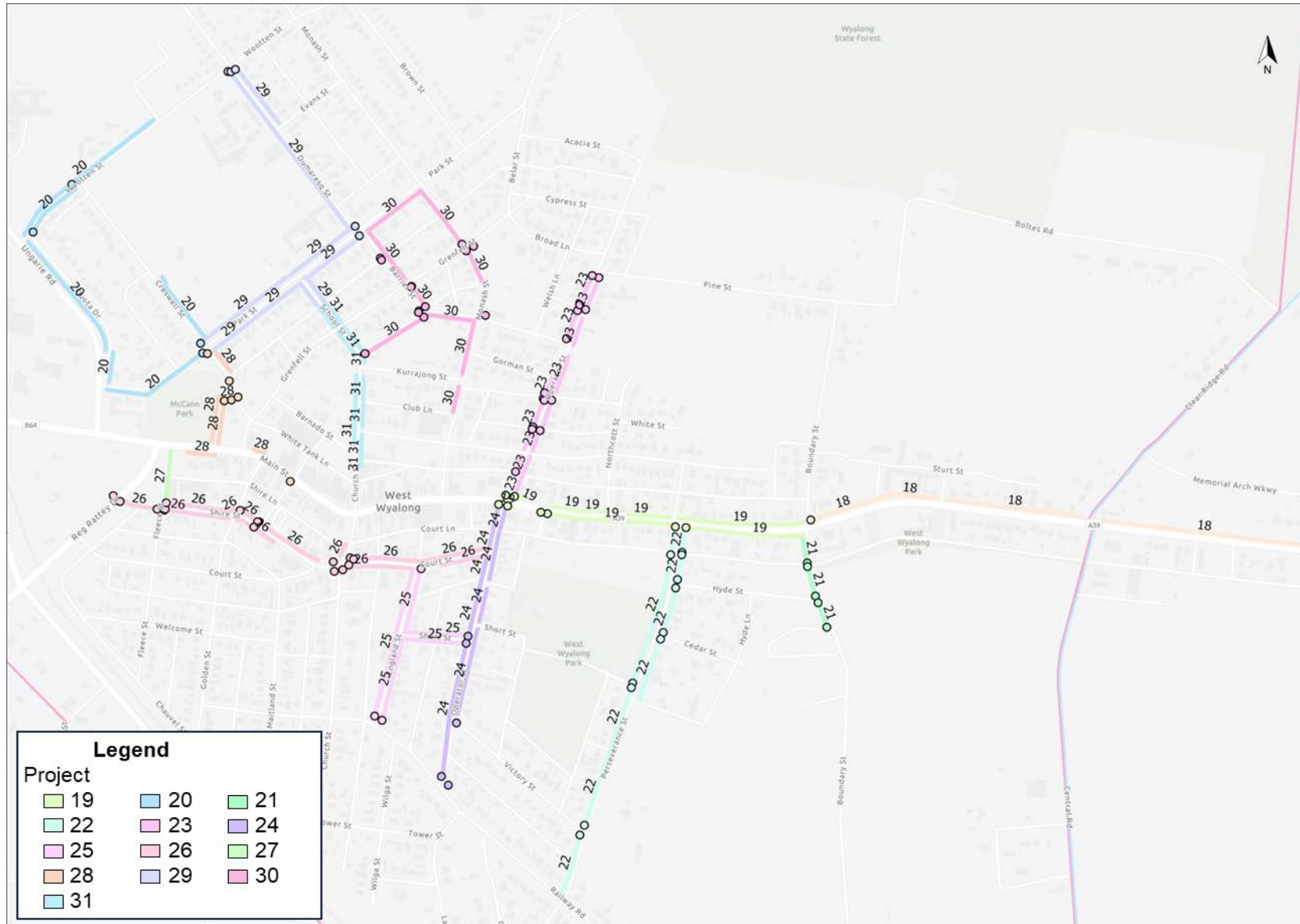
Study Area	No. of Projects	Project Costs
West Wyalong	13	\$7,279,360.00
Wyalong	4	\$2,720,520.00
Ungarie	6	\$1,887,120.00
Weethalle	3	\$1,076,000.00
Barmedman	5	\$1,574,680.00

The recommended project upgrade maps are shown in Figure 10.1 to Figure 10.5, and are also presented in **Appendix E**.

The recommended project upgrades program has been provided in **Appendix F**.

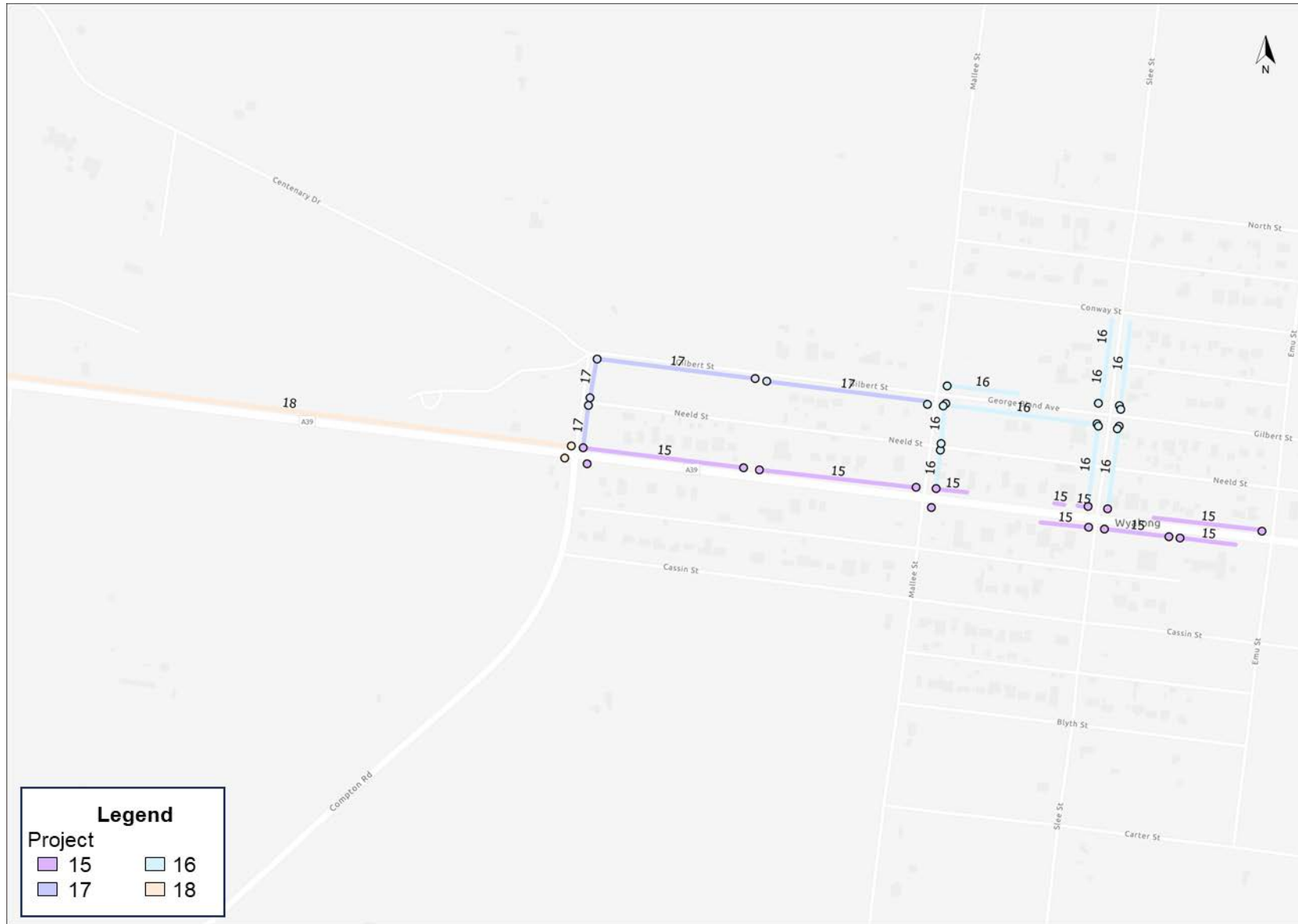
Any future requests for pedestrian improvements within Bland Shire LGA shall be assessed in accordance with the MCA and prioritised against the ATP program of works (*wherever practical and reasonable at the discretion of Council*).

NOTE: As previously identified, certain treatments may require specific warrants to be met prior to implementation and/or approvals through TfNSW depending on the treatment type and location.



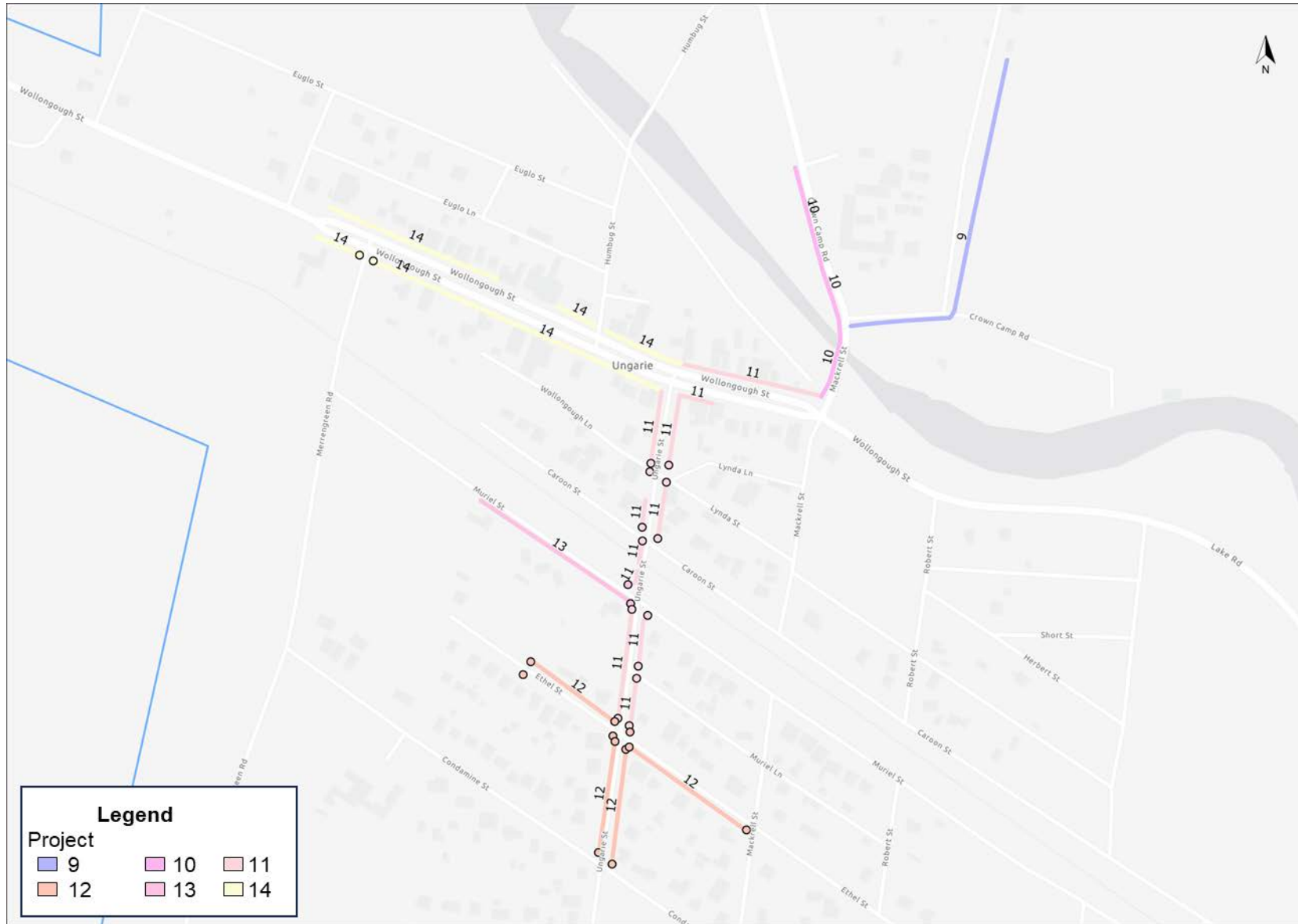
Aerial: Esri (edited by Bitzios)

Figure 10.1: West Wyalong Treatment Projects



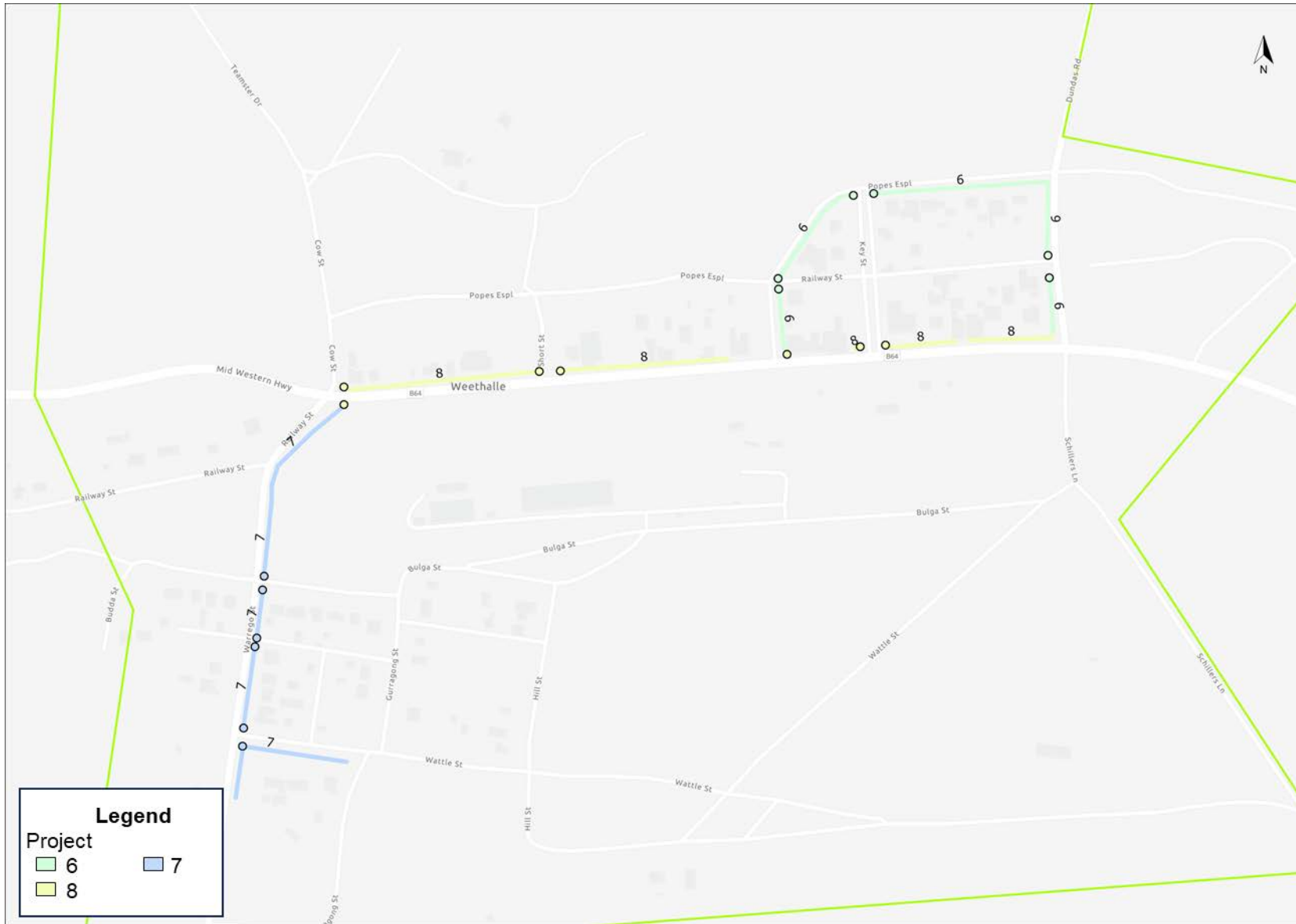
Aerial: Esri (edited by Bitzios)

Figure 10.2: Wyalong Treatment Projects



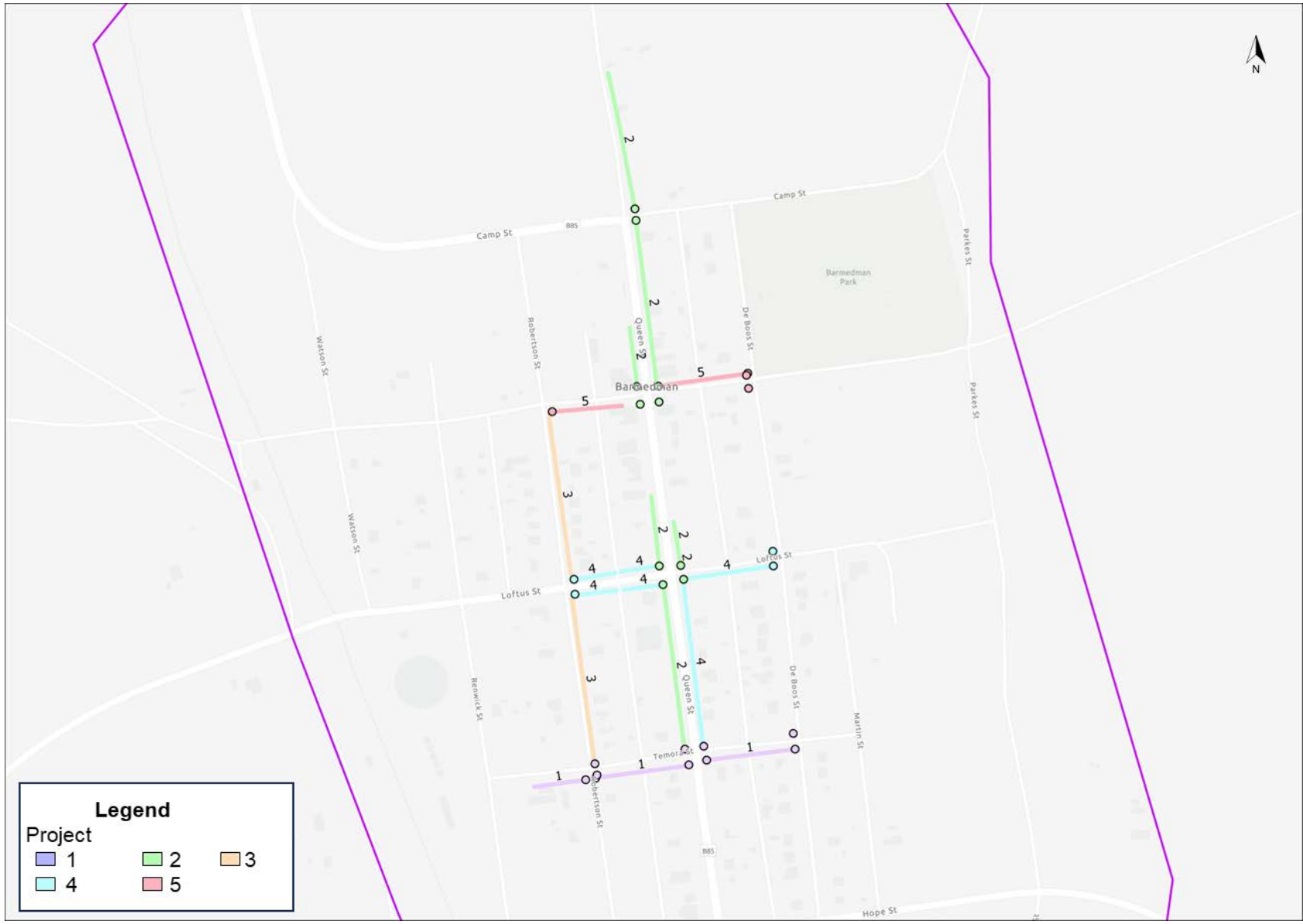
Aerial: Esri (edited by Bitzios)

Figure 10.3: Ungarie Treatment Projects



Aerial: Esri (edited by Bitzios)

Figure 10.4: Weethalle Treatment Projects



Aerial: Esri (edited by Bitzios)

Figure 10.5: Barmedman Treatment Project

11. FUNDING SOURCES

11.1 Transport for New South Wales

TfNSW are generally responsible for funding works on state-controlled roads and can be used as a potential source of funding to implement the ATP action plan. Works on Regional and Local Roads may also be partially funded by TfNSW, or other funding opportunities, subject to grants and/or funding applications.

The *Get NSW Active* scheme commits \$60 million per financial year to Councils to deliver projects that enable more people to walk or bike ride.

All actions identified in this ATP can be included as part of funding applications to TfNSW.

12. CONCLUSION AND NEXT STEPS

12.1 Implementation and Monitoring

The next stages in the ATP are to:

- Organise funding sources to establish a budget and over what timeframe
- Establish an implementation program
- Monitor the implementation of the ATP and its outcomes.

Funding and budget for recommendations should be identified and set in the budget, and higher priority works be given precedent.

It is common to have a monitoring program for the ATP which would typically involve:

- Recording of all proposed pedestrian works in a database
- Analysis of crash statistics
- Collection of pedestrian count information
- Periodic updating of the ATP every five years.

12.2 Conclusion

The development and outcomes of this ATP are in accordance with TfNSW Active Transport Strategy and follow guidance from TfNSW 'How to Prepare a PAMP' Guideline. The proposed works are suitable for Council to use as an action plan to plan to prioritise pedestrian and cycling related upgrades.

A review of the ATP against the project's objectives are provided in Table 12.1

Table 12.1: Active Transport Plan Objectives

Council's ATP Objectives	Project Check
Encouraging more pedestrian and cyclist activity in the Shire	✓
Reviewing and improving the existing active transport infrastructure of Bland Shire to best cater to the needs of all pedestrians, cyclists and those requiring the use of personal mobility devices	✓
Improving the safety and comfort of people walking and cycling by providing fit for purpose active transport infrastructure suitable for the whole community	✓
Providing best practice strategies with cost-effective improvements	✓
Identifying and improving local cycle route connections for long and short distance activities	✓
Improving local cycling and pedestrian connections between townships where possible	✓
Assisting Council in seeking funding for active transport infrastructure projects	✓
Facilitating multimodal journeys by integrating active and public transport	✓
Enhancing visitor and tourism experiences.	✓

This Active Transport Plan is therefore considered to meet the needs and objectives of the Shire as set out in Council's objectives in Section 1.5 and Table 12.1 above.










Appendix A: Active Transport Network Route Hierarchy








Legend



Attractors and Generators

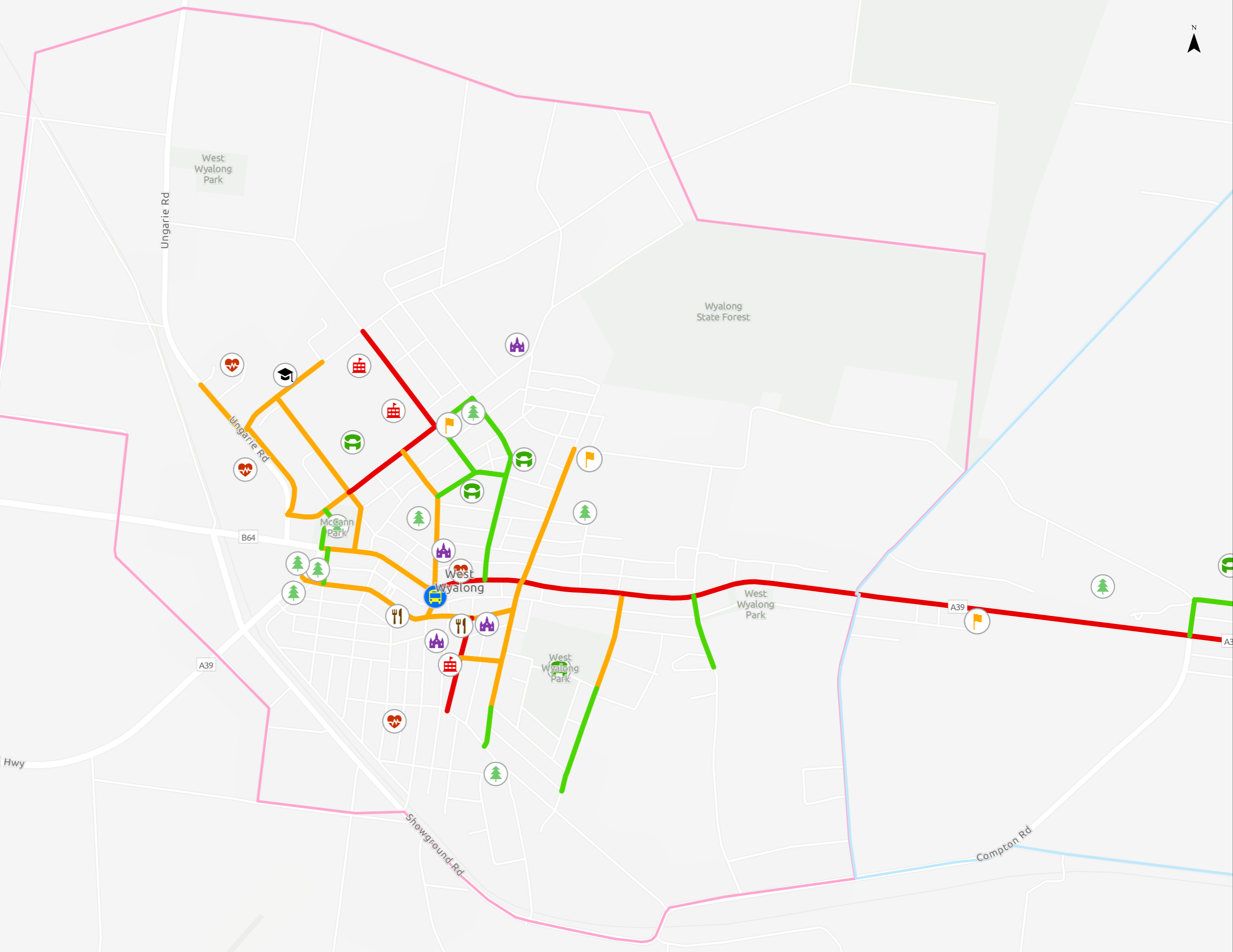
-  Bus Stop
-  Child Care Centre
-  Club/Sport Facility
-  Community Facility
-  Medical Centre
-  Park
-  Place of Worship
-  School
-  Tertiary Education

Route Hierarchy

-  Primary
-  Secondary
-  Low

Study Area

-  West Wyalong
-  Wyalong



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Project:
**Bland Shire
 Active Transport Plan**

Title:
**Route Hierarchy Map
 West Wyalong Study Area**

Project Number:	P6071
Date:	18/12/2023
Issue:	1



Wyalong State Forest

West Wyalong Park

Compton Rd

Newell Hwy

A39

A39

A39

A39

B85

Wyalong

Legend

Attractors and Generators

- Bus Stop
- Child Care Centre
- Club/Sport Facility
- Community Facility
- Medical Centre
- Park
- Place of Worship
- School

Route Hierarchy

- Primary
- Secondary
- Low

Study Area

- West Wyalong
- Wyalong

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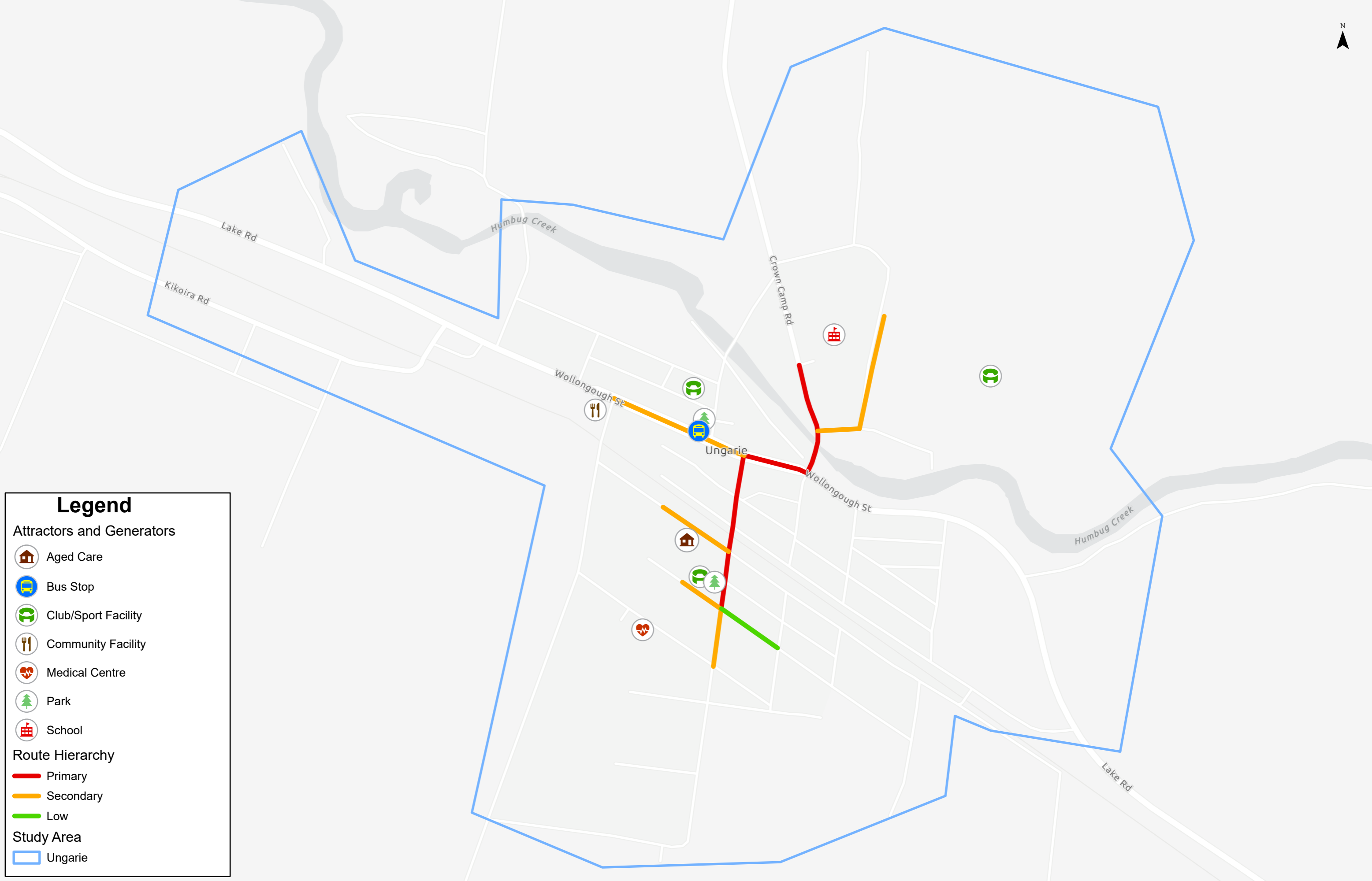
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Project:
**Bland Shire
 Active Transport Plan**

Title:
**Route Hierarchy Map
 Wyalong Study Area**

Project Number: **P6071**
 Date: **18/12/2023**
 Issue: **1**





Legend

Attractors and Generators

- Aged Care
- Bus Stop
- Club/Sport Facility
- Community Facility
- Medical Centre
- Park
- School

Route Hierarchy

- Primary
- Secondary
- Low

Study Area

- Ungarie



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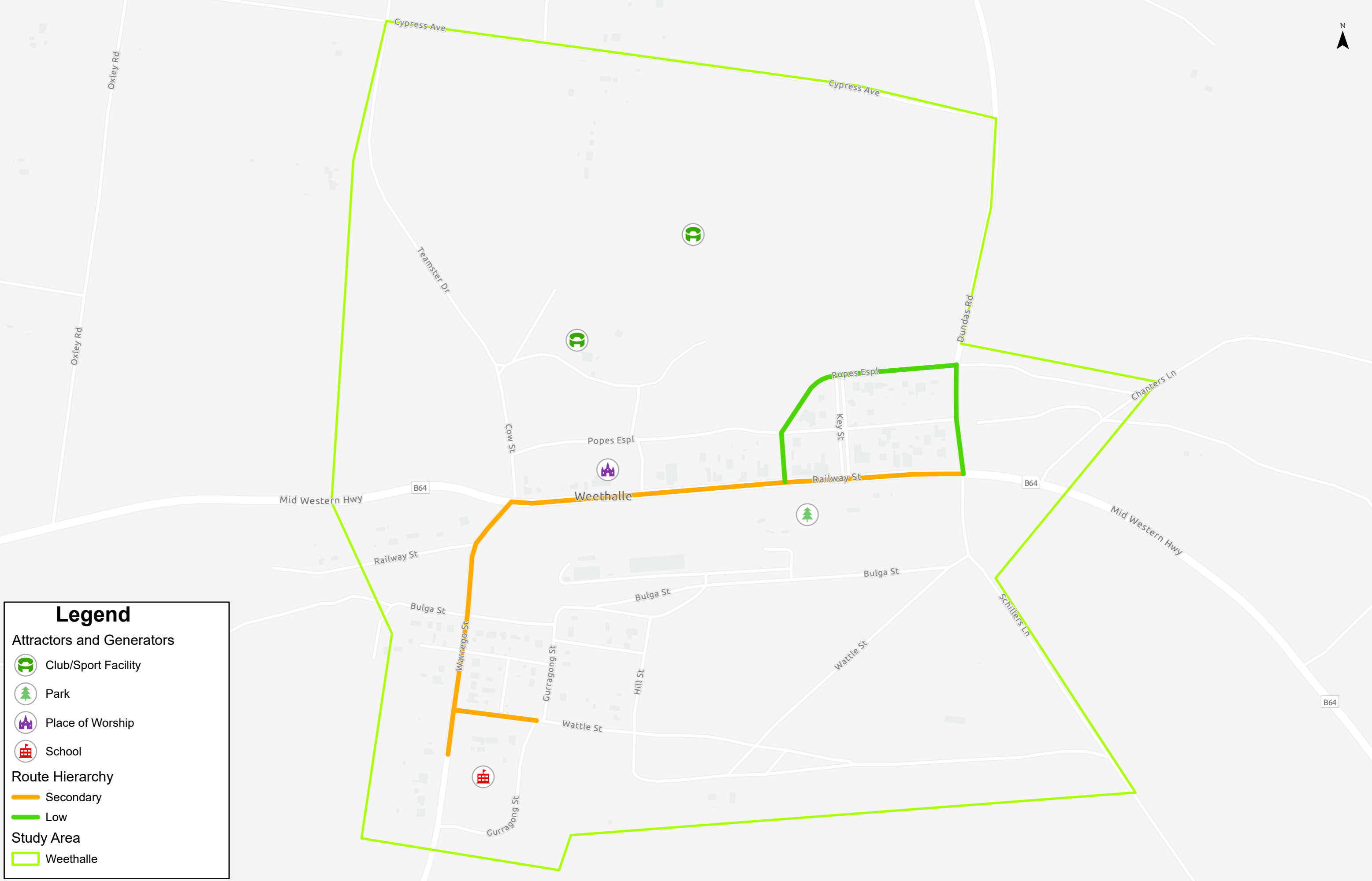
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 Active Transport Plan**





Title:
**Route Hierarchy Map
 Ungarie Study Area**

Project Number: **P6071**
 Date: **18/12/2023**
 Issue: **1**





Legend


Attractors and Generators

-  Club/Sport Facility
-  Park
-  Place of Worship
-  School

Route Hierarchy

-  Secondary
-  Low

Study Area

-  Weethalle



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Title:
**Route Hierarchy Map
 Weethalle Study Area**

Project Number: **P6071**
 Date: **18/12/2023**
 Issue: **1**



Legend

Study Area

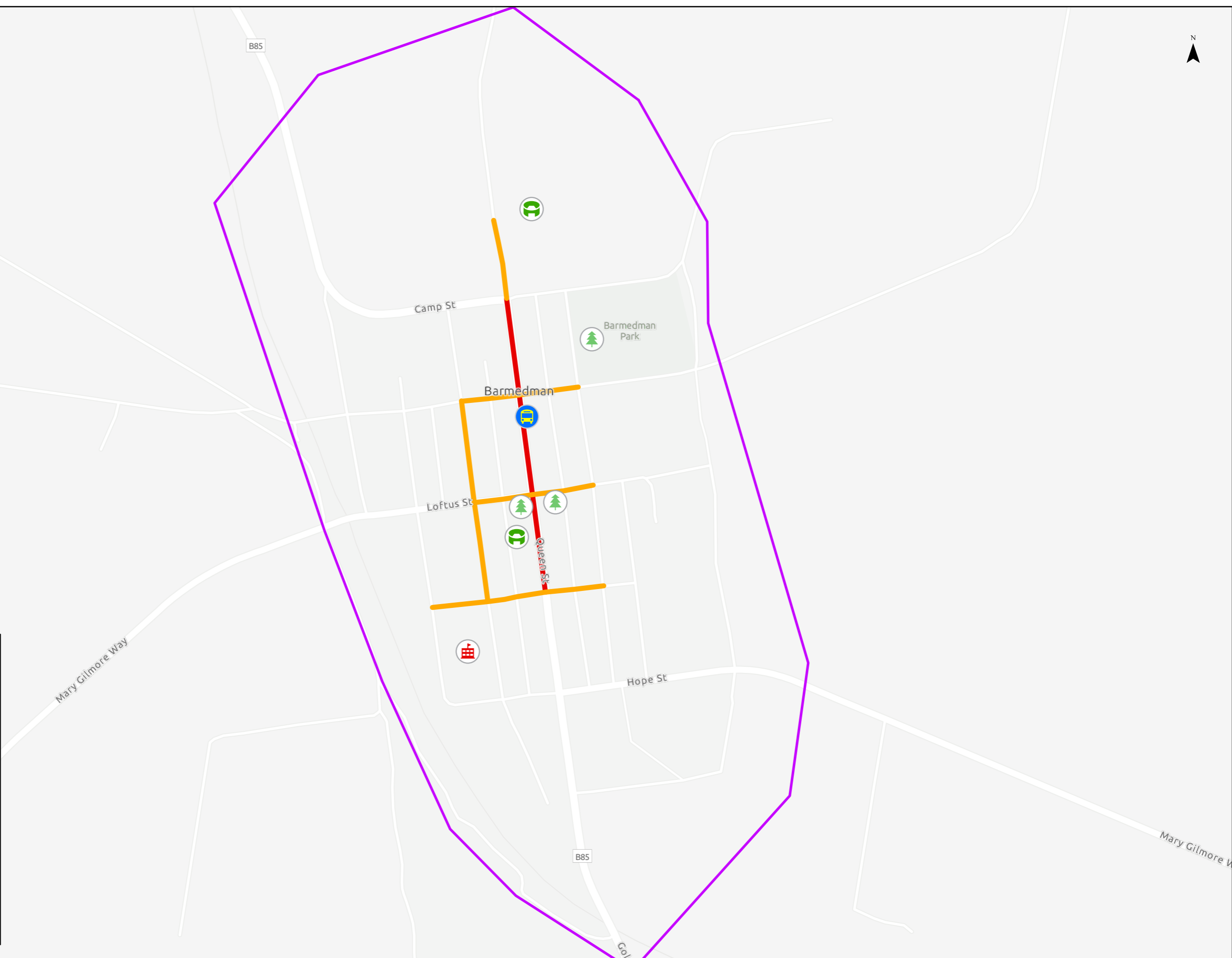
- Barmedman

Route Hierarchy

- Primary
- Secondary

Attractors and Generators

- Bus Stop
- Club/Sport Facility
- Park
- School



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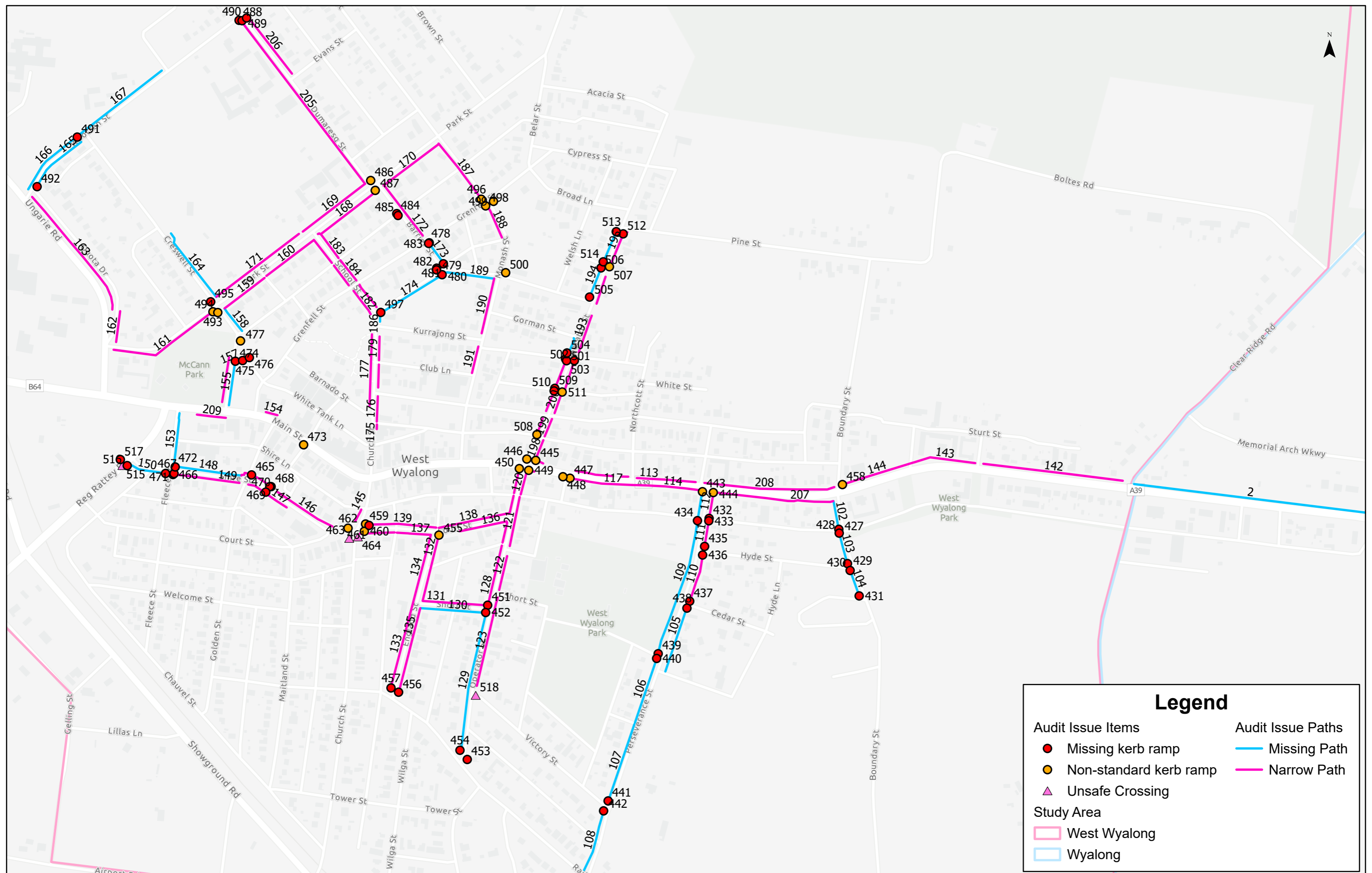
Project:
**Bland Shire
 Active Transport Plan**

Title:
**Route Hierarchy Map
 Barmedman Study Area**

Project Number: **P6071**
 Date: **15/12/2023**
 Issue: **1**

Appendix B: Active Transport Network Deficiencies





Legend

Audit Issue Items	Audit Issue Paths
● Missing kerb ramp	— Missing Path
● Non-standard kerb ramp	— Narrow Path
▲ Unsafe Crossing	
Study Area	
□ West Wyalong	
□ Wyalong	



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Project:
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 Active Transport Plan

Title:
 Project ID Issues
 West Wyalong Study Area

Project Number: P6071
Date: 15/12/2023
Issue: 1



Legend

Audit Issue Items	Audit Issue Paths
● Missing kerb ramp	— Missing Path
● Non-standard kerb ramp	— Narrow Path
Study Area	
□ West Wyalong	
□ Wyalong	



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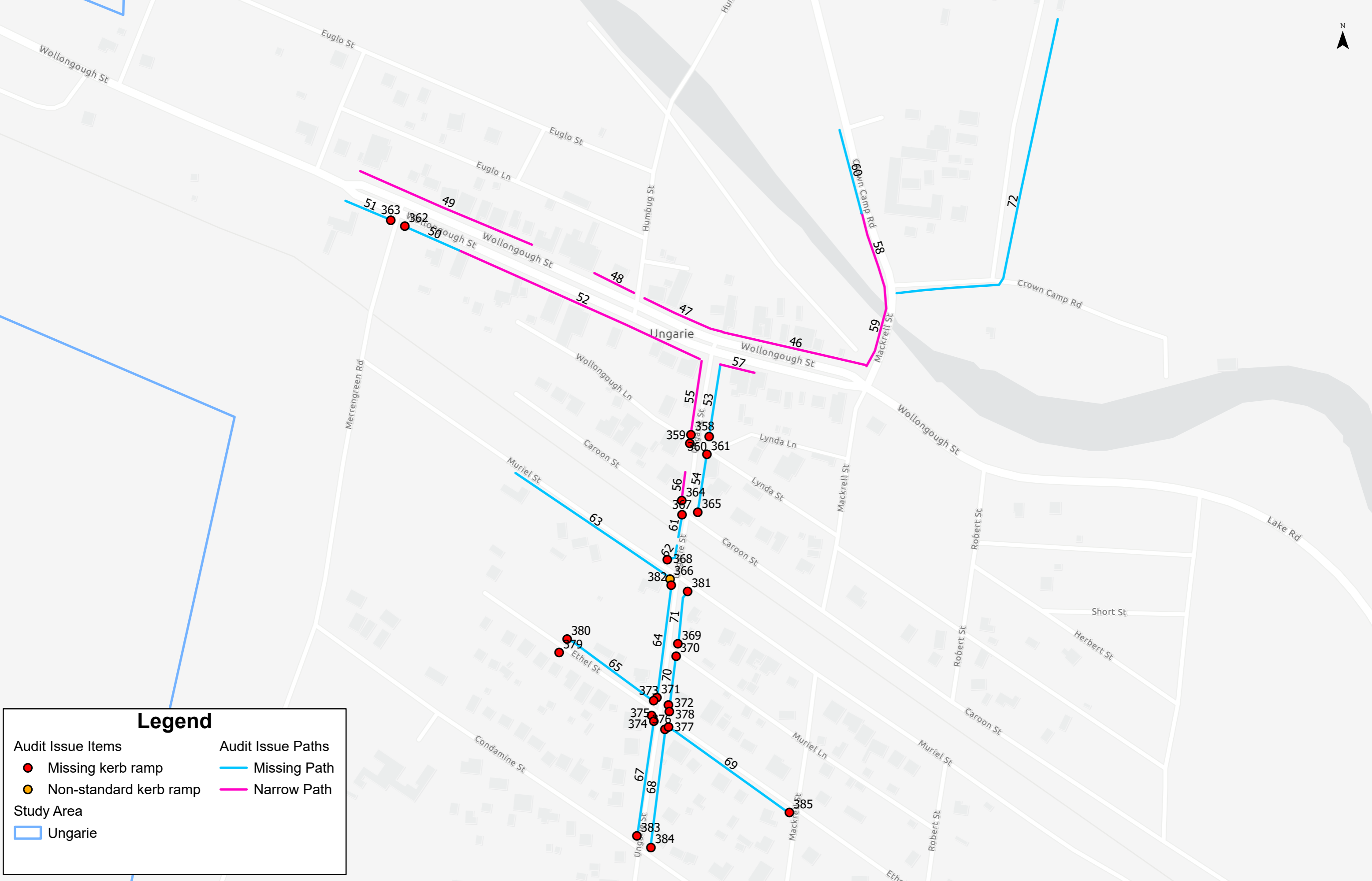
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Project:
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 Active Transport Plan**

Title:
**Audit Issue Findings
 Wyalong Study Area**

Project Number:	P6071
Date:	15/12/2023
Issue:	1



Legend

Audit Issue Items	Audit Issue Paths
● Missing kerb ramp	— Missing Path
● Non-standard kerb ramp	— Narrow Path
Study Area	
□ Ungarie	



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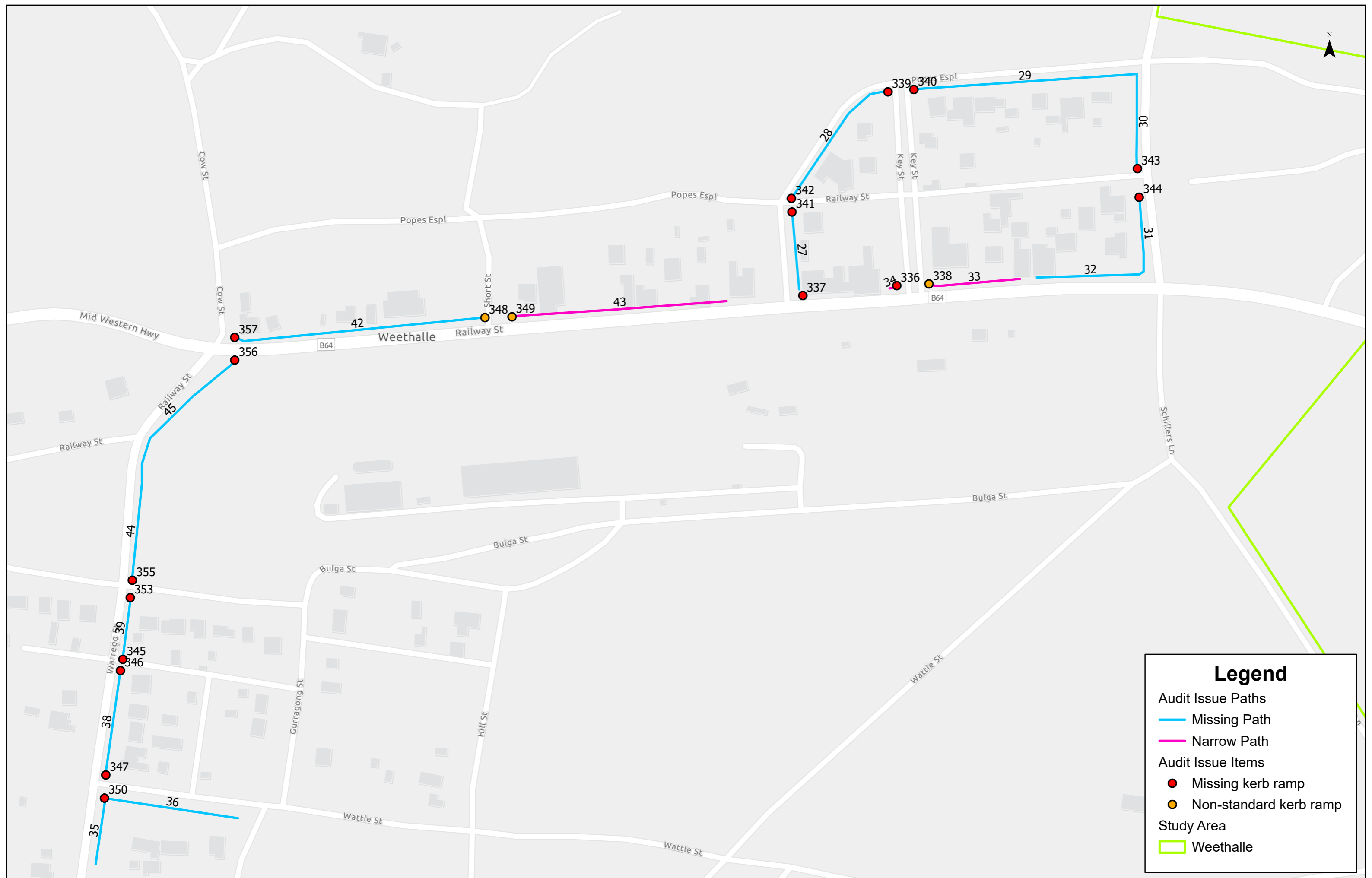
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Project:
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 Active Transport Plan

Title:
 Audit Issue Findings
 Ungarie Study Area

Project Number: P6071
Date: 15/12/2023
Issue: 1



Legend

Audit Issue Paths

- Missing Path
- Narrow Path

Audit Issue Items

- Missing kerb ramp
- Non-standard kerb ramp

Study Area

- Weethalle



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 Active Transport Plan**

Title:
**Audit Issue Findings
 Weethalle Study Area**

Project Number:	P6071
Date:	15/12/2023
Issue:	1



Legend

Audit Issue Items

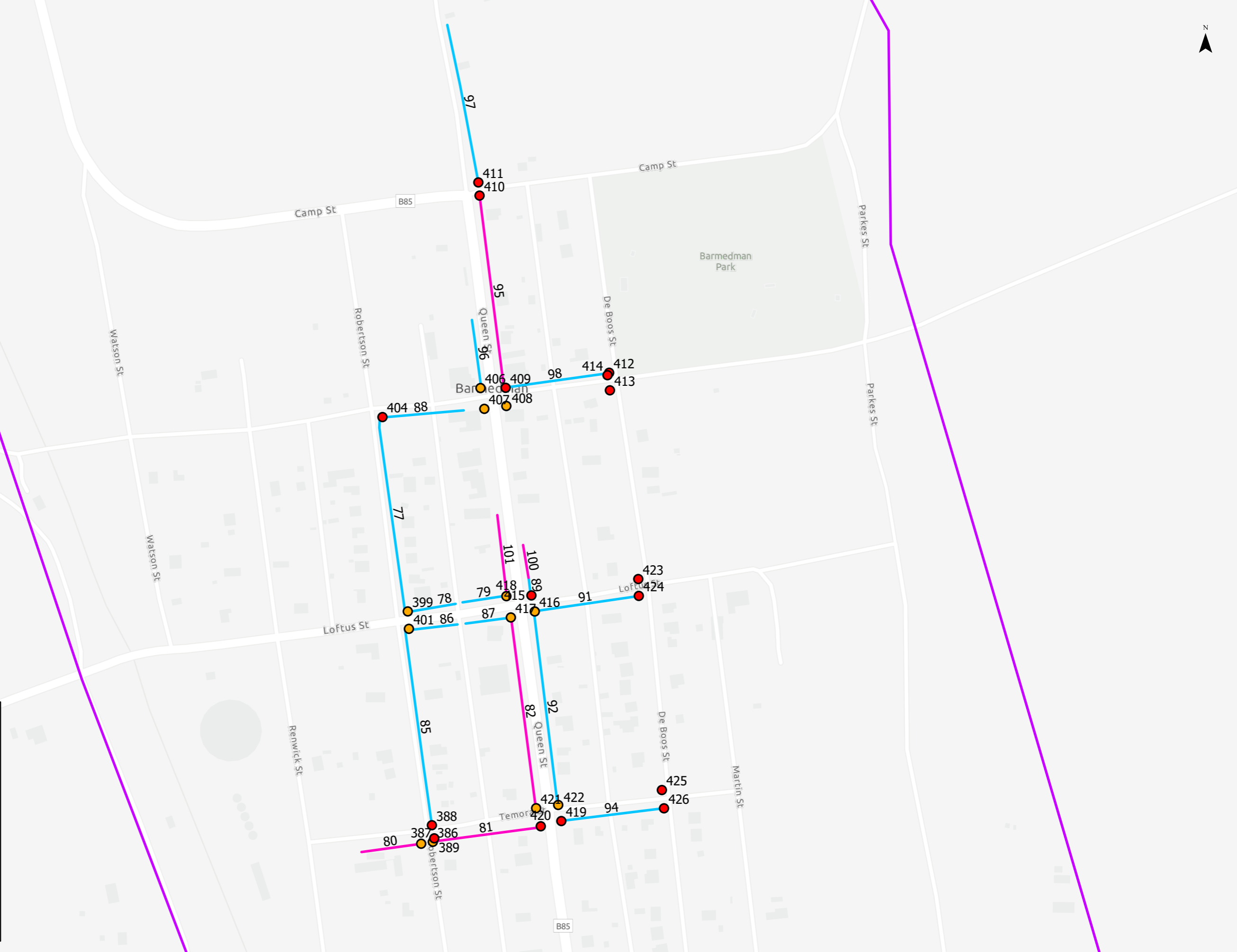
- Missing kerb ramp
- Non-standard kerb ramp

Audit Issue Paths

- Missing Path
- Narrow Path

Study Area

- Barmedman



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Project:
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 Active Transport Plan**

Title:
**Project ID Issues
 Barmedman Study Area**

Project Number: **P6071**
 Date: **15/12/2023**
 Issue: **1**

Appendix C: Works Cost Estimates



Type	Rate	Cost (construction)	60% contingency	TOTAL
Path – 1.5m wide	Per meter	\$375	\$225.0	\$600
Path – 1.8m wide	Per meter	\$400	\$240.0	\$640
Path – 2.0m wide	Per meter	\$425	\$255.0	\$680
Path – 2.5m wide	Per meter	\$450	\$270.0	\$720
Path – 3m wide	Per meter	\$475	\$285.0	\$760
Kerb ramp	Per unit	\$1,900	\$1,140.0	\$3,040
TGSI	Per unit			
Pedestrian refuge island	Per unit	\$3,600	\$2,160.0	\$5,760
Crossing build out	Per unit	\$3,000	\$1,800.0	\$4,800
Two aspect pedestrian signal	Per unit	\$38,000	\$22,800.0	\$60,800
Raised median	Per unit	\$3,600	\$2,160.0	\$5,760
Zebra Crossing	Per unit	\$18,000	\$10,800.0	\$28,800
Wombat Crossing	Per unit	\$35,000	\$21,000.0	\$56,000

Appendix D: Recommended Works Program



Id	Issue	Issue Type	Issue Theme	Issue Treatment	Issue Cost Item	Unit Cost	Route Hierarchy	Road Name	Road Section	Route ID	Study Area	Project	Length	Cost	Final Score	Score Priority
62	Missing path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Ungarie Street	West side, Between the Rail line, south to Muriel Street	UNG_002	Ungarie	11	21	\$ 14,280.00	48	High
89	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Queen Street	East side, 20m north from Loftus Street	BAR_001	Barmedman	2	19	\$ 12,160.00	48	High
61	Missing path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Ungarie Street	West side, Between Caroon Street and the Rail line	UNG_002	Ungarie	11	23	\$ 15,640.00	46	High
9	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Slee Street	West side, between school crossing and Conway Street	WYL_017	Wyalong	16	47	\$ 30,080.00	44	High
70	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Ungarie Street	East side, Between Ethel Stret to Muriel Lane	UNG_003	Ungarie	11	55	\$ 35,200.00	44	High
71	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Ungarie Street	East side, Between Muriel Lane to Muriel Street	UNG_003	Ungarie	11	55	\$ 35,200.00	44	High
303	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Slee Street	West side, Corner at George Bland Avenue	WYL_009	Wyalong	16	0	\$ 3,040.00	44	High
304	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Slee Street	East side, Corner at Gilbert Street	WYL_009	Wyalong	16	0	\$ 3,040.00	44	High
305	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Gilbert Street	South side, Corner at Slee Street	WYL_009	Wyalong	16	0	\$ 3,040.00	44	High
307	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Slee Street	East side, Corner at Gilbert Street	WYL_017	Wyalong	16	0	\$ 3,040.00	44	High
308	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Gilbert Street	North side, Corner at Gilbert Street	WYL_017	Wyalong	16	0	\$ 3,040.00	44	High
309	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	George Bland Avenue	North side, Corner at Mallee Street	WYL_011	Wyalong	16	0	\$ 3,040.00	44	High
310	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	George Bland Avenue	South side, Corner at Mallee Street	WYL_011	Wyalong	16	0	\$ 3,040.00	44	High
321	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Newell Highway/ Neeld Street	West side of Ampol Petrol Station Western Entrance Driveway	WYL_004	Wyalong	15	0	\$ 3,040.00	44	High
322	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Newell Highway/ Neeld Street	East side of Ampol Petrol Station Entrance Driveway	WYL_004	Wyalong	15	0	\$ 3,040.00	44	High
323	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Newell Highway/ Neeld Street	West side, Corner of Emu Street	WYL_004	Wyalong	15	0	\$ 3,040.00	44	High
324	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Newell Highway/ Neeld Street	North side, Corner at Conway Street Lane connection	WYL_002	Wyalong	15	0	\$ 3,040.00	44	High
325	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Newell Highway/ Neeld Street	North side, Corner at Conway Street Lane connection	WYL_002	Wyalong	15	0	\$ 3,040.00	44	High
358	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Wollongough Lane	North side, Corner at Ungarie Street	UNG_002	Ungarie	11	0	\$ 3,040.00	44	High
359	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Wollongough Lane	South side, Corner at Ungarie Street	UNG_002	Ungarie	11	0	\$ 3,040.00	44	High
360	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Lyndal Street	North side, Corner at Ungarie Street	UNG_002	Ungarie	11	0	\$ 3,040.00	44	High
361	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Lyndal Street	South side, Corner at Ungarie Street	UNG_002	Ungarie	11	0	\$ 3,040.00	44	High
364	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Caroon Street	North side, Western corner at Caroon Street	UNG_002	Ungarie	11	0	\$ 3,040.00	44	High
365	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Caroon Street	North side, Eastern corner at Caroon Street	UNG_002	Ungarie	11	0	\$ 3,040.00	44	High
367	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Caroon Street	South side, Western Corner at Ungarie Street Intersection	UNG_002	Ungarie	11	0	\$ 3,040.00	44	High
369	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Muriel Lane	North side, Eastern Corner at Ungarie Street Intersection	UNG_003	Ungarie	11	0	\$ 3,040.00	44	High
370	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Muriel Lane	South side, Eastern Corner at Ungarie Street Intersection	UNG_003	Ungarie	11	0	\$ 3,040.00	44	High
371	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Ungarie Street	West side, Corner of Ethel Street	UNG_003	Ungarie	11	0	\$ 3,040.00	44	High
372	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Ungarie Street	East side, Corner at Ethel Street	UNG_003	Ungarie	11	0	\$ 3,040.00	44	High
381	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Ungarie Street	South side, Eastern Corner of Muriel Street Intersection	UNG_003	Ungarie	11	0	\$ 3,040.00	44	High
382	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Ungarie Street	West side, Corner of Muriel Street Intersection	UNG_003	Ungarie	11	0	\$ 3,040.00	44	High
410	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Camp Street	North side, Corner at Queen Street	BAR_001	Barmedman	2	0	\$ 3,040.00	44	High
456	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	England Street	East side, Corner at Railway Road	WWY_046	West Wyalong	25	0	\$ 3,040.00	44	High
457	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	England Street	West side, Corner at Railway Road	WWY_046	West Wyalong	25	0	\$ 3,040.00	44	High
488	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Wootten Street	South side, Corner at Dumaresq Street	WWY_039	West Wyalong	29	0	\$ 3,040.00	44	High
489	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Dumaresq Street	West side, Corner at Wootten Street	WWY_039	West Wyalong	29	0	\$ 3,040.00	44	High
490	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Dumaresq Street	East side, Corner at Wootten Street	WWY_039	West Wyalong	29	0	\$ 3,040.00	44	High
157	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Camp Street	Corner connection to Creswell Street	WWY_004	West Wyalong	28	17	\$ 10,880.00	43.2	High
186	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Church Street	East side, Between North Street and Kurrajong Street	WWY_028	West Wyalong	31	17	\$ 10,880.00	43.2	High
18	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Newell Highway/ Neeld Street	North side, west side of Museum Court House	WYL_003	Wyalong	15	13	\$ 8,840.00	42	High
19	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Newell Highway/ Neeld Street	North side, east side of Museum Court House	WYL_003	Wyalong	15	14	\$ 9,520.00	42	High
53	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Ungarie Street	East side, Between Wollongough Street to Lynda Street	UNG_002	Ungarie	11	75	\$ 48,000.00	42	High
54	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Ungarie Street	East side, Between Lynda Street to Caroon Street	UNG_002	Ungarie	11	60	\$ 38,400.00	42	High
96	Missing path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Queen Street	West side, from Barmedman Hotel to the Petrol Station	BAR_001	Barmedman	2	76	\$ 51,680.00	42	High
115	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Main Street	North side, from Northcott Street to Bellys General Store	WWY_012	West Wyalong	19	14	\$ 9,520.00	42	High
118	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Main Street	North side, fronting building on corner of Operator Street	WWY_012	West Wyalong	19	18	\$ 11,520.00	42	High
119	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Main Street	South side, fronting Veterinary Hospital	WWY_012	West Wyalong	19	12	\$ 8,160.00	42	High
192	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between Kirrajong Street and Gorman Street	WWY_018	West Wyalong	23	35	\$ 22,400.00	41.4	High
300	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Slee Street	West side, Corner at Newell Highway	WYL_009	Wyalong	15	0	\$ 3,040.00	41	High
301	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Slee Street	East side, Corner at Newell Highway	WYL_009	Wyalong	15	0	\$ 3,040.00	41	High
302	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	George Bland Avenue	South side, Corner at Slee Street	WYL_011	Wyalong	16	0	\$ 3,040.00	41	High
306	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	George Bland Avenue	North side, Corner at Slee Street	WYL_011	Wyalong	16	0	\$ 3,040.00	41	High
334	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Compton Road	East side, Corner at Newell Highway	WYL_002	Wyalong	15	0	\$ 3,040.00	41	High
335	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Compton Road	West side, Corner at Newell Highway	WYL_001	Wyalong	18	0	\$ 3,040.00	41	High
447	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Jan van Egmond Drive	East side, Corner at Main Street	WWY_012	West Wyalong	19	0	\$ 3,040.00	41	High
448	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Jan van Egmond Drive	West side, Corner at Main Street	WWY_012	West Wyalong	19	0	\$ 3,040.00	41	High
455	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	England Street	East side, Corner at Court Street	WWY_045	West Wyalong	25	0	\$ 3,040.00	41	High
458	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Boundary Street	North Side, Eastern corner at Main Street	WWY_033	West Wyalong	18	0	\$ 3,040.00	41	High
486	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Dumaresq Street	East side, Corner at Park Street	WWY_039	West Wyalong	29	0	\$ 3,040.00	41	High
487	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	High	Park Street	South side, Corner at Barrier Street	WWY_032	West Wyalong	29	0	\$ 3,040.00	41	High
6	Missing path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	George Bland Avenue	Fronting school, eastern corner from Mallee Street to Tennis Courts	WYL_011	Wyalong	16	95	\$ 64,600.00	40	High
11	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Slee Street	West side, between Newell Highway and George Bland Avenue	WYL_009	Wyalong	16	108	\$ 69,120.00	40	High
13	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Newell Highway/ Neeld Street	North side, between Mallee Street to Top Town Laundry	WYL_003	Wyalong	15	40	\$ 25,600.00	40	High
56	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Ungarie Street	East side, Between Lynda Street to Caroon Street	UNG_002	Ungarie	11	28	\$ 19,040.00	40	High
57	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Wollongough Street	South side, from Ungarie Street to Town and Country Tavern	UNG_001	Ungarie	11	37	\$ 23,680.00	40	High
60	Missing path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Crown Camp Road	West side, from existing school crossing to north end of school	UNG_007	Ungarie	10	89	\$ 60,520.00	40	High
100	3m asphalt path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Queen Street	East side, from Large Tree to Barmedman Motors	BAR_001	Barmedman	2	36	\$ 23,040.00	40	High

Id	Issue	Issue Type	Issue Theme	Issue Treatment	Issue Cost Item	Unit Cost	Route Hierarchy	Road Name	Road Section	Route ID	Study Area	Project	Length	Cost	Final Score	Score Priority
466	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Fleece Street	East side, Southern Corner at Shire Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
467	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Fleece Street	West side, Southern Corner at Shire Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
468	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Water Street	West side, Corner at Shire Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
469	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Shire Street	North side, West corner at Water Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
470	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Shire Street	South side, West corner at Water Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
471	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Shire Street	South side, Eastern corner at Fleece Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
472	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Shire Street	North side, Eastern Corner at Fleece Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
474	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Camp Street	East side, Corner at Creswell Street	WWY_004	West Wyalong	28	0	\$ 3,040.00	39.6	High
475	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Creswell Street	West side, Corner at Camp Street	WWY_004	West Wyalong	28	0	\$ 3,040.00	39.6	High
476	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Creswell Street	East side, Corner at Camp Street	WWY_004	West Wyalong	28	0	\$ 3,040.00	39.6	High
491	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Wootten Street	North side, Corner at Creswell Street	WWY_009	West Wyalong	20	0	\$ 3,040.00	39.6	High
492	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Quota Drive	East side, Corner at Wootten Drive	WWY_007	West Wyalong	20	0	\$ 3,040.00	39.6	High
495	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Creswell Street	West side, Northern Corner at Park Street	WWY_016	West Wyalong	20	0	\$ 3,040.00	39.6	High
501	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Kurrajong Street	South side, West corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
502	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	East side, Southern corner at Kurrajong Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
503	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	West side, Southern corner at Kurrajong Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
504	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Kurrajong Street	North side, West corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
505	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	North Street	North side, Corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
506	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	McInerney Street	South side, Corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
509	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Kurrajong Lane	North side, West corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
510	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Kurrajong Lane	South side, West corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
512	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	East side, Corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
513	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	West side, Corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
514	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	McInerney Street	North side, Corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	39.6	High
515	Missing crossing point	Missing Crossing Facility - median	Missing Crossing Facility	Provide pedestrian refuge island	Pedestrian refuge island	\$ 5,760	Medium	Reg Rattey Drive	Corner at Shire Street Intersection	WWY_025	West Wyalong	26	0	\$ 5,760.00	39.6	High
516	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Shire Street	West side, fronting Lions park	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
517	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Shire Street	East side, corner at Shire Street Intersection	WWY_025	West Wyalong	26	0	\$ 3,040.00	39.6	High
518	Unsafe crossing	Missing Crossing Facility - median	Missing Crossing Facility	Provide pedestrian refuge island	Pedestrian refuge island	\$ 5,760	Medium	Victory Street	Intersection at Operator Street	WWY_022	West Wyalong	24	0	\$ 5,760.00	39.6	High
8	Missing path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Slee Street	West side, between school crossing and Conway Street	WYL_017	Wyalong	16	111	\$ 75,480.00	38	High
64	Missing path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Ungarie Street	West side, between Muriel Street to Ethel Street	UNG_003	Ungarie	11	125	\$ 85,000.00	38	High
34	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Mid-Western Highway	Corner at Key Street Intersection	WEE_002	Weethalle	8	6	\$ 3,840.00	37.8	High
44	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Warrego Street	East side, from Rail line to Cow Street/ Mid-Western Highway	WEE_001	Weethalle	7	80	\$ 51,200.00	37.8	High
50	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wollongough Street	South side, from Op Shop Chapel to Merregreen Road	UNG_013	Ungarie	14	62	\$ 39,680.00	37.8	High
150	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Shire Street	South side, Between Fleece Street and Reg Rattey Drive	WWY_025	West Wyalong	26	77	\$ 49,280.00	37.8	High
152	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Golden Street	West side, Corner at Shire Street, connecting ramp	WWY_025	West Wyalong	26	15	\$ 9,600.00	37.8	High
158	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Creswell Street	East side, Between Park Street and Grenfell Lane	WWY_005	West Wyalong	28	59	\$ 37,760.00	37.8	High
175	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Church Street	East side, Between Gladstone lane and Soudens Bedding Store	WWY_027	West Wyalong	31	10	\$ 6,400.00	37.8	High
194	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between North Street and McInerney Street	WWY_018	West Wyalong	23	64	\$ 40,960.00	37.8	High
204	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between McInerney Street and Pine Street	WWY_018	West Wyalong	23	68	\$ 43,520.00	37.8	High
328	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Newell Highway/ Neeld Street	East side, Corner at Newell Highway	WYL_015	Wyalong	15	0	\$ 3,040.00	36.9	High
338	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Key Street	East Side, Corner at Mid-Western Highway	WEE_002	Weethalle	8	0	\$ 3,040.00	36.9	High
348	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Short Street	West side, Corner at Mid-Western Highway	WEE_002	Weethalle	8	0	\$ 3,040.00	36.9	High
349	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Short Street	East side, Corner at Mid-Western Highway	WEE_002	Weethalle	8	0	\$ 3,040.00	36.9	High
366	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp further west of Muriel Street	Kerb ramp	\$ 3,040	Medium	Muriel Street	South side, Western corner at Muriel Street	UNG_012	Ungarie	13	0	\$ 3,040.00	36.9	High
386	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Robertson Street	East side, Corner at Temora Street, opposite school	BAR_002	Barredman	1	0	\$ 3,040.00	36.9	High
387	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Robertson Street	West side, Corner at Temora Street	BAR_002	Barredman	1	0	\$ 3,040.00	36.9	High
399	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Loftus Street	North side, Corner at Robertson Street	BAR_004	Barredman	4	0	\$ 3,040.00	36.9	High
401	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Loftus Street	South side, Corner at Robertson Street	BAR_004	Barredman	4	0	\$ 3,040.00	36.9	High
406	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Star Street	North side, Corner at Queen Street	BAR_007	Barredman	2	0	\$ 3,040.00	36.9	High
407	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Star Street	South side, Corner at Queen Street	BAR_007	Barredman	2	0	\$ 3,040.00	36.9	High
408	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Star Street	South side, Eastern Corner at Queen Street	BAR_008	Barredman	2	0	\$ 3,040.00	36.9	High
416	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Loftus Street	South side, Corner at Queen Street	BAR_005	Barredman	2	0	\$ 3,040.00	36.9	High
417	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Loftus Street	South side, Corner at Queen Street	BAR_004	Barredman	2	0	\$ 3,040.00	36.9	High

Id	Issue	Issue Type	Issue Theme	Issue Treatment	Issue Cost Item	Unit Cost	Route Hierarchy	Road Name	Road Section	Route ID	Study Area	Project	Length	Cost	Final Score	Score Priority
418	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Loftus Street	North side, Corner at Queen Street	BAR_004	Barmedman	2	0	\$ 3,040.00	36.9	High
421	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Temora Street	North side, Western Corner at Queen Street	BAR_002	Barmedman	1	0	\$ 3,040.00	36.9	High
422	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Temora Street	North side, Easter Corner at Queen Street	BAR_003	Barmedman	1	0	\$ 3,040.00	36.9	High
443	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Perserverance Street	West side, Corner at Main Street	WWY_033	West Wyalong	19	0	\$ 3,040.00	36.9	High
444	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Perserverance Street	East side, Corner at Main Street	WWY_033	West Wyalong	19	0	\$ 3,040.00	36.9	High
445	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	East side, Corner at Main Street	WWY_018	West Wyalong	19	0	\$ 3,040.00	36.9	High
446	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	West side, Corner at Main Street	WWY_018	West Wyalong	19	0	\$ 3,040.00	36.9	High
449	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	East side, Corner at Main Street	WWY_019	West Wyalong	19	0	\$ 3,040.00	36.9	High
450	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	West side, Corner at Main Street	WWY_019	West Wyalong	19	0	\$ 3,040.00	36.9	High
459	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp + kerb build outs	Kerb ramp	\$ 3,040	Medium	Church Street	East side, Corner at Court Street	WWY_026	West Wyalong	26	0	\$ 3,040.00	36.9	High
460	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp further east to align with opposite side + provide kerb build outs	Kerb ramp	\$ 3,040	Medium	Court Street	South side, Corner at Church Street	WWY_024	West Wyalong	26	0	\$ 3,040.00	36.9	High
462	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp further west to align with opposite side + provide kerb build outs	Kerb ramp	\$ 3,040	Medium	Court Street	North side, Western Corner at Church Street	WWY_025	West Wyalong	26	0	\$ 3,040.00	36.9	High
473	Misaligned, narrow kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Water Street	West side, Southern Corner at Main Street	WWY_006	West Wyalong	28	0	\$ 3,040.00	36.9	High
477	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Creswell Street	East side, opposite McCann Park	WWY_005	West Wyalong	28	0	\$ 3,040.00	36.9	High
493	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Park Street	South side, Western Corner at Camp Street	WWY_001	West Wyalong	20	0	\$ 3,040.00	36.9	High
494	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Camp Street	West side, Corner at Park Street	WWY_005	West Wyalong	28	0	\$ 3,040.00	36.9	High
507	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Operator Street	East side, opposite McInerney Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	36.9	High
508	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Gladstone Lane	North side, West corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	36.9	High
511	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Medium	Kurrajong Lane	South side, East corner at Operator Street	WWY_018	West Wyalong	23	0	\$ 3,040.00	36.9	High
3	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Newell Highway/ Neeld Street	North side, from centre street connection to Gilbert street and Mallee Street	WYL_002	Wyalong	15	204	\$ 130,560.00	36	High
5	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Newell Highway/ Neeld Street	North side, between Copeland Street to centre street connection to Gilbert Street	WYL_002	Wyalong	15	213	\$ 136,320.00	36	High
7	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	George Bland Avenue	South side, between Mallee Street and Slee Street	WYL_011	Wyalong	16	203	\$ 129,920.00	36	High
10	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Slee Street	West side, fronting school, from George Bland Avenue to school crossing	WYL_017	Wyalong	16	58	\$ 39,440.00	36	High
20	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Newell Highway/ Neeld Street	South side, from Council Chambers building to Slee Street	WYL_003	Wyalong	15	64	\$ 40,960.00	36	High
21	1.2m path, cracks	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Newell Highway/ Neeld Street	South side, between Slee Street to Ampol Petrol Station western entry	WYL_004	Wyalong	15	85	\$ 54,400.00	36	High
22	1.2m path, cracks	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Newell Highway/ Neeld Street	South side, between Ampol Petrol Station wester entrance to eastern entrance	WYL_004	Wyalong	15	74	\$ 47,360.00	36	High
23	Missing Path	Missing Path	Missing Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Newell Highway/ Neeld Street	North side, between 57 Newell Highway to Emu Street	WYL_004	Wyalong	15	143	\$ 97,240.00	36	High
32	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Mid-Western Highway	North side, from Weethalle Post Office to Dundas Road	WEE_002	Weethalle	8	90	\$ 57,600.00	36	High
36	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wattle Street	South side, from Boundary street to Gurrajong Street	WEE_005	Weethalle	7	112	\$ 71,680.00	36	High
38	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Boundary Street	East side, from Wattle Street to Bulga Lane	WEE_001	Weethalle	7	88	\$ 56,320.00	36	High
55	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Ungarie Street	West side, Between Wollongough Street to Lynda Street	UNG_002	Ungarie	11	77	\$ 52,360.00	36	High
58	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Crown Camp Road	West side, Between Mackell Street change to existing school crossing	UNG_007	Ungarie	10	79	\$ 53,720.00	36	High
65	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Ethel Street	North side, from path beside Swimming Pool to Ungarie Street	UNG_012	Ungarie	12	113	\$ 72,320.00	36	High
88	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Star Street	South side, from Robertson Street to Queensland Hotel	BAR_007	Barmedman	5	94	\$ 60,160.00	36	High
92	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Queen Street	East side, Between Loftus Street and Temora Street	BAR_001	Barmedman	4	213	\$ 136,320.00	36	High
116	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Main Street	North side, from Bellys General Store to Honda Warehouse	WWY_012	West Wyalong	19	78	\$ 49,920.00	36	High
126	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between Court Lane and Court Street	WWY_019	West Wyalong	24	39	\$ 24,960.00	36	High
140	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Court Street	South side, From Tivoli Cinema and Theatre to Star Lane	WWY_024	West Wyalong	26	25	\$ 16,000.00	36	High
145	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Church Street	West side, Between Court Street and Court Lane	WWY_026	West Wyalong	26	27	\$ 17,280.00	36	High
154	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Main Street	North side, From STIHL to White Tank Hotel	WWY_003	West Wyalong	28	25	\$ 16,000.00	36	High
155	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Camp Street	West side, Between Main Street and Creswell Street Intersection	WWY_004	West Wyalong	28	94	\$ 60,160.00	36	High
197	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between Gladstone Lane and Gladstone Street	WWY_018	West Wyalong	23	35	\$ 22,400.00	36	High
199	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, Between Gladstone lane and Gladstone Street	WWY_018	West Wyalong	23	39	\$ 24,960.00	36	High
25	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Copeland Street	East side, from Gilbert Lane to Gilbert Street	WYL_013	Wyalong	17	51	\$ 32,640.00	35.2	High
26	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Copeland Street	East side, from Newell Highway to Gilbert Lane	WYL_013	Wyalong	17	56	\$ 35,840.00	35.2	High
104	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Boundary Street	West side, from Hyde Street to Miners Camp	WWY_049	West Wyalong	21	54	\$ 34,560.00	35.2	High
173	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Barrier Street	Northern side, Between Grenfell Street and North Street	WWY_038	West Wyalong	30	52	\$ 33,280.00	35.2	High
326	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Gilbert Street	South side, West corner at Conway Street Lane connection	WYL_012	Wyalong	17	0	\$ 3,040.00	35.2	High
327	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Gilbert Street	South side, East corner at Conway Street Lane connection	WYL_012	Wyalong	17	0	\$ 3,040.00	35.2	High
329	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Copeland Street	East side, Corner at Gilbert Street	WYL_012	Wyalong	17	0	\$ 3,040.00	35.2	High
330	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Copeland Street	South side, Corner at Gilbert Lane	WYL_013	Wyalong	17	0	\$ 3,040.00	35.2	High
331	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Gilbert lane	North side, Corner at Copeland Street	WYL_013	Wyalong	17	0	\$ 3,040.00	35.2	High
332	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Copeland Street	East side, Corner at Newell Highway	WYL_013	Wyalong	15	0	\$ 3,040.00	35.2	High
333	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Copeland Street	West side, Corner at Newell Highway	WYL_013	Wyalong	18	0	\$ 3,040.00	35.2	High
339	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Key Street	West side, Corner at Popes Esplanade	WEE_003	Weethalle	6	0	\$ 3,040.00	35.2	High

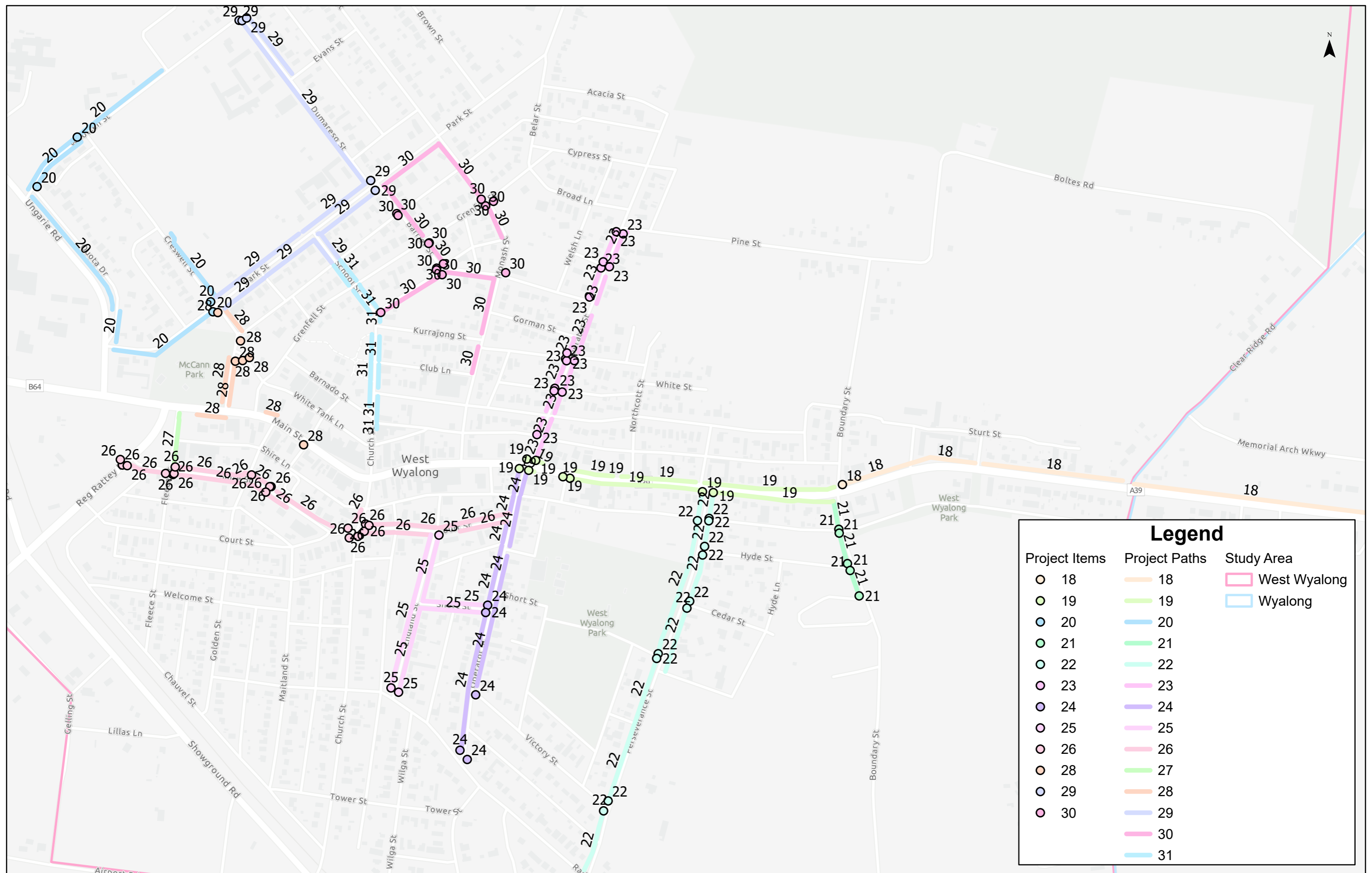
Id	Issue	Issue Type	Issue Theme	Issue Treatment	Issue Cost Item	Unit Cost	Route Hierarchy	Road Name	Road Section	Route ID	Study Area	Project	Length	Cost	Final Score	Score Priority
340	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Key Street	East side, Corner at Popes Esplanade	WEE_003	Weethalle	6	0	\$ 3,040.00	35.2	High
341	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Railway Street	South side, Corner at Wee Street	WEE_003	Weethalle	6	0	\$ 3,040.00	35.2	High
342	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Railway Street	North side, Corner at Wee Street	WEE_003	Weethalle	6	0	\$ 3,040.00	35.2	High
343	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Railway Street	North side, Corner at Dundas Road	WEE_004	Weethalle	6	0	\$ 3,040.00	35.2	High
344	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Railway Street	South side, Corner at Dundas Road	WEE_004	Weethalle	6	0	\$ 3,040.00	35.2	High
377	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Ethel Street	South side, Corner at Ethel Street intersection	UNG_011	Ungarie	12	0	\$ 3,040.00	35.2	High
378	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Ethel Street	North side, Corner at Ungarie Street	UNG_011	Ungarie	12	0	\$ 3,040.00	35.2	High
385	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Ethel Street	South side, Corner of Mackell Street	UNG_011	Ungarie	12	0	\$ 3,040.00	35.2	High
427	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Court Lane	North side, Corner at Boundary Street	WWY_049	West Wyalong	21	0	\$ 3,040.00	35.2	High
428	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Court Lane	South side, Corner at Boundary Street	WWY_049	West Wyalong	21	0	\$ 3,040.00	35.2	High
429	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Hyde Street	North side, Corner at Boundary Street	WWY_049	West Wyalong	21	0	\$ 3,040.00	35.2	High
430	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Hyde Street	South side, Corner at Boundary Street	WWY_049	West Wyalong	21	0	\$ 3,040.00	35.2	High
431	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Miners Camp Circuit	North side, Corner at Boundary Street	WWY_049	West Wyalong	21	0	\$ 3,040.00	35.2	High
440	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	West Wyalong Park Entrance	South side, Corner at Perverserance Street	WWY_047	West Wyalong	22	0	\$ 3,040.00	35.2	High
441	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Victory Street	North side, Corner at Perverserance Street	WWY_047	West Wyalong	22	0	\$ 3,040.00	35.2	High
442	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Victory Street	South side, Corner at Perverserance Street	WWY_048	West Wyalong	22	0	\$ 3,040.00	35.2	High
453	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Operator Street	East side, Corner at Railway Road	WWY_043	West Wyalong	24	0	\$ 3,040.00	35.2	High
454	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Operator Street	West side, Corner at Railway Street	WWY_043	West Wyalong	24	0	\$ 3,040.00	35.2	High
478	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Grenfell Street	South side, eastern corner at Barrier Street	WWY_038	West Wyalong	30	0	\$ 3,040.00	35.2	High
479	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Barrier Street	West side, Corner at North Street	WWY_038	West Wyalong	30	0	\$ 3,040.00	35.2	High
480	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	North Street	South side, Corner at Barrier Street	WWY_050	West Wyalong	30	0	\$ 3,040.00	35.2	High
481	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Barrier Street	East side, Corner at North Street	WWY_038	West Wyalong	30	0	\$ 3,040.00	35.2	High
482	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	North Street	North side, Corner at Barrer Street	WWY_050	West Wyalong	30	0	\$ 3,040.00	35.2	High
483	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Barrier Street	East side, Corner at Grenfell Street	WWY_038	West Wyalong	30	0	\$ 3,040.00	35.2	High
484	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Grenfell Lane	North side, Corner at Barrier Street	WWY_038	West Wyalong	30	0	\$ 3,040.00	35.2	High
485	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Grenfell Lane	South side, Corner at Barrier Street	WWY_038	West Wyalong	30	0	\$ 3,040.00	35.2	High
497	Missing kerb ramp	Missing Crossing Facility	Missing Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	North Street	South side, Corner at School Street and Church Street Intersection	WWY_050	West Wyalong	30	0	\$ 3,040.00	35.2	High
45	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Warrego Street	East side, from Bulga Street to Rail line	WEE_001	Weethalle	7	132	\$ 84,480.00	34.2	Medium
48	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wollongough Street	North side, fronting playground park	UNG_013	Ungarie	14	46	\$ 29,440.00	34.2	Medium
67	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Ungarie Street	West side, from Condamine Street to Ethel Street	UNG_004	Ungarie	12	122	\$ 78,080.00	34.2	Medium
68	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Ungarie Street	East side, from Condamine Street to Ethel Street	UNG_004	Ungarie	12	123	\$ 78,720.00	34.2	Medium
91	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Loftus Street	South side, Between Queen Street and De Boos Street	BAR_005	Barmedman	4	117	\$ 74,880.00	34.2	Medium
94	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Temora Street	South side, Between Queen Street and De Boos Street	BAR_002	Barmedman	1	115	\$ 73,600.00	34.2	Medium
98	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Star Street	North side, Between Queen Street to De Boos Street	BAR_008	Barmedman	5	116	\$ 74,240.00	34.2	Medium
105	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Perverserance Street	East side, from Hyde Lane to Cedar Street	WWY_037	West Wyalong	22	138	\$ 88,320.00	34.2	Medium
111	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Perverserance Street	East side, from Hyde Street to Court Lane	WWY_035	West Wyalong	22	53	\$ 33,920.00	34.2	Medium
112	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Perverserance Street	East side, from Court Lane to Main Street	WWY_035	West Wyalong	22	54	\$ 34,560.00	34.2	Medium
120	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, from Main Street to Court lane	WWY_019	West Wyalong	24	52	\$ 33,280.00	34.2	Medium
125	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between Main Street and Court Lane	WWY_019	West Wyalong	24	51	\$ 32,640.00	34.2	Medium
127	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between Court Street and West Wyalong Stadium Parking Lot	WWY_020	West Wyalong	24	44	\$ 28,160.00	34.2	Medium
130	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Short Street	South side, between England Street and Operator Street	WWY_021	West Wyalong	25	135	\$ 86,400.00	34.2	Medium
137	1.2m New path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Court Street	South side, fronting Tivoli Cinema and Theatre	WWY_024	West Wyalong	26	45	\$ 28,800.00	34.2	Medium
148	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Shire Street	North side, Between Fleece Street and Golden Street	WWY_025	West Wyalong	26	140	\$ 89,600.00	34.2	Medium
151	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Shire Street	North side, Between Golden Street and Water Street	WWY_025	West Wyalong	26	46	\$ 29,440.00	34.2	Medium
165	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wootten Street	South side, Between Quota Drive and Creswell Street	WWY_009	West Wyalong	20	132	\$ 84,480.00	34.2	Medium
176	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Church Street	East side, Between Gladstone Lane and Gladstne Street	WWY_028	West Wyalong	31	52	\$ 33,280.00	34.2	Medium
178	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Church Street	East side, Between Gladstone Street and Club Lane	WWY_028	West Wyalong	31	47	\$ 30,080.00	34.2	Medium
179	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Church Street	East side, Between Club Lane and Kurrajong Street	WWY_028	West Wyalong	31	49	\$ 31,360.00	34.2	Medium
181	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	School Street	West side, Between Grenfell Lane and Grenfell Street	WWY_030	West Wyalong	31	51	\$ 32,640.00	34.2	Medium
184	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	School Street	East side, Between Grenfell Lane and Grenfell Street	WWY_030	West Wyalong	31	53	\$ 33,920.00	34.2	Medium
185	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	School Street	East side, Between Grenfell Street and North Street	WWY_030	West Wyalong	31	58	\$ 37,120.00	34.2	Medium
195	1.2m cracked path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, Between North Street and McInerney Street	WWY_018	West Wyalong	23	58	\$ 37,120.00	34.2	Medium
198	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, Between Main Street and Gladstone Lane	WWY_018	West Wyalong	23	41	\$ 26,240.00	34.2	Medium
200	1.2m cracked path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, Between Gladstone Street and Kurrajong Lane	WWY_018	West Wyalong	23	45	\$ 28,800.00	34.2	Medium
201	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between Gladstone Street and Kurrajong Lane	WWY_018	West Wyalong	23	43	\$ 27,520.00	34.2	Medium
59	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Mackell Street	New rail path from Wollongough Street crossing Humbug creek	UNG_007	Ungarie	10	87	\$ 59,160.00	34	Medium
101	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Queen Street	West side, from Loftus Street to Barmedman Post Office	BAR_001	Barmedman	2	88	\$ 59,840.00	34	Medium
159	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Park Street	South east side, Between Creswell Street and Park lane	WWY_029	West Wyalong	29	104	\$ 66,560.00	34	Medium
27	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Pope Esplanade	East side, From Mid-Western Highway to Railway Street	WEE_003	Weethalle	6	65	\$ 41,600.00	33.6	Medium
30	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Dundas Road	West side, Between Pope Esplanade and Railway Street	WEE_004	Weethalle	6	79	\$ 50,560.00	33.6	Medium

Id	Issue	Issue Type	Issue Theme	Issue Treatment	Issue Cost Item	Unit Cost	Route Hierarchy	Road Name	Road Section	Route ID	Study Area	Project	Length	Cost	Final Score	Score Priority
31	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Dundas Road	West side, Between Railway Street and Mid-Western Highway	WEE_004	Weethalle	6	62	\$ 39,680.00	33.6	Medium
102	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Boundary Street	West side, from Neeld Street Intersection to Court Lane	WWY_049	West Wyalong	21	59	\$ 37,760.00	33.6	Medium
103	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Boundary Street	West side, from Court Lane to Hyde Street	WWY_049	West Wyalong	21	63	\$ 40,320.00	33.6	Medium
496	Missing kerb ramp, low path	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Grenfell Street	North side, Corner at Monash Street	WWY_042	West Wyalong	30	0	\$ 3,040.00	32.8	Medium
498	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Grenfell Street	South side, Corner at Monash Street	WWY_041	West Wyalong	30	0	\$ 3,040.00	32.8	Medium
499	Misaligned kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	Monash Street	South side, Corner at Grenfell Street	WWY_041	West Wyalong	30	0	\$ 3,040.00	32.8	Medium
500	Non-standard kerb ramp	Non-standard Crossing Facility	Non-standard Crossing Facility	Provide standard kerb ramp	Kerb ramp	\$ 3,040	Low	North Street	North side, Eastern Corner at Monash Street	WWY_041	West Wyalong	30	0	\$ 3,040.00	32.8	Medium
33	Missing path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Mid-Western Highway	North side, From Key Street to Weethalle Post office	WEE_002	Weethalle	8	75	\$ 48,000.00	32.4	Medium
42	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Mid-Western Highway	North side, from Cow Street to Short Street	WEE_002	Weethalle	8	210	\$ 134,400.00	32.4	Medium
63	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Muriel Street	South side, from Ungarie Street to Ungarie Community Church	UNG_012	Ungarie	13	193	\$ 123,520.00	32.4	Medium
72	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Crown Camp Road to Oval	Dirt Path behind Ungarie Public School	UNG_009	Ungarie	9	389	\$ 248,960.00	32.4	Medium
77	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Robertson Street	East side, Between Star Street and Loftus Street	BAR_009	Barmedman	3	211	\$ 135,040.00	32.4	Medium
80	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Temora Street	South side, Fronting Barmedman Public School to Robertson Street	BAR_002	Barmedman	1	66	\$ 42,240.00	32.4	Medium
85	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Robertson Street	East side, Between Loftus Street and Temora Street	BAR_009	Barmedman	3	216	\$ 138,240.00	32.4	Medium
97	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Queen Street	East side, From Camp Street to the Mineral Pool frontage	BAR_010	Barmedman	2	176	\$ 112,640.00	32.4	Medium
109	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Perserverance Street	West side, from West Wyalong Park to Court Lane	WWY_035	West Wyalong	22	347	\$ 222,080.00	32.4	Medium
122	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, from West Wyalong Stadium Parking Lot to Short Street	WWY_122	West Wyalong	24	71	\$ 45,440.00	32.4	Medium
129	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, between Short street and Victory Street	WWY_022	West Wyalong	24	289	\$ 184,960.00	32.4	Medium
141	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Court Street	South side, Between Star Lane and Church Street	WWY_024	West Wyalong	26	72	\$ 46,080.00	32.4	Medium
162	2m asphalt path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	Medium	Quota Drive	East side, From Park Street towards north along Quota Drive	WWY_007	West Wyalong	20	64	\$ 43,520.00	32.4	Medium
164	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Creswell Street	North side, Between Netball Courts and Park Street	WWY_016	West Wyalong	20	163	\$ 104,320.00	32.4	Medium
166	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wootten Street	North side, between Ungarie Road and Creswell Street	WWY_009	West Wyalong	20	167	\$ 106,880.00	32.4	Medium
167	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wootten Street	North side, between Creswell Street and Charles Place	WWY_011	West Wyalong	20	203	\$ 129,920.00	32.4	Medium
180	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	School Street	West side, between Park Street and Grenfell Lane	WWY_030	West Wyalong	29	60	\$ 38,400.00	32.4	Medium
182	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	School Street	West side, Between Grenfell Street and North Street	WWY_030	West Wyalong	31	60	\$ 38,400.00	32.4	Medium
183	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	School Street	East side, between Park Street and Grenfell Lane	WWY_030	West Wyalong	29	61	\$ 39,040.00	32.4	Medium
193	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, Between Kurrajong Street and North Street	WWY_018	West Wyalong	23	80	\$ 51,200.00	32.4	Medium
202	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between Kurrajong Street and Kurrajong Lane	WWY_018	West Wyalong	23	60	\$ 38,400.00	32.4	Medium
203	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, Between Kurrajong Street and Kurrajong Lane	WWY_018	West Wyalong	23	60	\$ 38,400.00	32.4	Medium
209	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Main Street	South side, fronting Petrol Station and opposite McCann Park	WWY_002	West Wyalong	28	60	\$ 38,400.00	32.4	Medium
2	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Newell Highway/ Neeld Street	North side, between Clear Ridge Road and Copeland Street	WYL_001	Wyalong	18	1234	\$ 789,760.00	32	Medium
12	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Slee Street	East side, between Newll Highway and George Balnd Avenue	WYL_009	Wyalong	16	108	\$ 73,440.00	32	Medium
113	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Main Street	North side, from Stephensen Street	WWY_012	West Wyalong	19	122	\$ 78,080.00	32	Medium
117	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Main Street	South side, from Northcott Street to Jan Van Egmond Drive	WWY_012	West Wyalong	19	129	\$ 87,720.00	32	Medium
132	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	England Street	East side, Between Short Street and Court Street	WWY_045	West Wyalong	25	138	\$ 88,320.00	32	Medium
143	1.2m asphalt path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Neeld Street	North side, Between Central Street and Neeld Street local road	WWY_017	West Wyalong	18	129	\$ 87,720.00	32	Medium
153	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Fleece Street	East side, Between Shire Street and Main Street	WWY_044	West Wyalong	27	109	\$ 69,760.00	32	Medium
160	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Park Street	South east side, Between Park Lane and School Street	WWY_029	West Wyalong	29	122	\$ 78,080.00	32	Medium
189	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	North Street	South side, Between Barrier Street and Monash Street	WWY_051	West Wyalong	30	101	\$ 64,640.00	32	Medium
47	1.2m path, Cracked	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wollongough Street	North side, Between Humbug Street and Ungarie Street	UNG_013	Ungarie	14	88	\$ 56,320.00	30.6	Medium
110	Missing path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Perserverance Street	East side, from Hyde Street to Cedar Street	WWY_035	West Wyalong	22	97	\$ 62,080.00	30.6	Medium
121	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, from Court lane to West Wyalong Stadium Parking Lot	WWY_019	West Wyalong	24	103	\$ 65,920.00	30.6	Medium
136	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Court Street	South side, From Operator Street to Saint Barnabas Anglican Church	WWY_023	West Wyalong	26	98	\$ 62,720.00	30.6	Medium
147	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Shire Street	South side, Between Golden Street and Council Building	WWY_025	West Wyalong	26	93	\$ 59,520.00	30.6	Medium
156	1.2m ashphalt path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Camp Street	East side, Between Main Street and Creswell Street Intersection	WWY_004	West Wyalong	28	93	\$ 59,520.00	30.6	Medium
196	1.2m cracked path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, Between McInerney Street and Pine Street	WWY_018	West Wyalong	23	88	\$ 56,320.00	30.6	Medium
28	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Pope Esplanade	East side, from Railway Street to Key Street	WEE_003	Weethalle	6	123	\$ 78,720.00	30.4	Medium
106	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Perserverance Street	West side, from West Wyalong Park entrance, south to Stormwater channel bridge	WWY_047	West Wyalong	22	139	\$ 88,960.00	30.4	Medium
108	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Perserverance Street	West side, from Railway Road to Victory Street	WWY_048	West Wyalong	22	127	\$ 81,280.00	30.4	Medium
191	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Monash Street	West side, Between Club Lane and Kurrajong Street	WWY_040	West Wyalong	30	56	\$ 35,840.00	30.4	Medium
46	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Wollongough Street	North side, between Ungarie Street and Mackell Street	UNG_001	Ungarie	11	153	\$ 104,040.00	30	Low
82	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Queen Street	West side, Between Loftus Street and Temora Street	BAR_001	Barmedman	2	211	\$ 143,480.00	30	Low
95	3m asphalt path, requires maintenance	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Queen Street	East side, Between Camp Street and Star Street	BAR_001	Barmedman	2	212	\$ 135,680.00	30	Low
114	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Main Street	South side., from Perserverance Street to Northcott Street	WWY_012	West Wyalong	19	145	\$ 98,600.00	30	Low
133	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	England Street	West side, Between Railway Road and Short Street	WWY_046	West Wyalong	25	185	\$ 125,800.00	30	Low
134	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	England Street	West side, Between Court Street and Short Street	WWY_045	West Wyalong	25	142	\$ 96,560.00	30	Low
135	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	England Street	East side, Between Short Street and Railway Road	WWY_046	West Wyalong	25	180	\$ 115,200.00	30	Low
142	1.2m ashphalt path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Neeld Street	North side, between Clear Ridge Road and Central Street	WWY_017	West Wyalong	18	289	\$ 196,520.00	30	Low
144	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Neeld Street	North side, Between Neeld Street local road to Boundary Street	WWY_017	West Wyalong	18	153	\$ 104,040.00	30	Low
168	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Park Street	South side, Between School Street and Barrier Street	WWY_032	West Wyalong	29	154	\$ 98,560.00	30	Low
169	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Park Street	North side, Between School Street and Dumaresq Street, fronting the school	WWY_032	West Wyalong	29	161	\$ 109,480.00	30	Low
171	1.2m ashphalt path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Park Street	North side, Between Creswell Street and School Street	WWY_029	West Wyalong	29	213	\$ 144,840.00	30	Low
205	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Dumaresq Street	West side, Between Wootten Street and Park Street	WWY_039	West Wyalong	29	420	\$ 268,800.00	30	Low
206	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Dumaresq Street	East side, Between Wootten Street and Evans Street	WWY_039	West Wyalong	29	153	\$ 104,040.00	30	Low

Id	Issue	Issue Type	Issue Theme	Issue Treatment	Issue Cost Item	Unit Cost	Route Hierarchy	Road Name	Road Section	Route ID	Study Area	Project	Length	Cost	Final Score	Score Priority
207	1.2m path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	High	Main Street	South side, Between Perserverance Street and Boundary Street	WWY_015	West Wyalong	19	245	\$ 166,600.00	30	Low
208	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	High	Main Street	North side, Between Perserverance Street and Boundary Street	WWY_015	West Wyalong	19	269	\$ 172,160.00	30	Low
1	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Gilbert Street	South side, between Operator Street and Mallee Street	WYL_012	Wyalong	17	213	\$ 136,320.00	28.8	Low
24	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Gilbert Street	South side, between Copeland Street and Conway Street intersection	WYL_012	Wyalong	17	210	\$ 134,400.00	28.8	Low
29	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Pope Espalande	South side, from Key Street to Dundas Road	WEE_003	Weethalle	6	186	\$ 119,040.00	28.8	Low
69	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Ethel Street	South side, from Ungarie Street to Mackell Street	UNG_011	Ungarie	12	155	\$ 99,200.00	28.8	Low
81	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Temora Street	South side, Between Robertson Street and Queen Street	BAR_002	Barmedman	1	120	\$ 76,800.00	28.8	Low
107	Missing path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Perserverance Street	West side, from the stormwater channel bridge to Victory Street	WWY_047	West Wyalong	22	167	\$ 106,880.00	28.8	Low
128	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	West side, Between West Wyalong Stadium Parking to Short Street	WWY_020	West Wyalong	24	125	\$ 80,000.00	28.8	Low
131	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Short Street	North side, Between England Street and Operator Street	WWY_021	West Wyalong	25	133	\$ 85,120.00	28.8	Low
139	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Court Street	North side, Between Church Street and Meaghers lane	WWY_024	West Wyalong	26	141	\$ 90,240.00	28.8	Low
146	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Shire Street	North side, Between Water Street and Court Street intersection	WWY_025	West Wyalong	26	135	\$ 86,400.00	28.8	Low
149	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Shire Street	South side, Between Fleece Street and Golden Street	WWY_025	West Wyalong	26	138	\$ 88,320.00	28.8	Low
174	Missing Path	Missing Path	Missing Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	North Street	Southern side, Between School Street and Barrier Street	WWY_050	West Wyalong	30	157	\$ 100,480.00	28.8	Low
188	1.5m cracked path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Monash Street	East side, Between Grenfell Street south towards corner at bowls club	WWY_041	West Wyalong	30	72	\$ 46,080.00	28.8	Low
43	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Mid-Western Highway	North side, between Short Street and Wee Street	WEE_002	Weethalle	8	178	\$ 113,920.00	27	Low
49	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wollongough Street	North side, from Ungarie Hotel Pub to end of Ungarie War Memorial Hall	UNG_013	Ungarie	14	194	\$ 124,160.00	27	Low
52	1.2m path, Cracked	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Wollongough Street	South side, Between Op Shop Chapel to Ungarie Street	UNG_013	Ungarie	14	273	\$ 174,720.00	27	Low
123	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Operator Street	East side, from Short Street to Victory Street	WWY_022	West Wyalong	24	186	\$ 119,040.00	27	Low
138	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Court Street	North side, Between Operator Street and Meaghers lane	WWY_023	West Wyalong	26	147	\$ 94,080.00	27	Low
161	2m asphalt path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	Medium	McCann Park	South side, Between Ungarie Road and Creswell Street	WWY_001	West Wyalong	20	228	\$ 155,040.00	27	Low
163	2m asphalt path	Narrow Path	Narrow Path	Provide standard 2m path	Path – 2.0m wide	\$ 680	Medium	Quota Drive	Pedestrian pathway between Ungarie Road and Quota Drive	WWY_007	West Wyalong	20	289	\$ 196,520.00	27	Low
177	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Medium	Church Street	West side, From Barnado Street to the Green Corridor Entrance at Bernard park	WWY_028	West Wyalong	31	147	\$ 94,080.00	27	Low
172	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Barrier Street	Northern side, Between Park Street and Grenfell Street	WWY_038	West Wyalong	30	130	\$ 83,200.00	25.6	Low
190	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Monash Street	West side, Between Kurrajong Street and North Street	WWY_040	West Wyalong	30	115	\$ 73,600.00	25.6	Low
170	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Park Street	South side, Between Barrier Street and Monash Street	WWY_036	West Wyalong	30	142	\$ 90,880.00	24	Low
187	1.2m path	Narrow Path	Narrow Path	Provide standard 1.8m path	Path – 1.8m wide	\$ 640	Low	Monash Street	West side, Between Park Street and Grenfell Street	WWY_042	West Wyalong	30	145	\$ 92,800.00	24	Low

Appendix E: Recommended Project Upgrade Maps





Gold Coast
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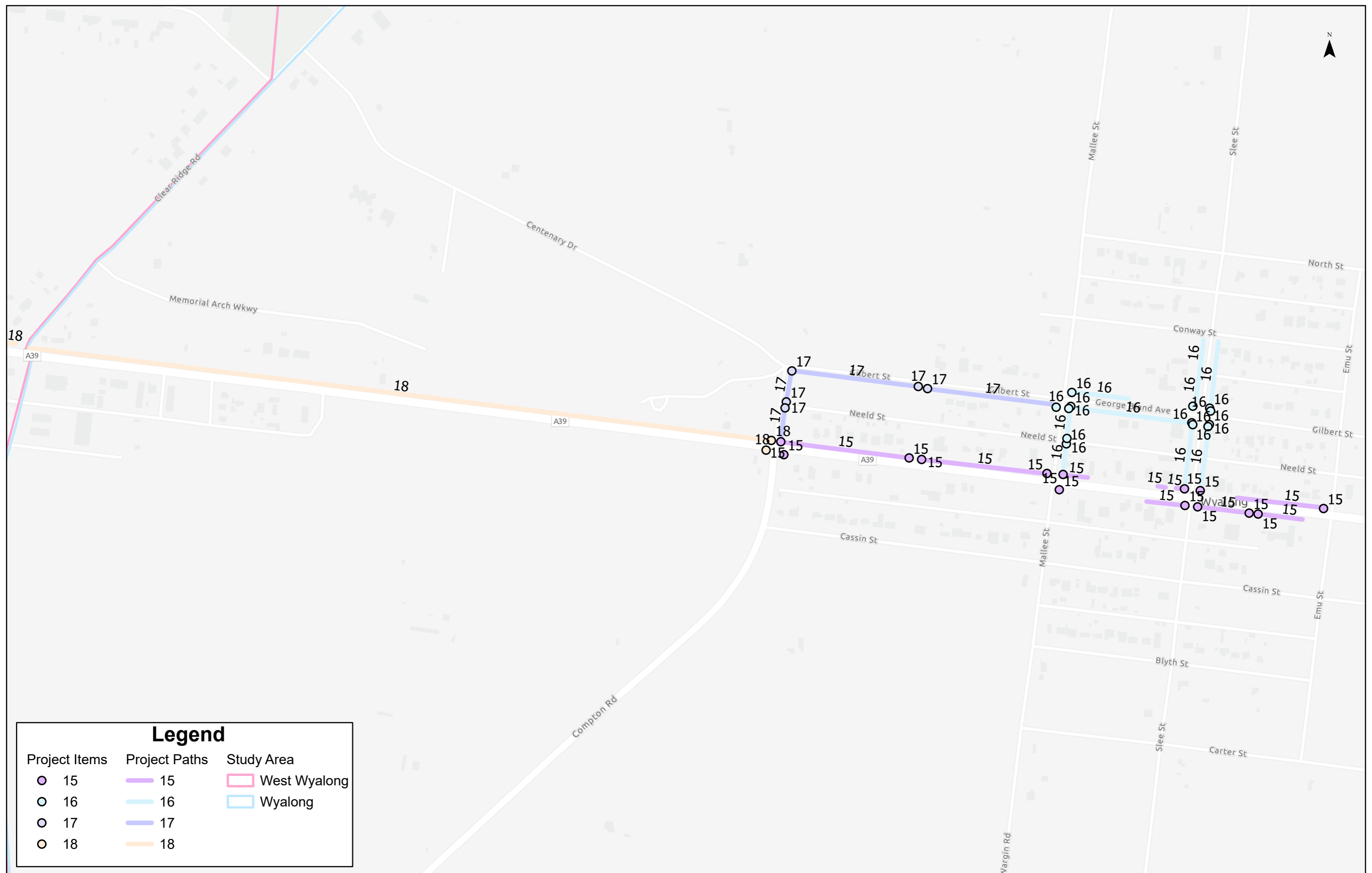
Brisbane
 Level 2, 428 Upper Edward Street
 Spring Hill QLD 4000
 P: (07) 3831-4442
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Sydney
 Studio 203, 3 Gladstone Street
 Newtown NSW 2042
 P: (02) 9557-6202

Project:
**Bland Shire
 Active Transport Plan**

Title:
**Project ID Issues
 West Wyalong Study Area**

Project Number: **P6071**
 Date: **15/12/2023**
 Issue: **1**



Legend

Project Items	Project Paths	Study Area
● 15	— 15	West Wyalong
○ 16	— 16	Wyalong
○ 17	— 17	
○ 18	— 18	



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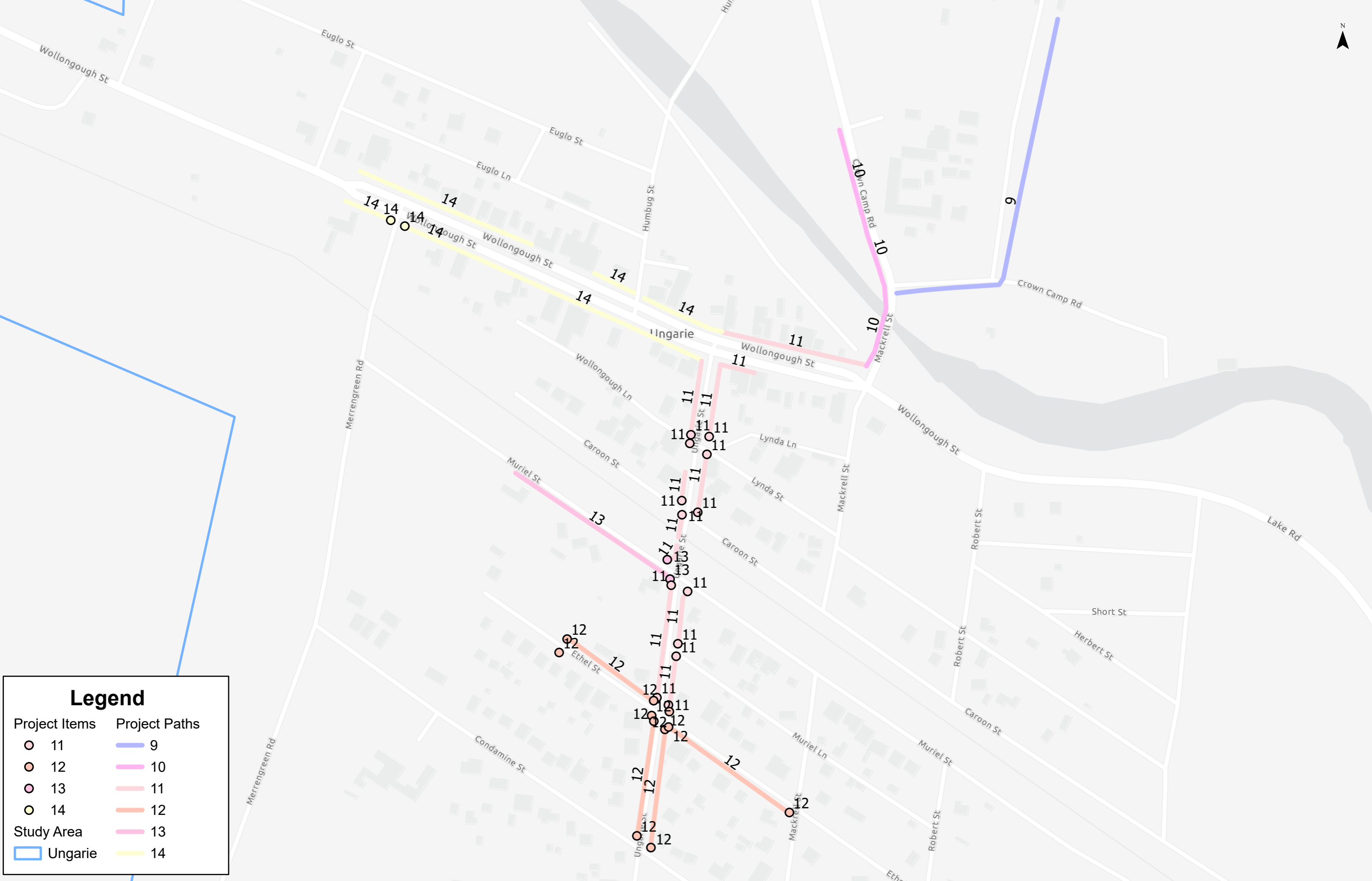
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Sydney
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 Newtown NSW 2042
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Project:
**Bland Shire
 Active Transport Plan**

Title:
**Project ID Issues
 Wyalong Study Area**

Project Number: **P6071**
 Date: **15/12/2023**
 Issue: **1**



Legend

Project Items	Project Paths
○ 11	— 9
○ 12	— 10
○ 13	— 11
○ 14	— 12
Study Area	— 13
Ungarie	— 14



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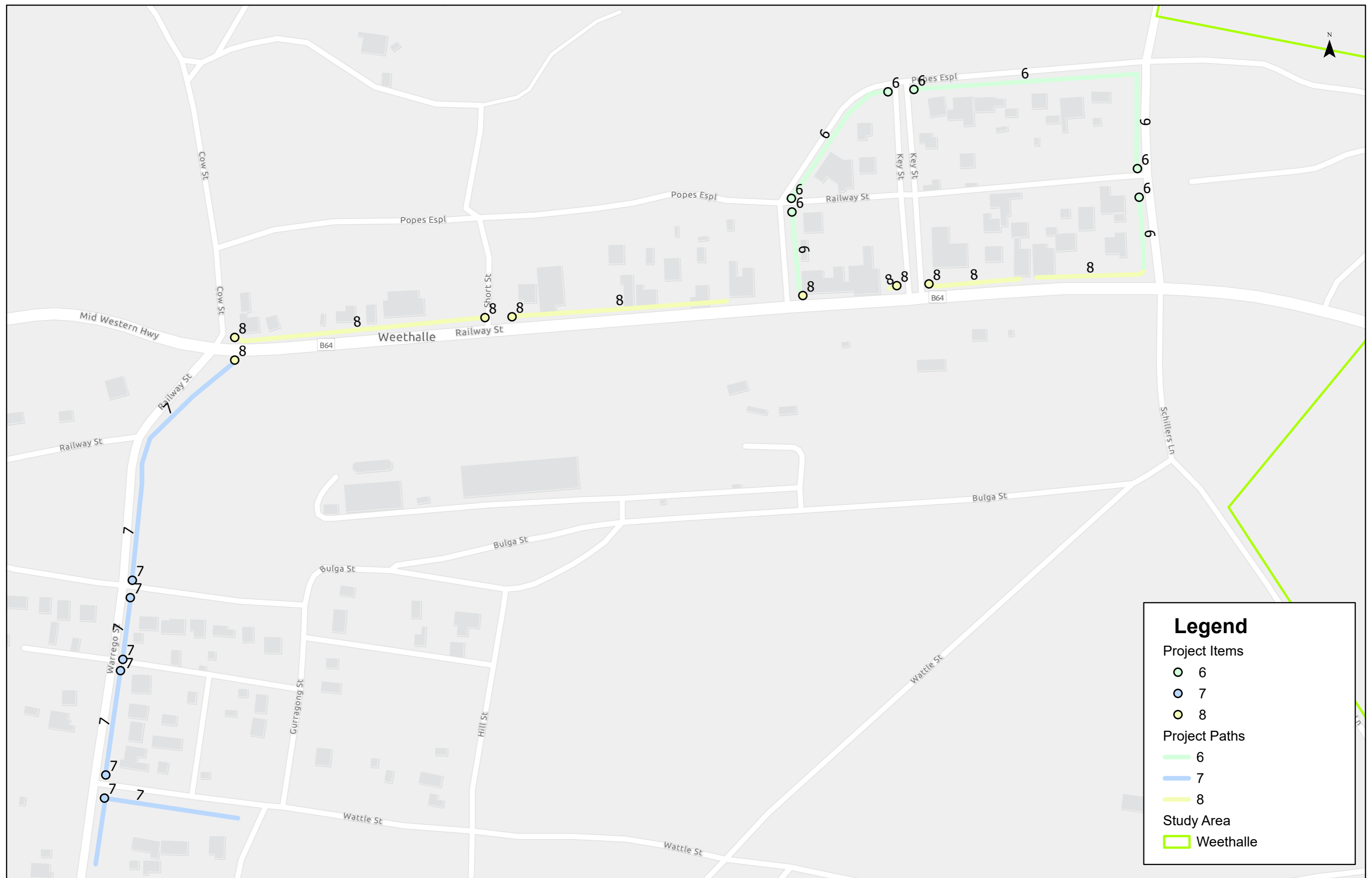
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Sydney
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 Newtown NSW 2042
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Project:
**Bland Shire
 Active Transport Plan**

Title:
**Project ID Issues
 Ungarie Study Area**

Project Number: **P6071**
 Date: **15/12/2023**
 Issue: **1**



Legend

Project Items

- 6
- 7
- 8

Project Paths

- 6
- 7
- 8

Study Area

- Weethalle



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Project:
**Bland Shire
 Active Transport Plan**

Title:
**Project ID Issues
 Weethalle Study Area**

Project Number: **P6071**
 Date: **15/12/2023**
 Issue: **1**



Legend

Project Items

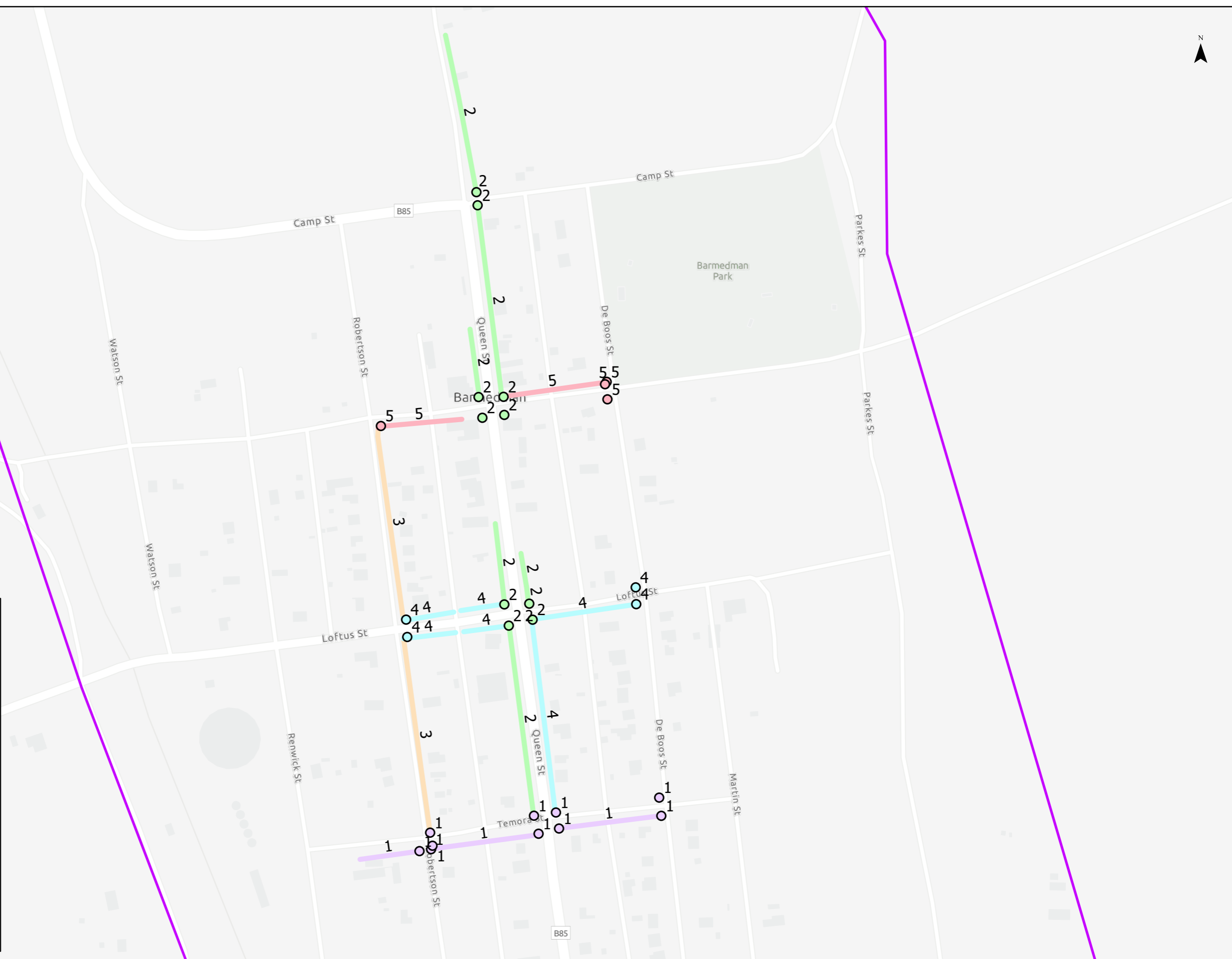
- 1
- 2
- 4
- 5

Project Paths

- 1
- 2
- 3
- 4
- 5

Study Area

- Barmedman



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Project:
 Bland Shire
 Active Transport Plan

Title:
 Project ID Issues
 Barmedman Study Area

Project Number: P6071
Date: 15/12/2023
Issue: 1

Appendix F: Recommended Project Upgrade Program



Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
80	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 42,240.00	Medium	Temora Street	South side, Fronting Barmedman Public School to Robertson Street	BAR_002	1	Barmedman	66	
81	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 76,800.00	Medium	Temora Street	South side, Between Robertson Street and Queen Street	BAR_002	1	Barmedman	120	
94	Missing path	Missing Path	Provide standard 1.8m path	\$ 73,600.00	Medium	Temora Street	South side, Between Queen Street and De Boos Street	BAR_002	1	Barmedman	115	
386	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Robertson Street	East side, Corner at Temora Street, opposite school	BAR_002	1	Barmedman		
387	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Robertson Street	West side, Corner at Temora Street	BAR_002	1	Barmedman		
388	Non-standard kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	North side, Eastern Corner at Robertson Street	BAR_002	1	Barmedman		
389	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	South side, Eastern Corner at Robertson Street	BAR_002	1	Barmedman		
419	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	South side, Eastern Corner at Queen Street	BAR_003	1	Barmedman		
420	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	South side, Western Corner at Queen Street	BAR_002	1	Barmedman		
421	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	North side, Western Corner at Queen Street	BAR_002	1	Barmedman		
422	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	North side, Easter Corner at Queen Street	BAR_003	1	Barmedman		
425	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	North side, Western Corner at De Boos Street	BAR_003	1	Barmedman		
426	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Temora Street	South side, Western Corner at De Boos Street	BAR_003	1	Barmedman		\$ 223,040.00
95	3m asphalt path, requires maintenance	Narrow Path	Provide standard 1.8m path	\$135,680.00	High	Queen Street	East side, Between Camp Street and Star Street	BAR_001	2	Barmedman	212	
89	Missing path	Missing Path	Provide standard 1.8m path	\$ 12,160.00	High	Queen Street	East side, 20m north from Loftus Street	BAR_001	2	Barmedman	19	
97	Missing path	Missing Path	Provide standard 1.8m path	\$112,640.00	Medium	Queen Street	East side, From Camp Street to the Mineral Pool frontage	BAR_010	2	Barmedman	176	
100	3m asphalt path	Narrow Path	Provide standard 1.8m path	\$ 23,040.00	High	Queen Street	East side, from Large Tree to Barmedman Motors	BAR_001	2	Barmedman	36	
82	1.2m path	Narrow Path	Provide standard 2m path	\$143,480.00	High	Queen Street	West side, Between Loftus Street and Temora Street	BAR_001	2	Barmedman	211	
96	Missing path	Missing Path	Provide standard 2m path	\$ 51,680.00	High	Queen Street	West side, from Barmedman Hotel to the Petrol Station	BAR_001	2	Barmedman	76	
101	1.2m path	Narrow Path	Provide standard 2m path	\$ 59,840.00	High	Queen Street	West side, from Loftus Street to Barmedman Post Office	BAR_001	2	Barmedman	88	
406	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Star Street	North side, Corner at Queen Street	BAR_007	2	Barmedman		
407	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Star Street	South side, Corner at Queen Street	BAR_007	2	Barmedman		
408	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard 1.8m path	\$ 3,040.00	Medium	Star Street	South side, Eastern Corner at Queen Street	BAR_008	2	Barmedman		
409	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Star Street	North side, Western Corner at Queen Street	BAR_008	2	Barmedman		
410	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Hlgh	Camp Street	North side, Corner at Queen Street	BAR_001	2	Barmedman		
411	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Camp Street	North side, Corner at Queen Stree	BAR_010	2	Barmedman		
415	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	North side, Corner at Queen Street	BAR_005	2	Barmedman		
416	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	South side, Corner at Queen Street	BAR_005	2	Barmedman		
417	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	South side, Corner at Queen Street	BAR_004	2	Barmedman		
418	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	North side, Corner at Queen Street	BAR_004	2	Barmedman		\$ 568,920.00
77	Missing path	Missing Path	Provide standard 1.8m path	\$135,040.00	Medium	Robertson Street	East side, Between Star Street and Loftus Street	BAR_009	3	Barmedman	211	
85	Missing path	Missing Path	Provide standard 1.8m path	\$138,240.00	Medium	Robertson Street	East side, Between Loftus Street and Temora Street	BAR_009	3	Barmedman	216	\$ 273,280.00
78	Missing path	Missing Path	Provide standard 1.8m path	\$ 36,480.00	Medium	Loftus Street	North side, Between Robertson Street and Robertson Lane	BAR_004	4	Barmedman	57	
79	Missing path	Missing Path	Provide standard 1.8m path	\$ 32,000.00	Medium	Loftus Street	North side, Between Robertson Lane and Queen Street	BAR_004	4	Barmedman	50	
86	Missing path	Missing Path	Provide standard 1.8m path	\$ 37,120.00	Medium	Loftus Street	South side, Between Robertson Street and Robertson Lane	BAR_004	4	Barmedman	58	
87	Missing path	Missing Path	Provide standard 1.8m path	\$ 33,920.00	Medium	Loftus Street	South side, Between Robertson Lane and Queen Street	BAR_004	4	Barmedman	53	
91	Missing path	Missing Path	Provide standard 1.8m path	\$ 74,880.00	Medium	Loftus Street	South side, Between Queen Street and De Boos Street	BAR_005	4	Barmedman	117	
92	Missing path	Missing Path	Provide standard 1.8m path	\$136,320.00	High	Queen Street	East side, Between Loftus Street and Temora Street	BAR_001	4	Barmedman	213	
399	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	North side, Corner at Robertson Street	BAR_004	4	Barmedman		
401	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	South side, Corner at Robertson Street	BAR_004	4	Barmedman		
423	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	North side, Western corner at De Boos Street	BAR_005	4	Barmedman		
424	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Loftus Street	South side, Western corner at De Boos Street	BAR_005	4	Barmedman		\$ 362,880.00
88	Missing path	Missing Path	Provide standard 1.8m path	\$ 60,160.00	Medium	Star Street	South side, from Robertson Street to Queensland Hotel	BAR_007	5	Barmedman	94	
98	Missing path	Missing Path	Provide standard 1.8m path	\$ 74,240.00	Medium	Star Street	North side, Between Queen Street to De Boos Street	BAR_008	5	Barmedman	116	
404	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Star Street	South side, Corner at Robertson Street	BAR_007	5	Barmedman		
412	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	De Boos Street	West side, Corner at Star Street	BAR_008	5	Barmedman		
413	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Star Street	South side, Corner at De Boos Street	BAR_008	5	Barmedman		
414	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Star Street	North side, Corner at De Boos Street	BAR_008	5	Barmedman		\$ 146,560.00
27	Missing path	Missing Path	Provide standard 1.8m path	\$ 41,600.00	Low	Pope Esplanade	East side, From Mid-Western Highway to Railway Street	WEE_003	6	Weethalle	65	
28	Missing path	Missing Path	Provide standard 1.8m path	\$ 78,720.00	Low	Pope Esplanade	East side, from Railway Street to Key Street	WEE_003	6	Weethalle	123	
29	Missing path	Missing Path	Provide standard 1.8m path	\$119,040.00	Low	Pope Espalande	South side, from Key Street to Dundas Road	WEE_003	6	Weethalle	186	
30	Missing path	Missing Path	Provide standard 1.8m path	\$ 50,560.00	Low	Dundas Road	West side, Between Pope Esplanade and Railway Street	WEE_004	6	Weethalle	79	
31	Missing path	Missing Path	Provide standard 1.8m path	\$ 39,680.00	Low	Dundas Road	West side, Between Railway Street and Mid-Western Highway	WEE_004	6	Weethalle	62	
339	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Key Street	West side, Corner at Popes Esplanade	WEE_003	6	Weethalle		
340	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Key Street	East side, Corner at Popes Esplanade	WEE_003	6	Weethalle		
341	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Railway Street	South side, Corner at Wee Street	WEE_003	6	Weethalle		

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
342	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Railway Street	North side, Corner at Wee Street	WEE_003	6	Weethalle		
343	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Railway Street	North side, Corner at Dundas Road	WEE_004	6	Weethalle		
344	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Railway Street	South side, Corner at Dundas Road	WEE_004	6	Weethalle		\$ 347,840.00
35	1.2m path	Missing Path	Provide standard 1.8m path	\$ 35,200.00	Medium	Boundary Street	East side, fronting Weethalle Public School	WEE_006	7	Weethalle	55	
36	Missing path	Missing Path	Provide standard 1.8m path	\$ 71,680.00	Medium	Wattle Street	South side, from Boundary street to Gurrajong Street	WEE_005	7	Weethalle	112	
38	Missing path	Missing Path	Provide standard 1.8m path	\$ 56,320.00	Medium	Boundary Street	East side, from Wattle Street to Bulga Lane	WEE_001	7	Weethalle	88	
39	Missing path	Missing Path	Provide standard 1.8m path	\$ 32,000.00	Medium	Boundary Street	East side, from Bulga Lane to Bulga Street	WEE_001	7	Weethalle	50	
44	Missing Path	Missing Path	Provide standard 1.8m path	\$ 51,200.00	Medium	Warrego Street	East side, from Rail line to Cow Street/ Mid-Western Highway	WEE_001	7	Weethalle	80	
45	Missing Path	Missing Path	Provide standard 1.8m path	\$ 84,480.00	Medium	Warrego Street	East side, from Bulga Street to Rail line	WEE_001	7	Weethalle	132	
345	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Bulga Lane	North side, Corner at Warrego Street	WEE_001	7	Weethalle		
346	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Bulga Lane	South side, Corner at Warrego Street	WEE_001	7	Weethalle		
347	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Wattle Street	North side, Corner at Warrego Street	WEE_005	7	Weethalle		
350	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Wattle Street	South side, Corner at Warrego Street	WEE_006	7	Weethalle		
353	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Bulga Street	South Side, EasternCorner at Warrego Street	WEE_001	7	Weethalle		
355	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Bulga Street	North side, eastern corner at Warrego Street	WEE_001	7	Weethalle		\$ 349,120.00
32	Missing path	Missing Path	Provide standard 1.8m path	\$ 57,600.00	Medium	Mid-Western Highway	North side, from Weethalle Post Office to Dundas Road	WEE_002	8	Weethalle	90	
33	Missing path	Narrow Path	Provide standard 1.8m path	\$ 48,000.00	Medium	Mid-Western Highway	North side, From Key Street to Weethalle Post office	WEE_002	8	Weethalle	75	
34	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 3,840.00	Medium	Mid-Western Highway	Corner at Key Street Intersection	WEE_002	8	Weethalle	6	
42	Missing path	Missing Path	Provide standard 1.8m path	\$134,400.00	Medium	Mid-Western Highway	North side, from Cow Street to Short Street	WEE_002	8	Weethalle	210	
43	1.2m path	Narrow Path	Provide standard 1.8m path	\$113,920.00	Medium	Mid-Western Highway	North side, between Short Street and Wee Street	WEE_002	8	Weethalle	178	
336	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Key Street	West side, Corner at Mid-western Highway	WEE_002	8	Weethalle		
337	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Wee Street	East side, Corner at Mid-western Highway	WEE_002	8	Weethalle		
338	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Key Street	East Side, Corner at Mid-Western Highway	WEE_002	8	Weethalle		
348	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Short Street	West side, Corner at Mid-Western Highway	WEE_002	8	Weethalle		
349	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Short Street	East side, Corner at Mid-Western Highway	WEE_002	8	Weethalle		
356	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mid-Western Highway	South side, at intersection at Cow Street	WEE_002	8	Weethalle		
357	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mid-Western Highway	North side, at Intersection at Cow Street	WEE_002	8	Weethalle		\$ 379,040.00
72	Missing path	Missing Path	Provide standard 1.8m path	\$248,960.00	Medium	Crown Camp Road to Oval	Dirt Path behind Ungarie Public School	UNG_009	9	Ungarie	389	\$ 248,960.00
58	1.2m path	Narrow Path	Provide standard 2m path	\$ 53,720.00	High	Crown Camp Road	West side, Between Mackell Street change to existing school crossing	UNG_007	10	Ungarie	79	
59	1.2m path	Narrow Path	Provide standard 2m path	\$ 59,160.00	High	Mackell Street	New rail path from Wollongough Street crossing Humbug creek	UNG_007	10	Ungarie	87	
60	Missing path	Missing Path	Provide standard 2m path	\$ 60,520.00	High	Crown Camp Road	West side, from existing school crossing to north end of school	UNG_007	10	Ungarie	89	\$ 173,400.00
53	Missing path	Missing Path	Provide standard 1.8m path	\$ 48,000.00	High	Ungarie Street	East side, Between Wollongough Street to Lynda Street	UNG_002	11	Ungarie	75	
54	Missing path	Missing Path	Provide standard 1.8m path	\$ 38,400.00	High	Ungarie Street	East side, Between Lynda Street to Caroon Street	UNG_002	11	Ungarie	60	
57	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 23,680.00	High	Wollongough Street	South side, from Ungarie Street to Town and Country Tavern	UNG_001	11	Ungarie	37	
70	Missing path	Missing Path	Provide standard 1.8m path	\$ 35,200.00	High	Ungarie Street	East side, Between Ethel Stret to Muriel Lane	UNG_003	11	Ungarie	55	
71	Missing path	Missing Path	Provide standard 1.8m path	\$ 35,200.00	High	Ungarie Street	East side, Between Muriel Lane to Muriel Street	UNG_003	11	Ungarie	55	
46	1.2m path	Narrow Path	Provide standard 2m path	\$104,040.00	High	Wollongough Street	North side, between Ungarie Street and Mackell Street	UNG_001	11	Ungarie	153	
55	1.2m path	Narrow Path	Provide standard 2m path	\$ 52,360.00	High	Ungarie Street	West side, Between Wollongough Street to Lynda Street	UNG_002	11	Ungarie	77	
56	1.2m path	Narrow Path	Provide standard 2m path	\$ 19,040.00	High	Ungarie Street	East side, Between Lynda Street to Caroon Street	UNG_002	11	Ungarie	28	
61	Missing path	Missing Path	Provide standard 2m path	\$ 15,640.00	High	Ungarie Street	West side, Between Caroon Street and the Rail line	UNG_002	11	Ungarie	23	
62	Missing path	Missing Path	Provide standard 2m path	\$ 14,280.00	High	Ungarie Street	West side, Between the Rail line, south to Muriel Street	UNG_002	11	Ungarie	21	
64	Missing path	Missing Path	Provide standard 2m path	\$ 85,000.00	High	Ungarie Street	West side, between Muriel Street to Ethel Street	UNG_003	11	Ungarie	125	
358	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Wollongough Lane	North side, Corner at Ungarie Street	UNG_002	11	Ungarie		
359	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Wollongough Lane	South side, Corner at Ungarie Street	UNG_002	11	Ungarie		
360	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Lyndal Street	North side, Corner at Ungarie Street	UNG_002	11	Ungarie		
361	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Lyndal Street	South side, Corner at Ungarie Street	UNG_002	11	Ungarie		
364	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Caroon Street	North side, Western corner at Caroon Street	UNG_002	11	Ungarie		
365	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Caroon Street	North side, Eastern corner at Caroon Street	UNG_002	11	Ungarie		

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
367	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Caroon Street	South side, Western Corner at Ungarie Street Intersection	UNG_002	11	Ungarie		
369	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Muriel Lane	North side, Eastern Corner at Ungarie Street Intersection	UNG_003	11	Ungarie		
370	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Muriel Lane	South side, Eastern Corner at Ungarie Street Intersection	UNG_003	11	Ungarie		
371	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Ungarie Street	West side, Corner of Ethel Street	UNG_003	11	Ungarie		
372	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Ungarie Street	East side, Corner at Ethel Street	UNG_003	11	Ungarie		
381	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Ungarie Street	South side, Eastern Corner of Muriel Street Intersection	UNG_003	11	Ungarie		
382	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Ungarie Street	West side, Corner of Muriel Street Intersection	UNG_003	11	Ungarie		\$ 510,360.00
65	Missing path	Missing Path	Provide standard 1.8m path	\$ 72,320.00	Medium	Ethel Street	North side, from path beside Swimming Pool to Ungarie Street	UNG_012	12	Ungarie	113	
67	Missing path	Missing Path	Provide standard 1.8m path	\$ 78,080.00	Medium	Ungarie Street	West side, from Condamine Street to Ethel Street	UNG_004	12	Ungarie	122	
68	Missing path	Missing Path	Provide standard 1.8m path	\$ 78,720.00	Medium	Ungarie Street	East side, from Condamine Street to Ethel Street	UNG_004	12	Ungarie	123	
69	Missing path	Missing Path	Provide standard 1.8m path	\$ 99,200.00	Low	Ethel Street	South side, from Ungarie Street to Mackell Street	UNG_011	12	Ungarie	155	
373	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ethel Street	North side, Corner at Ungarie Street	UNG_010	12	Ungarie		
374	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ethel Street	South side, Corner at Ungarie Street	UNG_010	12	Ungarie		
375	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ungarie Street	West side, Corner at Ethel Street	UNG_004	12	Ungarie		
376	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ungarie Street	East side, Cornet at Ethel Street intersection	UNG_004	12	Ungarie		
377	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Ethel Street	South side, Corner at Ethel Street intersection	UNG_011	12	Ungarie		
378	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Ethel Street	North side, Corner at Ungarie Street	UNG_011	12	Ungarie		
379	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ethel Street	Mid block, opposite park entry path	UNG_010	12	Ungarie		
380	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ethel Street	Fronting park entry path	UNG_010	12	Ungarie		
383	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ungarie Street	West side, Northern corner of Condamine Street	UNG_004	12	Ungarie		
384	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Ungarie Street	East side, Northern corner at Condamine Street	UNG_004	12	Ungarie		
385	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Ethel Street	South side, Corner of Mackell Street	UNG_011	12	Ungarie		\$ 361,760.00
63	Missing path	Missing Path	Provide standard 1.8m path	\$123,520.00	Medium	Muriel Street	South side, from Ungarie Street to Ungarie Community Church	UNG_012	13	Ungarie	193	
368	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Muriel Street	North side, Western Corner at Ungarie Street Intersection	UNG_012	13	Ungarie		
366	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp further west of Muriel Street	\$ 3,040.00	Medium	Muriel Street	South side, Western corner at Muriel Street	UNG_012	13	Ungarie		\$ 129,600.00
47	1.2m path, Cracked	Narrow Path	Provide standard 1.8m path	\$ 56,320.00	Medium	Wollongough Street	North side, Between Humbug Street and Ungarie Street	UNG_013	14	Ungarie	88	
48	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 29,440.00	Medium	Wollongough Street	North side, fronting playground park	UNG_013	14	Ungarie	46	
49	1.2m path	Narrow Path	Provide standard 1.8m path	\$124,160.00	Medium	Wollongough Street	North side, from Ungarie Hotel Pub to end of Ungarie War Memorial Hall	UNG_013	14	Ungarie	194	
50	Missing path	Missing Path	Provide standard 1.8m path	\$ 39,680.00	Medium	Wollongough Street	South side, from Op Shop Chapel to Merregreen Road	UNG_013	14	Ungarie	62	
51	Missing path	Missing Path	Provide standard 1.8m path	\$ 32,640.00	Medium	Wollongough Street	Fronting Petrol station, West of Merregreen Road	UNG_013	14	Ungarie	51	
52	1.2m path, Cracked	Narrow Path	Provide standard 1.8m path	\$174,720.00	Medium	Wollongough Street	South side, Between Op Shop Chapel to Ungarie Street	UNG_013	14	Ungarie	273	
362	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Merrigreen Road	West side, Corner at Wollongough Street	UNG_013	14	Ungarie		
363	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Merrigreen Road	East side, Corner at Wollongough Street	UNG_013	14	Ungarie		\$ 463,040.00
3	Missing path	Missing Path	Provide standard 1.8m path	\$130,560.00	High	Newell Highway/ Neeld Street	North side, from centre street connection to Gilbert street and Mallee Street	WYL_002	15	Wyalong	204	
5	Missing path	Missing Path	Provide standard 1.8m path	\$136,320.00	High	Newell Highway/ Neeld Street	North side, between Copeland Street to centre street connection to Gilbert Street	WYL_002	15	Wyalong	213	
13	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 25,600.00	High	Newell Highway/ Neeld Street	North side, between Mallee Street to Top Town Laundry	WYL_003	15	Wyalong	40	
20	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 40,960.00	High	Newell Highway/ Neeld Street	South side, from Council Chambers building to Slee Street	WYL_003	15	Wyalong	64	
21	1.2m path, cracks	Narrow Path	Provide standard 1.8m path	\$ 54,400.00	High	Newell Highway/ Neeld Street	South side, between Slee Street to Ampol Petrol Station western entry	WYL_004	15	Wyalong	85	
22	1.2m path, cracks	Narrow Path	Provide standard 1.8m path	\$ 47,360.00	High	Newell Highway/ Neeld Street	South side, between Ampol Petrol Station wester entrance to eastern entrance	WYL_004	15	Wyalong	74	
18	1.2m path	Narrow Path	Provide standard 2m path	\$ 8,840.00	High	Newell Highway/ Neeld Street	North side, west side of Museum Court House	WYL_003	15	Wyalong	13	
19	1.2m path	Narrow Path	Provide standard 2m path	\$ 9,520.00	High	Newell Highway/ Neeld Street	North side, east side of Museum Court House	WYL_003	15	Wyalong	14	
23	Missing Path	Missing Path	Provide standard 2m path	\$ 97,240.00	High	Newell Highway/ Neeld Street	North side, between 57 Newell Highway to Emu Street	WYL_004	15	Wyalong	143	
300	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Slee Street	West side, Corner at Newell Highway	WYL_009	15	Wyalong		
301	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Slee Street	East side, Corner at Newell Highway	WYL_009	15	Wyalong		

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
313	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	West side, Corner at Newell Highway	WYL_014	15	Wyalong		
314	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	East side, Corner at Newell Highway	WYL_014	15	Wyalong		
319	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	West side, Corner at Newell Highway	WYL_016	15	Wyalong		
320	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	East side, Corner at Newell Highway	WYL_016	15	Wyalong		
321	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Newell Highway/ Neeld Street	West side of Ampol Petrol Station Western Entrance Driveway	WYL_004	15	Wyalong		
322	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Newell Highway/ Neeld Street	East side of Ampol Petrol Station Entrance Driveway	WYL_004	15	Wyalong		
323	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Newell Highway/ Neeld Street	West side, Corner of Emu Street	WYL_004	15	Wyalong		
324	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Newell Highway/ Neeld Street	North side, Corner at Conway Street Lane connection	WYL_002	15	Wyalong		
325	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Newell Highway/ Neeld Street	North side, Cornet at Conway Street Lane connection	WYL_002	15	Wyalong		
328	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Newell Highway/ Neeld Street	East side, Corner at Newell Highway	WYL_015	15	Wyalong		
332	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Copeland Street	East side, Corner at Newell Highway	WYL_013	15	Wyalong		
334	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Compton Road	East side, Corner at Newell Highway	WYL_002	15	Wyalong		\$ 593,360.00
7	Missing path	Missing Path	Provide standard 1.8m path	\$129,920.00	High	George Bland Avenue	South side, between Mallee Street and Slee Street	WYL_011	16	Wyalong	203	
9	Missing path	Missing Path	Provide standard 1.8m path	\$ 30,080.00	High	Slee Street	West side, between school crossing and Conway Street	WYL_017	16	Wyalong	47	
11	Missing path	Missing Path	Provide standard 1.8m path	\$ 69,120.00	High	Slee Street	West side, between Newell Highway and George Bland Avenue	WYL_009	16	Wyalong	108	
14	Missing path	Missing Path	Provide standard 1.8m path	\$ 31,360.00	Medium	Mallee Street	East side, Between Gilbert Lane and Newell Highway	WYL_014	16	Wyalong	49	
15	Missing path	Missing Path	Provide standard 1.8m path	\$ 32,640.00	Medium	Mallee Street	East side, Between Gilbert Lane and George Bland Avenue	WYL_014	16	Wyalong	51	
6	Missing path	Missing Path	Provide standard 2m path	\$ 64,600.00	High	George Bland Avenue	Fronting school, eastern corner from Mallee Street to Tennis Courts	WYL_011	16	Wyalong	95	
8	Missing path	Missing Path	Provide standard 2m path	\$ 75,480.00	High	Slee Street	West side, between school crossing and Conway Street	WYL_017	16	Wyalong	111	
10	1.2m path	Narrow Path	Provide standard 2m path	\$ 39,440.00	High	Slee Street	West side, fronting school, from George Bland Avenue to school crossing	WYL_017	16	Wyalong	58	
12	1.2m path	Narrow Path	Provide standard 2m path	\$ 73,440.00	High	Slee Street	East side, between Newell Highway and George Bland Avenue	WYL_009	16	Wyalong	108	
302	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	George Bland Avenue	South side, Corner at Slee Street	WYL_011	16	Wyalong		
303	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Slee Street	West side, Corner at George Bland Avenue	WYL_009	16	Wyalong		
304	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Slee Street	East side, Corner at Gilbert Street	WYL_009	16	Wyalong		
305	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Gilbert Street	South side, Corner at Slee Street	WYL_009	16	Wyalong		
306	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	George Bland Avenue	North side, Corner at Slee Street	WYL_011	16	Wyalong		
307	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Slee Street	East side, Corner at Gilbert Street	WYL_017	16	Wyalong		
308	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Gilbert Street	North side, Corner at Gilbert Street	WYL_017	16	Wyalong		
309	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	George Bland Avenue	North side, Corner at Mallee Street	WYL_011	16	Wyalong		
310	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	George Bland Avenue	South side, Corner at Mallee Street	WYL_011	16	Wyalong		
311	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	East side, Corner at George Bland Avenue	WYL_014	16	Wyalong		
312	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	West side, Corner at Gilbert Street	WYL_014	16	Wyalong		
317	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	East side, North corner at Gilbert Lane	WYL_014	16	Wyalong		
318	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Mallee Street	East side, South corner at Gilbert Lane	WYL_014	16	Wyalong		\$ 585,600.00
1	Missing path	Missing Path	Provide standard 1.8m path	\$136,320.00	Low	Gilbert Street	South side, between Operator Street and Mallee Street	WYL_012	17	Wyalong	213	
24	Missing Path	Missing Path	Provide standard 1.8m path	\$134,400.00	Low	Gilbert Street	South side, between Copeland Street and Conway Street intersection	WYL_012	17	Wyalong	210	
25	Missing Path	Missing Path	Provide standard 1.8m path	\$ 32,640.00	Low	Copeland Street	East side, from Gilbert Lane to Gilbert Street	WYL_013	17	Wyalong	51	
26	Missing Path	Missing Path	Provide standard 1.8m path	\$ 35,840.00	Low	Copeland Street	East side, from Newell Highway to Gilbert Lane	WYL_013	17	Wyalong	56	
326	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Gilbert Street	South side, West corner at Conway Street Lane connection	WYL_012	17	Wyalong		
327	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Gilbert Street	South side, East corner at Conway Street Lane connection	WYL_012	17	Wyalong		
329	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Copeland Street	East side, Corner at Gilbert Street	WYL_012	17	Wyalong		
330	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Copeland Street	South side, Corner at Gilbert Lane	WYL_013	17	Wyalong		
331	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Gilbert lane	North side, Corner at Copeland Street	WYL_013	17	Wyalong		\$ 354,400.00
2	Missing path	Missing Path	Provide standard 1.8m path	\$789,760.00	High	Newell Highway/ Neeld Street	North side, between Clear Ridge Road and Copeland Street	WYL_001	18	Wyalong	1234	

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
142	1.2m asphalt path	Narrow Path	Provide standard 2m path	\$196,520.00	High	Neeld Street	North side, between Clear Ridge Road and Central Street	WWY_017	18	West Wyalong	289	
143	1.2m asphalt path	Narrow Path	Provide standard 2m path	\$ 87,720.00	High	Neeld Street	North side, Between Central Street and Neeld Street local road	WWY_017	18	West Wyalong	129	
144	1.2m path	Narrow Path	Provide standard 2m path	\$104,040.00	High	Neeld Street	North side, Between Neeld Street local road to Boundary Street	WWY_017	18	West Wyalong	153	
333	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Copeland Street	West side, Corner at Newell Highway	WYL_013	18	Wyalong		
335	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Compton Road	West side, Corner at Newell Highway	WYL_001	18	Wyalong		
458	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Boundary Street	North Side, Eastern corner at Main Street	WWY_033	18	West Wyalong		\$1,187,160.00
113	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 78,080.00	High	Main Street	North side, from Stephensen Street	WWY_012	19	West Wyalong	122	
116	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 49,920.00	High	Main Street	North side, from Bellys General Store to Honda Warehouse	WWY_012	19	West Wyalong	78	
118	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 11,520.00	High	Main Street	North side, fronting building on corner of Operator Street	WWY_012	19	West Wyalong	18	
208	1.2m path	Narrow Path	Provide standard 1.8m path	\$172,160.00	High	Main Street	North side, Between Perverserance Street and Boundary Street	WWY_015	19	West Wyalong	269	
114	1.2m path	Narrow Path	Provide standard 2m path	\$ 98,600.00	High	Main Street	South side., from Perverserance Street to Northcott Street	WWY_012	19	West Wyalong	145	
115	1.2m path	Narrow Path	Provide standard 2m path	\$ 9,520.00	High	Main Street	North side, from Northcott Street to Bellys General Store	WWY_012	19	West Wyalong	14	
117	1.2m path	Narrow Path	Provide standard 2m path	\$ 87,720.00	High	Main Street	South side, from Northcott Street to Jan Van Egmond Drive	WWY_012	19	West Wyalong	129	
119	1.2m path	Narrow Path	Provide standard 2m path	\$ 8,160.00	High	Main Street	South side, fronting Veterinary Hospital	WWY_012	19	West Wyalong	12	
207	1.2m path	Narrow Path	Provide standard 2m path	\$166,600.00	High	Main Street	South side, Between Perverserance Street and Boundary Street	WWY_015	19	West Wyalong	245	
443	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Perverserance Street	West side, Corner at Main Street	WWY_033	19	West Wyalong		
444	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Perverserance Street	East side, Corner at Main Street	WWY_033	19	West Wyalong		
445	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	East side, Corner at Main Street	WWY_018	19	West Wyalong		
446	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	West side, Corner at Main Street	WWY_018	19	West Wyalong		
447	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Jan van Egmond Drive	East side, Corner at Main Street	WWY_012	19	West Wyalong		
448	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Jan van Egmond Drive	West side, Corner at Main Street	WWY_012	19	West Wyalong		
449	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	East side, Corner at Main Street	WWY_019	19	West Wyalong		
450	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	West side, Corner at Main Street	WWY_019	19	West Wyalong		\$ 706,600.00
164	Missing Path	Missing Path	Provide standard 1.8m path	\$104,320.00	Medium	Creswell Street	North side, Between Netball Courts and Park Street	WWY_016	20	West Wyalong	163	
165	Missing Path	Missing Path	Provide standard 1.8m path	\$ 84,480.00	Medium	Wootten Street	South side, Between Quota Drive and Creswell Street	WWY_009	20	West Wyalong	132	
166	Missing Path	Missing Path	Provide standard 1.8m path	\$106,880.00	Medium	Wootten Street	North side, between Ungarie Road and Creswell Street	WWY_009	20	West Wyalong	167	
167	Missing Path	Missing Path	Provide standard 1.8m path	\$129,920.00	Medium	Wootten Street	North side, between Creswell Street and Charles Place	WWY_011	20	West Wyalong	203	
161	2m asphalt path	Narrow Path	Provide standard 2m path	\$155,040.00	Medium	McCann Park	South side, Between Ungarie Road and Creswell Street	WWY_001	20	West Wyalong	228	
162	2m asphalt path	Narrow Path	Provide standard 2m path	\$ 43,520.00	Medium	Quota Drive	East side, From Park Street towards north along Quota Drive	WWY_007	20	West Wyalong	64	
163	2m asphalt path	Narrow Path	Provide standard 2m path	\$196,520.00	Medium	Quota Drive	Pedestrian pathway between Ungarie Road and Quota Drive	WWY_007	20	West Wyalong	289	
491	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Wootten Street	North side, Corner at Creswell Street	WWY_009	20	West Wyalong		
492	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Quota Drive	East side, Corner at Wootten Drive	WWY_007	20	West Wyalong		
493	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Park Street	South side, Western Corner at Camp Street	WWY_001	20	West Wyalong		

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
495	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Creswell Street	West side, Northern Corner at Park Street	WWY_016	20	West Wyalong		\$ 832,840.00
102	Missing Path	Missing Path	Provide standard 1.8m path	\$ 37,760.00	Low	Boundary Street	West side, from Neeld Street Intersection to Court Lane	WWY_049	21	West Wyalong	59	
103	Missing Path	Missing Path	Provide standard 1.8m path	\$ 40,320.00	Low	Boundary Street	West side, from Court Lane to Hyde Street	WWY_049	21	West Wyalong	63	
104	Missing Path	Missing Path	Provide standard 1.8m path	\$ 34,560.00	Low	Boundary Street	West side, from Hyde Street to Miners Camp	WWY_049	21	West Wyalong	54	
427	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Court Lane	North side, Corner at Boundary Street	WWY_049	21	West Wyalong		
428	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Court Lane	South side, Corner at Boundary Street	WWY_049	21	West Wyalong		
429	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Hyde Street	North side, Corner at Boundary Street	WWY_049	21	West Wyalong		
430	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Hyde Street	South side, Corner at Boundary Street	WWY_049	21	West Wyalong		
431	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Miners Camp Circuit	North side, Corner at Boundary Street	WWY_049	21	West Wyalong		\$ 127,840.00
105	Missing path	Missing Path	Provide standard 1.8m path	\$ 88,320.00	Medium	Perserverance Street	East side, from Hyde Lane to Cedar Street	WWY_037	22	West Wyalong	138	
106	Missing path	Missing Path	Provide standard 1.8m path	\$ 88,960.00	Low	Perserverance Street	West side, from West Wyalong Park entrance, south to Stormwater channel bridge	WWY_047	22	West Wyalong	139	
107	Missing path	Missing Path	Provide standard 1.8m path	\$106,880.00	Low	Perserverance Street	West side, from the stormwater channel bridge to Victory Street	WWY_047	22	West Wyalong	167	
108	Missing path	Missing Path	Provide standard 1.8m path	\$ 81,280.00	Low	Perserverance Street	West side, from Railway Road to Victory Street	WWY_048	22	West Wyalong	127	
109	Missing path	Missing Path	Provide standard 1.8m path	\$222,080.00	Medium	Perserverance Street	West side, from West Wyalong Park to Court Lane	WWY_035	22	West Wyalong	347	
110	Missing path	Narrow Path	Provide standard 1.8m path	\$ 62,080.00	Medium	Perserverance Street	East side, from Hyde Street to Cedar Street	WWY_035	22	West Wyalong	97	
111	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 33,920.00	Medium	Perserverance Street	East side, from Hyde Street to Court Lane	WWY_035	22	West Wyalong	53	
112	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 34,560.00	Medium	Perserverance Street	East side, from Court Lane to Main Street	WWY_035	22	West Wyalong	54	
432	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Court Lane	North side, Eastern corner at Perserverance Street	WWY_033	22	West Wyalong		
433	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Court Lane	South side, Eastern corner at Perserverance Street	WWY_033	22	West Wyalong		
434	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Court Lane	South side, Western corner at Perserverance Street	WWY_033	22	West Wyalong		
435	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Hyde Street	North side, Corner at Perserverance Street	WWY_033	22	West Wyalong		
436	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Hyde Street	South side, Corner at Perserverance Street	WWY_035	22	West Wyalong		
437	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Cedar Street	North side, Corner at Perserverance Street	WWY_035	22	West Wyalong		
438	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Cedar Street	South side, Corner at Perserverance Street	WWY_037	22	West Wyalong		
439	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	West Wyalong Park Entrance	North side, Corner at Perserverance Street	WWY_037	22	West Wyalong		
440	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	West Wyalong Park Entrance	South side, Corner at Perserverance Street	WWY_047	22	West Wyalong		
441	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Victory Street	North side, Corner at Perserverance Street	WWY_047	22	West Wyalong		
442	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Victory Street	South side, Corner at Perserverance Street	WWY_048	22	West Wyalong		\$ 751,520.00
192	Missing Path	Missing Path	Provide standard 1.8m path	\$ 22,400.00	Medium	Operator Street	West side, Between Kirrajong Street and Gorman Street	WWY_018	23	West Wyalong	35	
193	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 51,200.00	Medium	Operator Street	East side, Between Kurrajong Street and North Street	WWY_018	23	West Wyalong	80	
194	Missing Path	Missing Path	Provide standard 1.8m path	\$ 40,960.00	Medium	Operator Street	West side, Between North Street and McInerney Street	WWY_018	23	West Wyalong	64	
195	1.2m cracked path	Narrow Path	Provide standard 1.8m path	\$ 37,120.00	Medium	Operator Street	East side, Between North Street and McInerney Street	WWY_018	23	West Wyalong	58	

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
196	1.2m cracked path	Narrow Path	Provide standard 1.8m path	\$ 56,320.00	Medium	Operator Street	East side, Between McInerney Street and Pine Street	WWY_018	23	West Wyalong	88	
197	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 22,400.00	Medium	Operator Street	West side, Between Gladstone Lane and Gladstone Street	WWY_018	23	West Wyalong	35	
198	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 26,240.00	Medium	Operator Street	East side, Between Main Street and Gladstone Lane	WWY_018	23	West Wyalong	41	
199	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 24,960.00	Medium	Operator Street	East side, Between Gladstone lane and Gladstone Street	WWY_018	23	West Wyalong	39	
200	1.2m cracked path	Narrow Path	Provide standard 1.8m path	\$ 28,800.00	Medium	Operator Street	East side, Between Gladstone Street and Kurrajong Lane	WWY_018	23	West Wyalong	45	
201	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 27,520.00	Medium	Operator Street	West side, Between Gladstone Street and Kurrajong Lane	WWY_018	23	West Wyalong	43	
202	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 38,400.00	Medium	Operator Street	West side, Between Kurrajong Street and Kurrajong Lane	WWY_018	23	West Wyalong	60	
203	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 38,400.00	Medium	Operator Street	East side, Between Kurrajong Street and Kurrajong Lane	WWY_018	23	West Wyalong	60	
204	Missing Path	Missing Path	Provide standard 1.8m path	\$ 43,520.00	Medium	Operator Street	West side, Between McInerney Street and Pine Street	WWY_018	23	West Wyalong	68	
501	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Kurrajong Street	South side, West corner at Operator Street	WWY_018	23	West Wyalong		
502	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	East side, Southern corner at Kurrajong Street	WWY_018	23	West Wyalong		
503	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	West side, Southern corner at Kurrajong Street	WWY_018	23	West Wyalong		
504	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Kurrajong Street	North side, West corner at Operator Street	WWY_018	23	West Wyalong		
505	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	North Street	North side, Corner at Operator Street	WWY_018	23	West Wyalong		
506	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	McInerney Street	South side, Corner at Operator Street	WWY_018	23	West Wyalong		
507	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	East side, opposite McInerney Street	WWY_018	23	West Wyalong		
508	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Gladstone Lane	North side, West corner at Operator Street	WWY_018	23	West Wyalong		
509	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Kurrajong Lane	North side, West corner at Operator Street	WWY_018	23	West Wyalong		
510	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Kurrajong Lane	South side, West corner at Operator Street	WWY_018	23	West Wyalong		
511	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Kurrajong Lane	South side, East corner at Operator Street	WWY_018	23	West Wyalong		
512	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	East side, Corner at Operator Street	WWY_018	23	West Wyalong		
513	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Operator Street	West side, Corner at Operator Street	WWY_018	23	West Wyalong		
514	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	McInerney Street	North side, Corner at Operator Street	WWY_018	23	West Wyalong		\$ 500,800.00
518	Unsafe crossing	Unsafe Crossing	Provide pedestrian refuge island	\$ 5,760.00	Medium	Victory Street	Intersection at Operator Street	WWY_022	24	West Wyalong		
120	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 33,280.00	Medium	Operator Street	East side, from Main Street to Court lane	WWY_019	24	West Wyalong	52	
121	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 65,920.00	Medium	Operator Street	East side, from Court lane to West Wyalong Stadium Parking Lot	WWY_019	24	West Wyalong	103	
122	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 45,440.00	Medium	Operator Street	East side, from West Wyalong Stadium Parking Lot to Short Street	WWY_122	24	West Wyalong	71	
123	1.2m path	Narrow Path	Provide standard 1.8m path	\$119,040.00	Medium	Operator Street	East side, from Short Street to Victory Street	WWY_022	24	West Wyalong	186	
125	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 32,640.00	Medium	Operator Street	West side, Between Main Street and Court Lane	WWY_019	24	West Wyalong	51	
126	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 24,960.00	Medium	Operator Street	West side, Between Court Lane and Court Street	WWY_019	24	West Wyalong	39	
127	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 28,160.00	Medium	Operator Street	West side, Between Court Street and West Wyalong Stadium Parking Lot	WWY_020	24	West Wyalong	44	
128	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 80,000.00	Medium	Operator Street	West side, Between West Wyalong Stadium Parking to Short Street	WWY_020	24	West Wyalong	125	

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
129	Missing Path	Missing Path	Provide standard 1.8m path	\$184,960.00	Medium	Operator Street	West side, between Short street and Victory Street	WWY_022	24	West Wyalong	289	
451	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Short Street	North side, Corner at Operator Street	WWY_031	24	West Wyalong		
452	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Short Street	South side, Corner at Operator Street	WWY_031	24	West Wyalong		
453	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Operator Street	East side, Corner at Railway Road	WWY_043	24	West Wyalong		
454	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Operator Street	West side, Corner at Railway Street	WWY_043	24	West Wyalong		\$ 632,320.00
130	Missing Path	Missing Path	Provide standard 1.8m path	\$ 86,400.00	Medium	Short Street	South side, between England Street and Operator Street	WWY_021	25	West Wyalong	135	
131	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 85,120.00	Medium	Short Street	North side, Between England Street and Operator Street	WWY_021	25	West Wyalong	133	
132	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 88,320.00	High	England Street	East side, Between Short Street and Court Street	WWY_045	25	West Wyalong	138	
135	1.2m path	Narrow Path	Provide standard 1.8m path	\$115,200.00	High	England Street	East side, Between Short Street and Railway Road	WWY_046	25	West Wyalong	180	
133	1.2m path	Narrow Path	Provide standard 2m path	\$125,800.00	High	England Street	West side, Between Railway Road and Short Street	WWY_046	25	West Wyalong	185	
134	1.2m path	Narrow Path	Provide standard 2m path	\$ 96,560.00	High	England Street	West side, Between Court Street and Short Street	WWY_045	25	West Wyalong	142	
455	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	England Street	East side, Corner at Court Street	WWY_045	25	West Wyalong		
456	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	England Street	East side, Corner at Railway Road	WWY_046	25	West Wyalong		
457	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	England Street	West side, Corner at Railway Road	WWY_046	25	West Wyalong		\$ 606,520.00
463	Crossing width is too large	Unsafe crossing	Provide kerb build outs	\$ 4,800.00	Medium	Church Street	West side, Southern Corner at Court Street Intersection	WWY_025	26	West Wyalong		
464	Crossing width is too large	Unsafe crossing	Provide kerb build outs	\$ 4,800.00	Medium	Church Street	East side, Southern Corner at Court Street intersection	WWY_024	26	West Wyalong		
515	Missing crossing point	Missing crossing	Provide mid-block crossing/ pedestrian refuge island		Medium	Reg Rattey Drive	Corner at Shire Street Intersection	WWY_025	26	West Wyalong		
136	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 62,720.00	Medium	Court Street	South side, From Operator Street to Saint Barnabas Anglican Church	WWY_023	26	West Wyalong	98	
137	1.2m New path	Narrow Path	Provide standard 1.8m path	\$ 28,800.00	Medium	Court Street	South side, fronting Tivoli Cinema and Theatre	WWY_024	26	West Wyalong	45	
138	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 94,080.00	Medium	Court Street	North side, Between Operator Street and Meaghers lane	WWY_023	26	West Wyalong	147	
139	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 90,240.00	Medium	Court Street	North side, Between Church Street and Meaghers lane	WWY_024	26	West Wyalong	141	
140	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 16,000.00	Medium	Court Street	South side, From Tivoli Cinema and Theatre to Star Lane	WWY_024	26	West Wyalong	25	
141	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 46,080.00	Medium	Court Street	South side, Between Star Lane and Church Street	WWY_024	26	West Wyalong	72	
145	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 17,280.00	Medium	Church Street	West side, Between Court Street and Court Lane	WWY_026	26	West Wyalong	27	
146	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 86,400.00	Medium	Shire Street	North side, Between Water Street and Court Street intersectionm	WWY_025	26	West Wyalong	135	
147	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 59,520.00	Medium	Shire Street	South side, Between Golden Street and Council Building	WWY_025	26	West Wyalong	93	
148	Missing Path	Missing Path	Provide standard 1.8m path	\$ 89,600.00	Medium	Shire Street	North side, Between Fleece Street and Golden Street	WWY_025	26	West Wyalong	140	
149	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 88,320.00	Medium	Shire Street	South side, Between Fleece Street and Golden Street	WWY_025	26	West Wyalong	138	
150	Missing Path	Missing Path	Provide standard 1.8m path	\$ 49,280.00	Medium	Shire Street	South side, Between Fleece Street and Reg Rattey Drive	WWY_025	26	West Wyalong	77	
151	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 29,440.00	Medium	Shire Street	North side, Between Golden Street and Water Street	WWY_025	26	West Wyalong	46	
152	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 9,600.00	Medium	Golden Street	West side, Corner at Shire Street, connecting ramp	WWY_025	26	West Wyalong	15	
465	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Golden Street	West side, Northern Corner at Shire Street	WWY_025	26	West Wyalong		

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RoutelD	Project	Study Area	Length	Project Costs
466	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Fleece Street	East side, Southern Corner at Shire Street	WWY_025	26	West Wyalong		
467	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Fleece Street	West side, Southern Corner at Shire Street	WWY_025	26	West Wyalong		
468	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Water Street	West side, Corner at Shire Street	WWY_025	26	West Wyalong		
469	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Shire Street	North side, West corner at Water Street	WWY_025	26	West Wyalong		
470	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Shire Street	South side, West corner at Water Street	WWY_025	26	West Wyalong		
471	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Shire Street	South side, Eastern corner at Fleece Street	WWY_025	26	West Wyalong		
472	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Shire Street	North side, Eastern Corner at Fleece Street	WWY_025	26	West Wyalong		
516	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Shire Street	West side, fronting Lions park	WWY_025	26	West Wyalong		
517	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Shire Street	East side, corner at Shire Street Intersection	WWY_025	26	West Wyalong		
459	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp + kerb build outs	\$ 7,840.00	Medium	Church Street	East side, Corner at Court Street	WWY_026	26	West Wyalong		
461	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp + kerb build outs	\$ 7,840.00	Medium	Court Street	North side, Eastern Corner at Church Street	WWY_024	26	West Wyalong		
460	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp further east to align with opposite side + provide kerb build outs	\$ 7,840.00	Medium	Court Street	South side, Corner at Church Street	WWY_024	26	West Wyalong		
462	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp further west to align with opposite side + provide kerb build outs	\$ 7,840.00	Medium	Court Street	North side, Western Corner at Church Street	WWY_025	26	West Wyalong		\$ 838,720.00
153	Missing Path	Missing Path	Provide standard 1.8m path	\$ 69,760.00	Low	Fleece Street	East side, Between Shire Street and Main Street	WWY_044	27	West Wyalong	109	\$ 69,760.00
154	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 16,000.00	Medium	Main Street	North side, From STIHL to White Tank Hotel	WWY_003	28	West Wyalong	25	
155	Missing Path	Missing Path	Provide standard 1.8m path	\$ 60,160.00	Medium	Camp Street	West side, Between Main Street and Creswell Street Intersection	WWY_004	28	West Wyalong	94	
156	1.2m asphalt path	Narrow Path	Provide standard 1.8m path	\$ 59,520.00	Medium	Camp Street	East side, Between Main Street and Creswell Street Intersection	WWY_004	28	West Wyalong	93	
157	Missing Path	Missing Path	Provide standard 1.8m path	\$ 10,880.00	Medium	Camp Street	Corner connection to Creswell Street	WWY_004	28	West Wyalong	17	
158	Missing Path	Missing Path	Provide standard 1.8m path	\$ 37,760.00	Medium	Creswell Street	East side, Between Park Street and Grenfell Lane	WWY_005	28	West Wyalong	59	
209	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 38,400.00	Medium	Main Street	South side, fronting Petrol Station and opposite McCann Park	WWY_002	28	West Wyalong	60	
473	Misaligned, narrow kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Water Street	West side, Southern Corner at Main Street	WWY_006	28	West Wyalong		
474	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Camp Street	East side, Corner at Creswell Street	WWY_004	28	West Wyalong		
475	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Creswell Street	West side, Corner at Camp Street	WWY_004	28	West Wyalong		
476	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Creswell Street	East side, Corner at Camp Street	WWY_004	28	West Wyalong		
477	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Creswell Street	East side, opposite McCann Park	WWY_005	28	West Wyalong		
494	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Medium	Camp Street	West side, Corner at Park Street	WWY_005	28	West Wyalong		\$ 240,960.00
159	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 66,560.00	High	Park Street	South east side, Between Creswell Street and Park lane	WWY_029	29	West Wyalong	104	
160	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 78,080.00	High	Park Street	South east side, Between Park Lane and School Street	WWY_029	29	West Wyalong	122	
168	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 98,560.00	High	Park Street	South side, Between School Street and Barrier Street	WWY_032	29	West Wyalong	154	
180	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 38,400.00	Medium	School Street	West side, between Park Street and Grenfell Lane	WWY_030	29	West Wyalong	60	

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RoutelD	Project	Study Area	Length	Project Costs
183	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 39,040.00	Medium	School Street	East side, between Park Street and Grenfell Lane	WWY_030	29	West Wyalong	61	
205	1.2m path	Narrow Path	Provide standard 1.8m path	\$268,800.00	High	Dumaresq Street	West side, Between Wootten Street and Park Street	WWY_039	29	West Wyalong	420	
169	1.2m path	Narrow Path	Provide standard 2m path	\$109,480.00	High	Park Street	North side, Between School Street and Dumaresq Street, fronting the school	WWY_032	29	West Wyalong	161	
171	1.2m asphalt path	Narrow Path	Provide standard 2m path	\$144,840.00	High	Park Street	North side, Between Creswell Street and School Street	WWY_029	29	West Wyalong	213	
206	1.2m path	Narrow Path	Provide standard 2m path	\$104,040.00	High	Dumaresq Street	East side, Between Wootten Street and Evans Street	WWY_039	29	West Wyalong	153	
486	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Dumaresq Street	East side, Corner at Park Street	WWY_039	29	West Wyalong		
487	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Park Street	South side, Corner at Barrier Street	WWY_032	29	West Wyalong		
488	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Wootten Street	South side, Corner at Dumaresq Street	WWY_039	29	West Wyalong		
489	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Dumaresq Street	West side, Corner at Wootten Street	WWY_039	29	West Wyalong		
490	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	High	Dumaresq Street	East side, Corner at Wootten Street	WWY_039	29	West Wyalong		\$ 963,000.00
170	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 90,880.00	Low	Park Street	South side, Between Barrier Street and Monash Street	WWY_036	30	West Wyalong	142	
172	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 83,200.00	Low	Barrier Street	Northern side, Between Park Street and Grenfell Street	WWY_038	30	West Wyalong	130	
173	Missing Path	Missing Path	Provide standard 1.8m path	\$ 33,280.00	Low	Barrier Street	Northern side, Between Grenfell Street and North Street	WWY_038	30	West Wyalong	52	
174	Missing Path	Missing Path	Provide standard 1.8m path	\$100,480.00	Low	North Street	Southern side, Between School Street and Barrier Street	WWY_050	30	West Wyalong	157	
187	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 92,800.00	Low	Monash Street	West side, Between Park Street and Grenfell Street	WWY_042	30	West Wyalong	145	
188	1.5m cracked path	Narrow Path	Provide standard 1.8m path	\$ 46,080.00	Low	Monash Street	East side, Between Grenfell Street south towards corner at bowls club	WWY_041	30	West Wyalong	72	
189	Missing Path	Missing Path	Provide standard 1.8m path	\$ 64,640.00	Low	North Street	South side, Between Barrier Street and Monash Street	WWY_051	30	West Wyalong	101	
190	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 73,600.00	Low	Monash Street	West side, Between Kurrajong Street and North Street	WWY_040	30	West Wyalong	115	
191	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 35,840.00	Low	Monash Street	West side, Between Club Lane and Kurrajong Street	WWY_040	30	West Wyalong	56	
478	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Grenfell Street	South side, eastern corner at Barrier Street	WWY_038	30	West Wyalong		
479	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Barrier Street	West side, Corner at North Street	WWY_038	30	West Wyalong		
480	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	North Street	South side, Corner at Barrier Street	WWY_050	30	West Wyalong		
481	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Barrier Street	East side, Corner at North Street	WWY_038	30	West Wyalong		
482	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	North Street	North side, Corner at Barrer Street	WWY_050	30	West Wyalong		
483	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Barrier Street	East side, Corner at Grenfell Street	WWY_038	30	West Wyalong		
484	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Grenfell Lane	North side, Corner at Barrier Street	WWY_038	30	West Wyalong		
485	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Grenfell Lane	South side, Corner at Barrier Street	WWY_038	30	West Wyalong		
496	Missing kerb ramp, low path	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Grenfell Street	North side, Corner at Monash Street	WWY_042	30	West Wyalong		
497	Missing kerb ramp	Missing kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	North Street	South side, Corner at School Street and Church Street Intersection	WWY_050	30	West Wyalong		
498	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Grenfell Street	South side, Corner at Monash Street	WWY_041	30	West Wyalong		
499	Misaligned kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	Monash Street	South side, Corner at Grenfell Street	WWY_041	30	West Wyalong		
500	Non-standard kerb ramp	Non-standard kerb ramp	Provide standard kerb ramp	\$ 3,040.00	Low	North Street	North side, Eastern Corner at Monash Street	WWY_041	30	West Wyalong		\$ 660,320.00

Id	Issue	IssueType	IssueTreat	Costs	RouteHier	RoadName	RoadSect	RouteID	Project	Study Area	Length	Project Costs
175	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 6,400.00	Medium	Church Street	East side, Between Gladstone lane and Soudens Bedding Store	WWY_027	31	West Wyalong	10	
176	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 33,280.00	Medium	Church Street	East side, Between Gladstone Lane and Gladstne Street	WWY_028	31	West Wyalong	52	
177	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 94,080.00	Medium	Church Street	West side, From Barnado Street to the Green Corridor Entrance at Bernard park	WWY_028	31	West Wyalong	147	
178	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 30,080.00	Medium	Church Street	East side, Between Gladstone Street and Club Lane	WWY_028	31	West Wyalong	47	
179	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 31,360.00	Medium	Church Street	East side, Between Club Lane and Kurrajong Street	WWY_028	31	West Wyalong	49	
181	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 32,640.00	Medium	School Street	West side, Between Grenfell Lane and Grenfell Street	WWY_030	31	West Wyalong	51	
182	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 38,400.00	Medium	School Street	West side, Between Grenfell Street and North Street	WWY_030	31	West Wyalong	60	
184	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 33,920.00	Medium	School Street	East side, Between Grenfell Lane and Grenfell Street	WWY_030	31	West Wyalong	53	
185	1.2m path	Narrow Path	Provide standard 1.8m path	\$ 37,120.00	Medium	School Street	East side, Between Grenfell Street and North Street	WWY_030	31	West Wyalong	58	
186	Missing Path	Missing Path	Provide standard 1.8m path	\$ 10,880.00	Medium	Church Street	East side, Between North Street and Kurrajong Street	WWy_028	31	West Wyalong	17	\$ 348,160.00